

NATIONAL HISTORIC LANDMARK NOMINATION

NPS Form 10-900

USDI/NPS NRHP Registration Form (Rev. 8-86)

OMB No. 1024-0018

COLUMBIA RIVER HIGHWAY

United States Department of the Interior, National Park Service

National Register of Historic Places Registration Form

1. NAME OF PROPERTY

Historic Name: COLUMBIA RIVER HIGHWAY

Other Name/Site Number: Historic Columbia River Highway

2. LOCATION

Street & Number: Historic Columbia River Highway No. 100

Not for publication: __

City/Town: Portland, Columbia River Gorge including the cities of Hood River, and Mosier

Vicinity: X

State: Oregon County: Multnomah/Hood River/Wasco Code: 051/027/065 Zip Code: 97209-4037

3. CLASSIFICATION

Ownership of Property

Private: __

Public-Local: __

Public-State: X

Public-Federal: X

Category of Property

Building(s): __

District: X

Site: __

Structure: __

Object: __

Number of Resources within Property

Contributing

6

43

5

54

Noncontributing

__ buildings

__ sites

16 structures

3 objects

19 Total

Number of Contributing Resources Previously Listed in the National Register: approximately 50

Name of Related Multiple Property Listing: N/A

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4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ___ meets ___ does not meet the National Register Criteria.

Signature of Certifying Official

Date

State or Federal Agency and Bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of Commenting or Other Official

Date

State or Federal Agency and Bureau

5. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

- Entered in the National Register
- Determined eligible for the National Register
- Determined not eligible for the National Register
- Removed from the National Register
- Other (explain): _____

Signature of Keeper

Date of Action

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6. FUNCTION OR USE

Historic:	Landscape Transportation Recreation and Culture	Sub:	natural feature road-related (vehicular) outdoor recreation
Current:	Landscape Transportation Transportation Recreation and Culture	Sub:	natural feature road-related (vehicular) pedestrian-related outdoor recreation

7. DESCRIPTION

Architectural Classification: N/A

Materials:

Foundation:

Walls:

Roof:

Other: Pavements and curbs: Packed Earth, Gravel, Warrenite Bitulithic Asphalt, Reinforced-Concrete
Structures: Reinforced-Concrete, Basalt Rubble, Wood.

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Describe Present and Historic Physical Appearance.**Summary**

The Columbia River Highway (CRH) National Historic Landmark District is located in the state of Oregon, along the south side of the Columbia River between the cities of Troutdale (14.2 miles east of Portland) and The Dalles (88 miles east of Portland). The CRH was the first modern highway constructed in the Pacific Northwest and the first scenic highway constructed in the United States. The road became a trunk route from Portland's large commercial center to eastern Oregon and points beyond. The highway's alignment remains true to the plan that Samuel C. Lancaster and others envisioned for its original configuration. The road is the pinnacle of early-20th-century rural highway design created to take visitors to the Columbia River Gorge's most breathtaking and beautiful natural wonders and scenic vistas. The CRH was constructed between 1913 and 1922.

Much of the CRH possesses an extraordinary integrity to the period of construction. All of the western 24.3 miles, from Troutdale to Warrendale, is on its original alignment except at Oneonta Gorge Creek, where in 1948 it was slightly realigned to bypass Oneonta Tunnel and crosses Oneonta Creek on a 1948 reinforced-concrete girder span, and west of Dodson, where it is briefly lost in a freeway interchange. All of the engineering features associated with this portion of the highway, including the original Oneonta Gorge Creek Bridge, the Oneonta Tunnel, and Interstate 84's Toothrock Tunnel, are intact.

Portions of the CRH between Warrendale and Hood River were sacrificed in the 1950s, 1960s, and 1970s for construction of the water-level route that became Interstate 84. Those discontinuous segments that remain between Warrendale and Hood River, however, possess much original integrity, including masonry walls, bridges, viaducts, and pavement. Nevertheless, while they meet the National Register-level of integrity, the National Historic Landmark (NHL) requirement for a high degree of integrity is less pervasive. The Oregon Department of Transportation is rehabilitating several of these segments for non-motorized use as part of the Historic Columbia River Highway State Trail. One section, between Tanner Creek and Cascade Locks, possesses a high degree of integrity and is included in the NHL historic district.

By 1999, the Oregon Department of Transportation (ODOT) is well along in its project to restore the long-abandoned Hood River to Mosier section of the CRH as part of the HCRH State Trail. This includes removing the additional pavement width from the road to reestablish the original pavement and shoulder widths. The department is restoring and, where needed, rebuilding sections of masonry guard wall. It has replaced the "W" rail and "C" rail steel guardrails with the timber 1920s Standard Guard Fence. Finally, ODOT has restored several bridges and reopened two tunnels. This section of the HCRH State Trail possesses a high degree of integrity and is included in the NHL historic district.

From Mosier to The Dalles, the CRH maintains its original alignment except for a half-mile-segment west of Tooley Lake, near HMP 83. This small section was destroyed and realigned when Interstate 84 was constructed. All of the engineering structures and features associated with the highway remain intact, including four bridges constructed in 1920-21.

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Roadway width has been maintained at its original 24 feet throughout the nominated portions of the CRH. However the route's original configuration of 18 feet of pavement and two 3-foot shoulders was modified in the 1930s or 1940s when the pavement was extended the full 24 feet to accommodate larger and faster automobiles and transport trucks. At no time were masonry guard walls or concrete railings relocated to provide additional roadway width beyond the original 24 feet.

Overview of the Columbia River Highway through the Columbia River Gorge***Historic District Boundaries and Sections***

The 1983 National Register (NR) nomination for the CRH Historic District defined a linear resource that was 60-feet wide (30-feet either side of the roadway's centerline) and equal to its original right-of-way. The district was wider at several locations to incorporate slopes, other geological or highway-related engineering features, and the public recreation areas intertwined with the route's history. The district also traversed cities and communities on the streets where the CRH passed. There, the district was confined to the curb line or edge of pavement. The NHL nomination relies on the same general boundary definitions.

The NR nomination described the resource as consisting of a discontinuous 55 miles of the original 73.8-mile route (see Figures #2, #3 & #4). This was broken down into a western segment of 21.6 miles, running from Troutdale to the Dodson interchange, and an eastern segment of 14.6 miles, running from Mosier to The Dalles. Of the original 37.6-mile middle section, only 19.3 miles were extant. Large portions of the CRH in that section were lost to construction of a water-level route in the 1930s, 1950s, and 1960s that became Interstate 84. What existed there in 1983 was either abandoned or functioned as frontage roads, county roads, or city streets. The NR nomination included all extant portions of the highway from Troutdale to The Dalles regardless of whether the roadbed was in public or private ownership, or whether it was abandoned or in use.

National Historic Landmark Boundaries and Segments

The NHL nomination will encompass major portions of the NR district. For ease of understanding this complex resource, it is broken down into segments referenced by "Historic Mile Posts" (HMPs). All portions of the CRH included in the NHL historic district are in public ownership.

Historic Mile Posts (HMPs) on the Columbia River Highway

Mileposts were established along the CRH at the time of construction. According to a "Mile Posting Data" log of the entire highway that the Oregon State Highway Department (OSHD) prepared in 1924, HMP 0.00 was established as the intersection of SW Washington Street and SW Broadway in downtown Portland. The route leading to the beginning of the CRH and nominated district, followed Portland's arterial system for about six miles before picking up the Base Line Road (also known as Stark Street) or the Sandy Road (later known as Sandy Boulevard). Stark Street intersected the CRH on the Sandy River (Stark Street) Bridge, at HMP 16.7. The Sandy Road crossed the Sandy River two miles downstream over the Sandy River Bridge at Troutdale before heading into the county's road system. The roadway between the Sandy River Bridge at Troutdale and the Sandy River (Stark Street) Bridge was added as a second access route to the CRH, a few years after work originally began on the highway.¹

¹See the entire section of F. N. Drinkhall, "Field Notes: Mile Posting Data, Upper Col. River Hwy., Lower Col. River Hwy., and Old Oregon Trail," Oregon State Highway Department, Salem, 1924, devoted to the "Upper

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The Sandy River Bridge at Troutdale is 2.5 miles northwest of the Stark Street structure, so its HMP has been calculated as 14.2. For purposes of this nomination for the CRH, and the 1983 NR nomination for the CRH Historic District, HMP 14.2 was determined as the western most point of the nominated property. Beginning there, the CRH is summarized as follows:

Segment 1—Sandy River to Warrendale (HMP 14.2 to 38.5)

This segment of the CRH runs from the Sandy River Bridge at Troutdale to the eastern end of Warrendale, where the route becomes an eastbound on-ramp to Interstate 84. Throughout the entire segment, the highway retains much of its original integrity, with no subsequent realignments. One short break of less than one mile exists at the west end of Dodson, near HMP 37, where the original alignment was lost to approach ramps for exit 35 on Interstate 84.

The portion of the CRH from the Sandy River to its junction with Larch Mountain Road (HMP 23), retains its original character as a country road. All of this section, except for 1.5 miles of the 2.5 miles between the Sandy River (Troutdale) Bridge and the Sandy River (Stark St.) Bridge, predates the highway. It was part of an extensive farm-to-market road system in eastern Multnomah County that radiated from Portland to its hinterland. The 1.5 miles of improvements, which is immediately north and west of the Sandy River (Stark Street) Bridge, is a water-level alignment created through substantial cliff side cuts along the Sandy River. It was built in 1916 as part of the CRH's original construction and bypassed a county road connecting with the Sandy River Bridge at Troutdale that had 20 percent grades.

The countryside between HMP 14.2 and HMP 23 consists of minor housing developments, rural restaurant structures, country villages, cane berry fields, and fruit tree orchards. Both Sandy River bridges have been repaired and preserved to retain their historic character. The only variation from original integrity in this segment is the overlaying of asphaltic concrete pavement from the original 18-foot width to the full 24-foot roadway width some time in the last 82 years. This was probably completed during the 1930s to accommodate increased truck traffic. Intermittently, the pavement has been widened beyond the roadway's original 24-foot configuration for traffic safety at intersections, driveways, and school bus pullouts.

The portion of the CRH from HMP 23 to HMP 38.5 is often called the "waterfall section." Its western terminus is at the junction with Larch Mountain Road, just west of the former Larch Mountain Viaduct (this structure failed years ago because of an unstable hillside and was replaced with a modern "gabion" wall and fill material). This beginning point is near the Portland Women's Forum State Scenic Viewpoint, the former site of Chanticleer Inn, where in 1913 Samuel Lancaster and Samuel Hill looked over the Columbia River Gorge and began mapping out the CRH's location. The eastern terminus is near the eastern end of the community of Warrendale, where the highway becomes the eastbound on-ramp to Interstate 84.

This segment has several large cascades and many smaller, seasonal falls. It also includes two NR-listed properties: Vista House, a public comfort station and interpretive structure dating from 1918 (at HMP 24); and the Multnomah Falls Recreation Area, which encompasses Multnomah Falls and Multnomah Falls Lodge, a 1926 Cascadian-style restaurant/interpretive center (at HMP

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32). There are also several other state parks and Forest Service recreation sites along this section of the CRH.

Many man-made structures were built in this section, including several one-of-a-kind reinforced-concrete bridges and box culverts to cross numerous small streams. Mortared masonry guard walls provide traffic protection along outside curves. Masonry retaining walls carry the road along the Columbia Gorge's steep hillsides. Guard rocks were often used on top of retaining walls to demarcate the edge of pavement.

This CRH segment has eight unique reinforced-concrete bridges and several box culverts dating from 1915. All of them have undergone periodic structural inspections and continue to meet current load demands for the highway. Since 1987, cosmetic restoration has taken place on the concrete railings on several of the bridges. This has included recasting of some concrete spindles, replastering of decorative panels, or pointing masonry on most large spans. In addition, ODOT masons have replaced deteriorated mortar on guard walls, repaired dry masonry retaining walls, and reinstalled guard rocks.

One span, the Oneonta Gorge Creek Bridge (1915), was bypassed in 1948 when the highway was rerouted on a parallel span around Oneonta Tunnel. The 1915 bridge remains in good original shape, with some deterioration of the railing panels. It serves as part of a parking area for visitors to Oneonta Gorge and gives visitors the opportunity to see a CRH bridge in unrestored condition.

The CRH maintains its original alignment, concrete gutters, drainage tile, and curbing. Pavement overlays since the 1930s, however, have been altered from the original 18-foot asphalt travel lanes and three-foot shoulders to 24 feet of asphalt pavement (total width is still maintained at 24 feet).

In the 1980s, ODOT carried out two restoration projects on this CRH segment. It recreated original concrete mileposts, patterned after two surviving posts, and installed them here and along all driveable sections of the highway. The agency also replaced deteriorated "C-rail" and "W-rail" metal guardrail along this highway segment.

From the Sandy River to the Larch Mountain Road junction, ODOT installed a single-rail wooden guardrail that met current highway crash standards. This rail replacement project represented an early restoration effort along the highway. At the time of the highway's construction, however, the Oregon State Highway Department developed a two-rail wooden guardrail for use on this road and throughout the state's highway system. It became a standard rail for the Bureau of Public Roads during the 1920s (see Figure #8).

By 1996, ODOT had developed and crash-tested a new two-rail steel-backed wooden guardrail for use on the driveable portions. It replicated the original two-rail wooden guard fence, but met a modern 50 mile-per-hour crash test. None of the alterations described here compromise the ambience of a rural country road. The CRH in this segment possesses a high level of historic integrity.

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Segment 2—Tanner Creek to Cascade Locks (HMP 41.7 to 45.8)

From Warrendale to Hood River, the CRH consists of many discontinuous roadway segments, either abandoned or taken off line. In 1937, the US Bureau of Public Roads completed a realignment of the portion from Tanner Creek to Cascade Locks as part of the Bonneville Dam construction project. Because projected pool levels behind the dam would flood the nearby Union Pacific Railroad mainline near Eagle Creek, the track was rerouted to the south, bisecting a portion of the CRH's right-of way. This created the need to realign the highway from Tanner Creek (near the current Bonneville Dam interchange) to the western end of Cascade Locks.

The new highway alignment was a water-level route with broad, sweeping curves. It was extended eastward and westward in the 1950s as a new water-level route. It was upgraded in the 1960s to a four-lane highway (Interstate 84). The new roadway cut long arcs through the CRH alignment from Cascade Locks to the Hood River (east of the city of Hood River). It left many discontinuous, but very visible and accessible highway traces, including the portion from Tanner Creek to the Cascade Locks.

In 1996, ODOT reopened the CRH segment between Tanner Creek and Eagle Creek (between HMP 41.7 and 42.8) for non-motorized use as part of the HCRH State Trail. The rehabilitated segment includes the Toothrock and Eagle Creek viaducts.

As part of the rehabilitation project in this segment, ODOT replaced spindles on the railings of Toothrock Viaduct. Masons repointed or reconstructed guard walls on the nearby Eagle Creek Viaduct. They also rebuilt a section of the Eagle Creek Viaduct crushed under a rockslide in the 1980s. The masons replicated a nearby pedestrian observatory area, Eagle's Nest. A new pedestrian bridge replaced a segment of the original highway lost during construction of Toothrock Tunnel's east portal in 1936. This new structure serves as a vital link in reconnecting Tanner Creek with Eagle Creek on the HCRH State Trail.

The roadway extends an eighth of a mile east of the new pedestrian bridge before abruptly ending far above the 1937 realignment. There, a concrete staircase, constructed in 1996, enables bicyclists and hikers to reach the next section of the CRH, an off-ramp from Interstate 84 which leads to the Eagle Creek Campground (HMP 42.8). The USDA Forest Service's Oregon National Forest developed this area along the highway in 1915 as a camping and picnic facility.

The Eagle Creek Bridge (1915) is the eastern most span constructed on the CRH in Multnomah County. It is a reinforced-concrete arch faced in basalt rock. The structure, with a nearby pedestrian alcove, has received regular maintenance and is in very good original condition (see Figure #15).

The Eagle Creek Campground is the oldest improved USDA Forest Service campground in the United States and was a very popular destination with travelers on the CRH.² Popularity and subsequent overuse of the campground prompted the Civilian Conservation Corps (CCC), in the mid-1930s, to enlarge the recreation area to include a community kitchen, public comfort station, and trail registry booth, along with additional day and overnight use areas. The CCC also constructed a wooden pedestrian suspension bridge spanning Eagle Creek. It provided access to

²Linda Flint McClelland, *Presenting Nature: The Historical Landscape Design of the National Park Service, 1916-1942*, (Washington, DC: Government Printing Office, 1993), 103.

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several trails in the campground's vicinity. Severe weather in 1997 destroyed this structure, but the Forest Service has planned for its reconstruction (see Figure 14).

The Eagle Creek Overlook, which is adjacent to the campground and north of the 1937 highway realignment, was also a CCC project. It included a shelter and other improvements, and offered a vantage point for those eager to watch Bonneville Dam's construction.

In 1999, the FHWA's Western Federal Lands Highway Division completed rehabilitation of the 2.4-mile Eagle Creek to Cascade Locks section (HMP 42.8 to 45) of the CRH for non-motorized use. Within a quarter mile east of the Eagle Creek Campground, the highway's alignment headed south, away from the river. At HMP 43.6, it crosses Ruckel Creek on a masonry-walled 10-foot slab span constructed in 1917.

A short section east of Ruckel Creek Bridge, the highway takes an 800-foot detour route dating from 1937. It rejoins the original alignment below the south shoulder of present-day Interstate 84. As part of the 1999 FHWA project, a pedestrian tunnel was constructed under the Interstate 84 alignment. North of the four-lane highway, the HCRH State Trail follows a new alignment eastward for 2,000 feet before continuing on the original CRH roadbed to the Bridge of the Gods, in Cascade Locks, at HMP 45.8.

Toothrock Tunnel, with its rustic-style portal masonry, was completed in 1937 and now serves eastbound Interstate 84. It has a strong association with the CRH and is included within the district in part because of its significant role in taking the Tanner Creek to Cascade Locks highway realignment through Tooth Rock.

Segment 3—Hood River to The Dalles (HMP 65.8 to 88.4)

This segment of the CRH Historic District begins at the intersection of 13th and Oak streets in Hood River, the western boundary of one of the city's older residential neighborhoods. The highway follows Oak Street east through a tree-lined residential development and a predominantly early-20th-century business district, before turning south for two blocks on 2nd Street, and then east on State Street to the city limits at the Hood River. The CRH crosses the Hood River and intersects with Oregon 35 at HMP 67.

Much of the CRH between Hood River and Mosier is best known for the Hood River Loops and the Mosier Twin Tunnels. The state highway department abandoned this section in the early 1950s when the water-level route opened. The Hood River Loops carry the road up and out of the river valley to skirt along the cliffs of the Columbia River Gorge on grades of 5 percent or less and on curves with turning radii of 100 feet or more. The portion to the Hood River County—Wasco County line became a county road, serving residences and several gravel pits. With closure of this portion of the old road in the mid-1950s, the right-of-way in Wasco County to HMP 73.1, including the Mosier Twin Tunnels (HMP 72) reverted to surrounding private landowners.

The Mosier Twin Tunnels were constructed a mile east of the Wasco County line and completed in 1921. They consist of two bores, in tandem, running 390 feet. They carried visitors from a cliff-faced road on the west to a plateau on the east, overlooking the Columbia River. Features include two windows in the east tunnel, an observation gallery between the tunnels, and a masonry-railed cliff walk. The tunnels were partially wood lined and originally had masonry

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portals. By the 1930s, larger vehicles required widening the tunnels. New linings were installed and the portal rings were enlarged and refaced with imitation voussoirs cast in concrete. Highway officials noted early on that continual rockfall made traveling dangerous in CRH section immediately west of the tunnels. In 1953, at the completion of the water-level route between Hood River and Mosier, the Oregon State Highway Engineer ordered the Mosier Twin Tunnels closed permanently and filled with rubble.

Since the late 1980s, ODOT and the Historic Columbia River Highway Advisory Committee have sought to reopen the tunnels and the Hood River to Mosier section of the road for recreational use, as another segment of the HCRH State Trail. ODOT is the lead agency on this project, partnering with the Oregon Parks and Recreation Department (OPRD). The tunnels were reopened and restored in 1996. Masonry guard walls east and west of the tunnels have been pointed or completely rebuilt using local stone and original construction techniques.

ODOT has removed extra pavement width laid in the 1930s, to recreate the original 18-foot roadway with 2-foot shoulders in this section. In addition, the department has recreated the 1920s two-rail wooden guard fence to original specifications and installed it at locations noted in the 1924 Mile Posting Data log. The agency also installed reproduction concrete mileposts along the HCRH State Trail.

Because of constant danger from rockfall between the tunnels and west of the tunnels, ODOT proposed construction of two catchment structures to shield recreationalists from falling chunks of basalt. The agency completed a reinforced-concrete rock catchment structure between the tunnels in 1996. A similar one west of the west tunnel is under construction and is scheduled for completion in 2000. The designs of both structures have met the approval of the HCRH Advisory Committee and the Oregon State Historic Preservation Office (SHPO) as being compatible with the highway's historic integrity. The Oregon SHPO's determination of "No Adverse Effect" was accepted by the Advisory Council on Historic Preservation. Both designs also meet the visual quality objectives of the Columbia River Gorge National Scenic Area (CRGNSA) *Management Plan* (1992).

One other significant resource in this segment, the Rock Creek Bridge (1918), in Wasco County, lost its reinforced-concrete parapet walls years ago in favor of wooden posts and rails. In the mid-1990s, ODOT re-created the original concrete railings for this structure.

From Mosier, the CRH is a 24-foot paved two-lane road with minimal unpaved shoulders, begins just west of Mosier. It passes through the town, which overlooks the Columbia River, before heading through two miles of orchards. By HMP 75.55, the road again climbs to a windswept plateau where Memaloose Overlook (HMP 76.3), an original CRH feature, provides unobstructed views up and down the Columbia River and toward Memaloose Island, a former traditional American Indian burial place. At HMP 79.9, the highway begins a winding descent from the Rowena Crest Overlook, a large masonry-walled pedestrian viewing area, to the community of Rowena, at river's edge. Again, the highway's designers used loops to create a grade not exceeding 5 percent or ideally undercutting a 200-foot turning radius. This is the third set of loops along the HCRH, which also include the Figure-Eight Loops near Crown Point and the Hood River Loops near Hood River.

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Two major structures are crossed in this section of highway: the Mosier Creek Bridge (1920), at HMP 73.7, and the Dry Canyon Creek Bridge (1921), at HMP 79.7. Both are reinforced-concrete ribbed deck arch spans designed by Oregon State Bridge Engineer Conde B. McCullough. They are in very good original condition with some concrete patching completed on the parapet walls. As with other driveable CRH sections, ODOT has replaced the odd assortment of metal guardrail profiles found in this segment with its crash-tested, steel-backed two-rail wooden guard fence.

From Rowena to The Dalles, the CRH leaves its rural country road character and enters the The Dalles urban area. It continues as a 24-foot two-lane facility with minimal shoulders. Scattered residences, some contemporary with the highway and others of a more modern vintage, are visible immediately adjacent to the route. A few commercial buildings date from the CRH's early years, including a gas station and a motor court. The Chenoweth Creek Bridge (1920) is a 60-foot reinforced-concrete deck girder structure consisting of three 20-foot spans. Its original concrete guardrails were removed years ago, but are being restored by ODOT. Chenoweth Creek, at The Dalles city limits, marks the CRH Historic District's eastern terminus.

Many of the restaurants and other business structures that were constructed along the CRH in the 1920s and 1930s, during the road's heyday, have vanished. Gasoline stations, motor courts, and hot dog stands, appeared along the highway despite the protests of proponents who believed that the CRH was becoming too commercialized. The loss of these structures, ironically, has helped to restore much of the waterfalls section to the uncluttered setting that it possessed in its early years. Of those buildings remaining, some continue to serve their original purpose. Others, that originally served meals to travelers, but for many years functioned as private homes, once again offer hospitality as bed and breakfast establishments. Those inns and country restaurants that remain alongside the CRH continue to contribute to the highway's original setting.

The only substantial alteration along the highway is the modest development of state-owned parks and Forest Service recreation sites that have existed almost since the road's opening. They are a testament to the highway's long-lasting recreation popularity. This work included establishing parking areas and roadside pullouts for visitors. Today, any alterations or additions to these roadside improvements must comply with the CRGNSA *Management Plan* (1992) and meet SHPO approval. The *Management Plan* requires that no project on or adjacent to the CRH have an "Adverse Effect," as defined in 36 CFR 800, on the highway.

Nomenclature

The NR nomination for the CRH listed the route as the "Columbia River Highway." It was a major component of the Oregon State Highway System's "Columbia River Highway No. 2," which went from Astoria (at the mouth of the Columbia River) to Portland to The Dalles and ending some 60 miles east of The Dalles, where it became Old Oregon Trail Highway No. 6. The entire road was designed to the high engineering standards found on the portion in the scenic Columbia River Gorge. The water-level route that succeeded the CRH between Portland and The Dalles was eventually designated as Interstate 84. When this road was opened in the early 1950s as a two-lane route, it became known as the "Columbia River

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Highway No. 2.” The segmented driveable portions of the old road were assigned several highway names and numbers.³

In 1987, the Oregon lawmakers approved Senate Bill 766, which defined those portions of the original Columbia River Highway constructed in Multnomah, Hood River, and Wasco counties from 1913 to 1922 as the “Historic Columbia River Highway.” On 21 July 1993, the Oregon Transportation Commission renamed the entire route as “Historic Columbia River Highway No. 100.” Senate Bill 766 declared it public policy that Oregon preserve and restore the “continuity and historic integrity” of the CRH for “public use and enjoyment.” It also provided for a citizen/agency committee to advise the ODOT director and the Oregon Transportation Commission on the highway’s restoration and preservation. Since then, ODOT began in earnest to restore the road’s driveable sections and reclaim abandoned sections for conversion into a trail for non-motorized use. In the mid-1990s, ODOT completed its repurchase of sections of the highway held in private hands or by local governments. All portions of the CRH are in public ownership. Some resources in this nomination and outside of the current right-of-way boundaries (30-feet either side of centerline) are held by OPRD or the USDA Forest Service—Columbia River Gorge National Scenic Area (CRGNSA).⁴

Previous Documentation of the Columbia River Highway

In addition to the CRH’s listing in the National Register in 1983, Vista House (HMP 23.9) was listed in 1974 and the “Multnomah Falls Lodge and Footpath” (HMP 32.1) were listed in 1981. The Historic American Engineering Record completed three projects that in whole or in part looked at the CRH. These include the “Columbia River Highway Project, 1981,” the “Oregon Historic Bridges Recording Project, 1990,” and the “Historic Columbia River Highway Recording Project, 1994, 1995.”

³Between 1913 and 1920, Oregon’s earliest state highway commissioners developed on paper a state highway system. Initially, this included the primary, or “trunk,” routes, such as “Pacific Highway No. 1,” from Portland to the California border; “Columbia River Highway No. 2,” from Astoria to west of Pendleton; “The Dalles-California Highway No. 4, from The Dalles to the California border; “Old Oregon Trail Highway No. 6, beginning at the east end of Columbia River Highway No. 2 and heading east to the Idaho border. Later on, as the US route system developed, Pacific Highway No. 1 was also known as US 99; the Columbia River Highway No. 2 and the Old Oregon Trail Highway No. 6 were also known as US 30; and The Dalles-California Highway was also known as US 97. Interstate 5 is now known as Pacific Highway No. 1. The portion of the Columbia River Highway from Astoria to Portland remains as US 30, but is now known as the “Lower Columbia River Highway No. 2W.” Interstate 84 east of Portland has taken over designations as Columbia River Highway No. 2 and Old Oregon Trail Highway No. 6.

⁴The Columbia River Gorge National Scenic Area Act of 1986 (Public Law 99-663) created the USDA Forest Service—CRGNSA to administer National Forest lands within the Columbia River Gorge National Scenic Area. Much of these lands were formerly in Gifford Pinchot National Forest north of the river and formerly in Mount Hood National Forest south of the river. The USDA Forest Service—CRGNSA also provides technical support for state and local governments on non-federal lands within the Scenic Area and has administrative offices in Hood River, Oregon.

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DESCRIPTION OF CONTRIBUTING RESOURCES IN THE DISTRICT

The following description of contributing resources is divided into five categories:

Spatial Organization

Circulation

Topography

Vegetation

Structures, Buildings, and Objects

Spatial organization refers to the composition and sequence of outdoor spaces within the district. **Circulation** refers to the means and patterns of movement through the district.

Topography refers to the ways in which the landscape planning responds to the site's topographic features, and also to modification of that topography. **Vegetation** also refers both to the response to existing vegetation, and to the management of vegetation through pruning, removal, or addition of trees and shrubs. **Structures, buildings, and objects** include all the contributing structures, buildings, and objects in the district.

Historic District Overall***Spatial Organization***

The Columbia River Highway (CRH) parallels the south shore of the "Great River of the West," that Meriwether Lewis and William Clark navigated in the early 19th century and that Native peoples traveled as part of their trading network in the Pacific Northwest. At 1,400 miles, the Columbia is the second longest river in the United States. It cuts westward through the Cascade Range of volcanic mountains at near sea level through the Columbia River Gorge, from the arid inland plateau near The Dalles to the mouth of the Sandy River, near Troutdale, some 75 miles down stream. The river forms a natural boundary between the states of Oregon and Washington for nearly 300 miles. The Columbia River Gorge cuts a mile-wide channel through basalt formations, leaving cliffs rising an average of 1,500 to 3,000 feet above water level on the Oregon side. The Gorge averages three miles wide. The CRH begins at Troutdale, 15 miles east of Portland. It meanders eastward along the basalt cliffs, sometimes on top, sometimes near the bottoms, but often hugging the cliff faces, visiting the many lush alcoves with their waterfalls and streams. Closer to The Dalles, the highway follows the fence lines of the many fruit orchards found in the plateau country's drier, warmer climate.

Prominent geologist John Eliot Allen wrote that, "The geologic evolution of the Columbia River Gorge is a result of 40 million years of predominantly volcanic activity." But, he added that "it also involves faulting, folding, uplift and subsidence, erosion and sedimentation, repeated northward movement of the [Columbia River] valley, a period of cataclysmic flooding, and finally extensive landsliding. The Gorge thus exhibits a remarkable diversity of geologic events, dating back millions of years, and matched by few other places in North America." Periodic ice age flooding on the Columbia, between 12,800 and 15,000 years ago, stripped the eastern part of the Gorge of its topsoil and scoured out channeled basalt areas known as scablands near The Dalles. They also left in their wake hanging valleys in the Gorge's narrowest part, turning mountain streams into the many cascading waterfalls seen there today. The walls are also crumbling into the river, forming huge talus slopes and landslides of as much as 14 square miles.

Volcanism created the Cascade Mountains. Geologically speaking, the entire Gorge is young and unstable, and is the only location along the range of mountains consisting of the Cascades and the Sierra Nevada where a river cuts through from east to west, to the sea.

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There are 25 mapped waterfalls in the Columbia River Gorge, and eleven can be seen from Interstate 84 or the CRH. The south side of the Gorge has the largest concentration of high waterfalls in North America. Of these, Multnomah Falls is the tallest. With a vertical drop of 620 feet, it is also ranks high among waterfalls in the United States.

The Columbia River Gorge is an area of wide-ranging climatic and vegetative growth patterns. The Cascade Range is a barrier to the eastward movement of moist air from the Pacific Ocean. Rainfall averages 42 inches annually west of the mountains. Levels of 100 to 150 inches at the middle of the Gorge are not uncommon. However, precipitation at The Dalles is about 14 inches annually. This rain shadow effect causes the striking and rapid transition in vegetation from the Cascades' moist west slopes to central Washington and Oregon's dry plateau.

Because the Gorge is a near sea-level channel through a mountain range with peaks such as Mount Hood rising to heights greater than 11,000 feet, it also has a vertical gradient of differing environmental conditions. The steep side canyons, for instance, clasp in their walls damp microclimates unique to the region for their plant and animal life. The exceptional combination of natural, geological, cultural, and scenic resources led to the Gorge's designation as a national scenic area in 1986.

Circulation

When completed in 1922, the CRH provided the only automotive link between Portland and The Dalles, the gateway to eastern Oregon's high plateau country. During the mid-1920s, it was designated part of US 30 as part of the national highway system. The Pacific Highway, later US 99, was constructed at about the same time, with the goal of connecting Washington, Oregon, and California with a north-south highway through Seattle, Portland, and Los Angeles. The CRH connected with other routes as the nationwide highway system developed.

In 1937, the portion of the CRH between Tanner Creek and Cascade Locks was bypassed as part of the Bonneville Dam construction on the Columbia. The new alignment included Toothrock Tunnel. During the early 1950s, a new, two-lane water level route, founded on fill material dredged from the river, replaced much of the highway from Troutdale to The Dalles. By the 1960s, this route became a four-lane, limited-access highway, Interstate 80N, later renumbered Interstate 84.

Beginning in the early 1950s as the state constructed more and more of the water-level route, the CRH was cut up into several secondary highways and county roads. Other parts were destroyed. Those portions still owned by the state were assigned new names and route numbers. The waterfalls section from Troutdale to Dodson just beyond Multnomah Falls, for instance, was renamed the "Crown Point Highway, No. 125." The section from Mosier to The Dalles was known as the "Mosier—The Dalles Highway, No. 292." Much of the route between Dodson and Hood River had been abandoned, with significant structures still in place. Some parts were destroyed. Those portions through the cities of Cascade Locks and Hood River continued to function as city streets and as business loops for Interstate 84, which also carries the designation as U.S. 30 through most of its length. Since 1993, the segmented route from Troutdale to The Dalles was renamed the "Historic Columbia River Highway (HCRH) No. 100"—a single route in the Oregon State Highway System.

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The CRH serves primarily tourists and local residents, as it did in the teens and early 1920s, while nearby Interstate 84 carries heavy through traffic. Tourists visiting waterfalls comprise much of the traffic on the CRH's Crown Point Highway section. A majority of them travel the road from west to east, because they originate their trips from Portland. Conversely, the CRH's Mosier to The Dalles Highway section serves mostly local traffic as a farm-to-market road to The Dalles. A segment through Cascade Locks functions as Wa-Na-Pa Street, the city's main business route and now as access from Interstate 84. At the eastern end of the business district, the CRH becomes Forest Lane, a road that continues east of the city for a few miles through a rural residential area before ending in a freeway frontage road.

In Hood River, the CRH continues to serve as the main entrance to the city from the west. It also functions as a business loop for Interstate 84. East of the city's business district, the CRH crosses the Hood River Bridge. From there, the road progresses toward the city of Mosier, first ascending the Hood River Loops. This highway segment reverted to county ownership in 1954. From HMP 67 to 68.5, it provides access to homes and businesses. Just east of there, it served a county gravel pit.

In 1954, the OSHD abandoned the highway's Mosier Twin Tunnel section, with the right-of-way reverting to adjacent landowners. From 1987 onward, the Oregon Department of Transportation (ODOT) has reacquired ownership of this entire section of the CRH from Hood River to Mosier. The portion from HMP 67 to 68.5 continues to serve local homes and businesses, along with providing access to a west trailhead for the Hood River to Mosier section of the HCRH State Trail. From HMP 68.5, the roadway is designated for non-motorized use and connects with an east trailhead near Mosier, at HMP 73. Restoration of the Mosier Twin Tunnels, masonry guard walls, two-rail wooden guard fences, and the original 18-foot pavement width is ongoing.

Topography

Samuel C. Lancaster and others who laid out the CRH envisioned it, in part, as the line that connected the dots, so to speak, in the Columbia River Gorge. The "control points," or "beauty spots" as Lancaster called them, were the natural wonders—the waterfalls, the rock formations, the abundant vegetation—often tucked away in alcoves or side canyons, or scenic vistas. These resources made this section of the river so inviting to late-19th- and 20th-century tourists who ventured up the Gorge from Portland on steamboats and excursion trains. As part of his plan, Lancaster employed the "Lying Lightly on the Land" philosophy a decade before the term had been coined and before the National Park Service had put the policy in place.

Vegetation

As originally envisioned, the CRH provided pleasure drivers a way to gain access to some of the most beautiful natural landscapes in the country. When the road was constructed, much of the Gorge had recently been logged of all large trees for timber and small, riparian zone trees for steamboat fuel. Dense ground cover and fast-growing trees soon took over the landscape. But originally, minimal vegetation framed the beautiful vistas seen from the highway. In more recent years, particularly in the waterfall section, trees and ground cover had grown so thick in places that the views were completely obscured. The Columbia River Gorge National Scenic Area (CRGNSA) *Management Plan* has vegetation management along the CRH as an objective in its "Scenic Resources Enhancement Strategies." ODOT and other agencies developed a "Corridor Visual Inventory" in 1990 that addresses vegetation removal and management strategies for the CRH (Historic Columbia River Highway), Interstate 84, and Washington State Route 14

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(following the Columbia's north shore), to recapture the majestic views possible from these highways when they were constructed. Some of the vistas, obscured for decades, have been reclaimed along the highway.

Vegetation along the highway and in the Columbia River Gorge is quite varied. The westernmost section, from HMP 14.2 to 19, has many exotic plant species associated with developments, along with large, dense vegetation. Riparian species near the Sandy River include horsetails, cottonwoods, alders, cedars, and willows. A rolling pastoral setting is evident from HMP 19 to 23. Grassy hills, berries, small-scale agriculture, and occasional Douglas-fir trees create a very open spatial setting.

From HMP 23 to about 42, the vegetation is of the type associated with a steep forested Gorge. This includes a very diverse mix of species and age classes. It takes on a "rain forest" appearance with ferns and moss. Very large, old growth trees, such as Douglas-fir, are rare, but truly add an impressive visual dimension. Himalayan blackberry and English ivy appear indigenous to the visitor, but in reality are invasive species that are overly abundant in this portion of the Gorge. The thick vegetation here creates the setting for a very intimate foreground landscape, offering a rich and diverse visual experience. Here and there, breaks in the vegetation give views of the sharply sculpted cliff faces along with the river, with their striking waterfalls. The river and similar cliffs on the river's north shore are also visible. In this same zone, the CRH intermittently runs along the cliff bases, where visitors occasionally experience the river bottomland. Red alder, willow, and Oregon ash are all found there among huge basalt monoliths. Some views have been recreated through vegetation management to capture vistas that were possible from the CRH at its time of construction.

From about HMP 42 to 60, dense Douglas-fir, with a few scattered hardwoods, abound. Ferns, mosses, and grasses are also present in some areas. The river is visible occasionally, but is not a prominent element in this landscape. The Gorge's geology is less striking here, east of the narrowest section of the river's passage through the Cascades.

From Hood River to The Dalles, HMP 60 to 88, the landscape is quite different. Rainfall is significantly lower here than on the west slopes of the Cascades or in the western Gorge itself. On the plateau above the river, the hearty Oregon white oak and Ponderosa pine have replaced rainforest species. The road also passes cherry orchards, grass savannas, and channel scablands.

Structures, and Compatible Cultural Landscape Features, Natural Features, Buildings, and Objects on the Columbia River Highway

CS1.	Structure:	Columbia River Highway	HAER No. OR-36
	Location:	Troutdale to The Dalles, HMP 14.2 to 88.0	Date: 1913-22
	Designer:	Samuel C. Lancaster, J. A. Elliott, Roy A Klein	
	Owner:	Oregon Department of Transportation	

Note: Structural descriptions in this section were largely prepared from reports written by Robert W. Hadlow, Ph.D., for the Historic American Engineering Record's Historic Columbia River Highway Recording Project of 1994 and 1995.

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Segment 1—Sandy River to Warrendale (HMP 14.2 to 38.5)**Structures and Objects**

Contributing Structures:

CS2. Structure: **Sandy River Bridge at Troutdale, No. 2019** HAER No. OR-36-A
 Location: HMP 14.2 Date: 1912
 Designer: Waddell and Harrington, Kansas City
 Builder: Oregon Bridge and Construction Co.
 Owner: Oregon Department of Transportation

The first modern bridge on what became the CRH, this structure consists of one 40-foot steel plate girder span and two nine-panel 162-foot Pratt through-truss spans. It has an 18-foot roadway. The bridge forms one of two entrances to the CRH from the west, and was originally part of Multnomah County's rural road network.

CS3. Structure: **Sandy River (Stark St.) Bridge, No. 11112** HAER No. OR-36-B
 Location: HMP 16.7 Date: 1914
 Designer: K. P. Billner, Oregon State Highway Dept.
 Builder: George Griffin and the Portland Bridge Co.
 Owner: Multnomah County, Oregon

One of the oldest steel truss highway bridges in Oregon, this structure consists of one ten-panel 200'-2½" riveted Pratt camel-back through truss steel span and one 5-panel 77'-6" Warren pony truss. Total length is 277'-8½". The deck is 20 feet wide. This bridge forms the second western entrance to the CRH, on Stark Street/Baseline Road, which begins in the heart of downtown Portland. At the time of the highway's construction, the Portland Automobile Club established a camp for its members near this bridge (and outside the NHL district boundaries).

CS4. Structure: **Crown Point Viaduct, No. 4524** HAER No. OR-36-C
 Location: HMP 23.9 Date: 1914
 Designer: K. P. Billner, Oregon State Highway Dept.
 Builder: Pacific Bridge Company, Portland
 Owner: Oregon Department of Transportation

This 560-foot spiral viaduct was constructed of reinforced concrete and runs for 225 degrees of a circle around Crown Point. It functions as a 7-foot-wide sidewalk and curb with a 4-foot-high parapet wall on the outside of a 24-foot roadway cut into the rock formation. A dry masonry retaining wall stabilizes the hillside above and below the viaduct and masonry parapet walls that ring Vista House (see under "Buildings"), the sandstone public comfort station completed on top of Crown Point in 1918.

CS5. Structure: **Figure-Eight Loops** HAER No. OR-36
 Location: HMP 24-26 Date: 1914
 Designer: S. C. Lancaster
 Owner: Oregon Department of Transportation

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Owner: Oregon Department of Transportation

This culvert consists of a single 8-foot reinforced-concrete deck slab span. The underpass also has concrete walls and floor. A local landowner required construction of this Cattle Pass so that his herd could migrate to both sides of a pasture bisected by the highway's construction.

CS10. Structure: **Bridal Veil Falls Bridge, No. 823** HAER No. OR-36-E
 Location: HMP 28.4 Date: 1914
 Designer: K. P. Billner, Oregon State Highway Dept.
 Builder: Pacific Bridge Company, Portland
 Owner: Oregon Department of Transportation

This bridge is a skewed 100-foot reinforced-concrete deck girder span in which the solid railings serve as continuous beams. The transverse deck support members function as deck girders. Width out-to-out is 23'-2", curb-to-curb is 21 feet. The unique design allowed the bridge to span both the falls and a nearby lumber company's log flumes.

CS11. Structure: **Wahkeena Creek Bridge, No. 4533**
 Location: HMP 31.6 Date: 1914
 Designer: K. P. Billner, Oregon State Highway Dept.
 Builder: Pacific Bridge Company, Portland
 Owner: Oregon Department of Transportation

This 18-foot bridge is a simple reinforced-concrete slab span.

CS12. Structure: **West Multnomah Falls Viaduct, No. 840** HAER No. OR-36-G
 Location: HMP 31.9 Date: 1914
 Designer: K. P. Billner, Oregon State Highway Dept.
 Builder: Pacific Bridge Company, Portland
 Owner: Oregon Department of Transportation

This 400-foot viaduct consists of twenty 20-foot reinforced-concrete slab spans. Two parallel rows of 16-foot square columns, 17'-6" apart, support the deck. Roadway width is about 18 feet. The structure was designed to ride along the hillside above the railroad mainline because of tight right-of-way clearances. A concrete retaining wall runs along its south elevation. The arched railings were constructed of plaster concrete and metal lath. They represent a member of the family of bridge railing designs found on the CRH.

CS13. Structure: **Multnomah Creek Bridge, No. 4534** HAER No. OR-36-H
 Location: HMP 32.1 Date: 1914
 Designer: K. P. Billner, Oregon State Highway Dept.
 Builder: Pacific Bridge Company, Portland
 Owner: Oregon Department of Transportation

This 67-foot reinforced-concrete structure includes a 40-foot five-rib solid spandrel arch. It provides an 18-foot-wide road deck. The concrete rails consist of segmental arch panels with beveled caps and concrete end posts.

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CS14. Structure: **East Multnomah Falls Viaduct, No. 841** HAER No. OR-36-J
 Location: HMP 32.3 Date: 1914
 Designer: K. P. Billner, Oregon State Highway Dept.
 Builder: Pacific Bridge Company, Portland
 Owner: Oregon Department of Transportation

This 860-foot viaduct originally consisted of forty-three 20-foot reinforced-concrete slab spans. The deck was supported by two parallel rows of 16-foot-square columns, 17'-6" apart. Roadway width is about 18 feet. To provide greater stability to the structure, the Oregon State Highway Department, in 1922, added sets of intermediate posts and transverse walls at the midpoint of each span. Like the West Multnomah Falls Viaduct, this structure rises up the hillside because of tight right-of-way clearances with the nearby railroad mainline, and has a concrete retaining wall running along its south elevation. The arched railings were constructed of plaster concrete and metal lath. They represent a member of the family of bridge railing designs found on the CRH.

CS15. Structure: **Oneonta Gorge Creek Bridge, No. 4542** HAER No. OR-36-K
 Location: HMP 34.3 Date: 1914
 Designer: K. P. Billner, Oregon State Highway Dept.
 Builder: The Construction Company, Portland
 Owner: Oregon Department of Transportation

This four-span 80-foot reinforced-concrete deck girder trestle is 24 feet wide and has a roadway measuring 22 feet. The curb and guardrail form an integral unit, cantilevered out from the outside deck girder. The delicate arched railing panels were constructed from plaster concrete and metal lath, and are identical to those seen on the Multnomah Falls viaducts. A staircase at the western end leads down to the creek, where visitors were encouraged to walk upstream 0.5 miles to view Oneonta Falls.

CS16. Structure: **Oneonta Tunnel** HAER No. OR-36-L
 Location: HMP 34.3 Date: 1914
 Designer: S. C. Lancaster
 Builder: S. P. White and Co., Vancouver, WA
 Owner: Oregon Department of Transportation

This tunnel consists of a 125-foot straight bore through a 200-foot-tall outcropping of Columbia River basalt. The 20-foot bore has a vertical clearance of just over 19 feet. Concrete was injected into the basalt prior to cutting the tunnel to prevent the outcropping from crumbling onto a nearby railroad mainline. The tunnel was lined with timber sets and lagging. It was bypassed and filled with rubble in 1948.

CS17. Structure: **Horsetail Falls Bridge, No. 4543** HAER No. OR-36-M
 Location: HMP 34.6 Date: 1914
 Designer: K. P. Billner, Oregon State Highway Dept.
 Builder: The Construction Company, Portland
 Owner: Oregon Department of Transportation

This three-span 60-foot reinforced-concrete deck girder trestle is 24 feet wide and has a roadway measuring 22 feet. The curb and guardrail form an integral unit, cantilevered out from the girder.

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The delicate arched railing panels were constructed from plaster concrete and metal lath. They are identical to those found on the Oneonta Gorge Creek Bridge (1914) and the Multnomah Falls viaducts and represent one of the family of railing designs found on the CRH.

CS18. Structure: **Masonry Culvert**
 Location: HMP 37.5 Date: 1915
 Designer: Oregon State Highway Department
 Builder: Unknown
 Owner: Oregon Department of Transportation

This masonry culvert, and another at HMP 37.7, consists of a reinforced concrete slab span with masonry retaining walls and floor.

CS19. Structure: **Masonry Culvert**
 Location: HMP 37.7 Date: 1915
 Designer: Oregon State Highway Department
 Builder; Unknown
 Owner: Oregon Department of Transportation

This masonry culvert, and another at HMP 37.5, consists of a reinforced concrete slab span with masonry retaining walls and floor.

CO1. Object: **Forest Service Masonry Sign Post**
 Location: Near HMP 31 Date: 1920s
 Designer: USDA Forest Service—Oregon National
 Forest (Mount Hood NF, 1924-86)
 Owner: USDA Forest Service—Columbia River
 Gorge National Scenic Area (CRGNSA),
 since 1986

This masonry sign post, constructed of mortared rubble, once displayed an entrance sign for Oregon National Forest, and after 1924 the Mount Hood National Forest. The post is in poor condition since a vehicle hit it in 1996.

CO2. Object: **Masonry Drinking Fountain**
 Location: Near HMP 35.5 Date: 1920s
 Designer: Oregon State Highway Department
 Builder; Unknown
 Owner: Oregon Department of Transportation

This semi-circular masonry trough and faucet provided water for visitors and their vehicles. It was part of a fountain construction project conducted along many Oregon state highways in the 1920s.

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NCS1. Structure: **Pedestrian Overlook**
 Location: HMP 23.6 Date: 1995
 Designer: Richard Fix, Oregon Dept. of Transportation
 Builder: Richard Fix
 Owner: Oregon Department of Transportation

This pedestrian overlook, just west of Crown Point, consists of a slip-form grout-lock wall of a design similar to but not identical to guard walls seen throughout the CRH and concrete seats. It did not replace a previous structure, but provides a new safe vehicle pullout and pedestrian alcove to capture views of the Columbia River Gorge.

NCS2. Structure: **Masonry Culvert Barrier**
 Location: HMP 27.5 Date: 1995
 Designer: Richard Fix, Oregon Dept. of Transportation
 Builder: Richard Fix
 Owner: Oregon Department of Transportation

This three-sided basalt masonry structure is just east of Shepperd's Dell Bridge. It is of the slip-form grout-lock design with concrete caps and end posts. Its style blends well with the architectural elements of other structures associated with the CRH. The barrier prevents pedestrians and bicyclists from falling into a deep masonry culvert that diverts runoff under the roadway.

NCS3. Structure: **Bridge west of Oneonta Gorge Creek**
 Location: HMP 33 Date: c. 1980
 Designer: Unknown
 Builder: Unknown
 Owner: Oregon Department of Transportation

Historically, there has been a structure at this crossing of an unnamed creek since the CRH's construction. The present masonry parapet walls on this small span date from the early 1980s, and represent an unsuccessful attempt to "restore" this bridge in the highway's style.

NCS4. Structure: **Oneonta Gorge Creek Bridge, No. 7108A**
 Location: HMP 34.3 Date: 1948
 Designer: Glenn S. Paxson, State Bridge Engineer
 Oregon State Highway Department
 Builder: Unknown
 Owner: Oregon Department of Transportation

This reinforced-concrete deck girder span is 48 feet long and was constructed on abutments from a previous railroad bridge. The span bypassed the 1914 Oneonta Gorge Creek Bridge and the Oneonta Tunnel. The railroad's mainline was realigned on fill material and its bridge was moved to a new location over the stream.

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Cultural Landscape Features

Portland Women's Forum State Scenic Viewpoint

This small state park is located at Chanticleer Point, where the first long-distance view of the Columbia River Gorge is encountered east of Portland. The boundaries for this historic developed area are within the NHL district and are the same as those included in the existing NR historic district for the CRH. Here, for travelers in the early part 20th century, Chanticleer Inn offered country dining with a view of the Gorge off its veranda. The location was as far east from Portland on the county's road network as anyone could drive prior to the CRH's construction. Some diners even traveled by train to Rooster Rock, at the river's edge and then by automobile or carriage up a steep road to the Inn, some 700 feet above the river. The site was important in the CRH's development because promoters and boosters met there to plan the route and continued as a popular destination once the highway was completed.

Chanticleer Inn burned in the 1930s. Subsequently, the Portland Women's Forum, which was active in preserving the Columbia River Gorge's natural beauty, gained title to the property. It donated the parcel to the state for a park in 1962. Additional acreage was acquired in 1970.

Spatial Organization

Portland Women's Forum State Scenic Viewpoint and the county road right-of-way through the park represent a 9.26-acre portion of the NHL nominated property. The park consists of a northward oriented parking area bordered by sidewalks. Attention is directed eastward toward the Columbia River Gorge. Several plaques are found along the park's eastern edge. They include memorials to the Portland Women's Forum. A large rock, located at the park entrance, is a memorial to Samuel Hill, the CRH's visionary. It was dedicated on 13 May 1932.

Circulation

The park is entered from the south. Vehicles move northward on a downhill slope toward diagonal parking places. Sidewalks direct pedestrian movement to the park's eastern side. There, visitors can view the Columbia River Gorge from an elevation of over 700 feet and read interpretive signage and memorial plaques.

Topography

Much of this park is a flat, rectangular, paved parking area bordered on the west and north by thick vegetation and relatively open on the east and south. A pedestrian walk and masonry walls run along the east side, where visitors are directed to take in the impressive view of the Gorge, including Vista House and Crown Point, with Beacon Rock in the distance. An observation plaza is located in the park's northeast corner.

Vegetation

Vegetation in Portland Women's Forum State Scenic Viewpoint consists mostly of manicured lawns. Ornamental shrubs and other vegetation screen views in all directions except eastward, toward the Gorge.

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Objects

Contributing Objects:

CO3. Object: **Samuel Hill Memorial**
 Location: HMP 22.0 Date: 1932
 Designer: John G. Edwards
 Builder: Alonzo Lewis, bas-relief sculptor
 Owner: Oregon Parks and Recreation Department

In 1930, this 50-ton basalt boulder was moved from the Rocky Butte Quarry, in east Portland, to its present site, at the CRH's intersection with the driveway leading to the Portland Women's Forum State Scenic Viewpoint, as a memorial for Samuel Hill. Seattle sculptor Alonzo Victor Lewis designed several bronze bas-reliefs for the rock, including three panels measuring 24" x 36" that depict Gorge history (aboriginal life, Lewis and Clark meeting the Indians along the Columbia, and transportation along the river before the CRH). Alonzo Victor Lewis also designed a round relief bust of Samuel Hill, along with a dedicatory plaque. The boulder was placed on a platform consisting of three basalt steps. Sixteen stone posts, each weighing one ton, were placed around the rock in a circle 45 feet in diameter. Hand-made wrought-iron chains connect the bollards. Four openings provide entrances to the enclosure.

Crown Point State Scenic Corridor (Vista House)Buildings

Contributing Building:

CB1. Building: **Crown Point Vista House** HABS No. OR-163
 HAER No. OR-36-D
 Location: HMP 23.9 Date: 1918
 Designer: Edgar M. Lazarus, Portland
 Builder: Multnomah County
 Owner: Oregon Parks and Recreation Department

This octagonal building was constructed of reinforced concrete covered with a sandstone masonry veneer. Much of the interior is covered in Alaskan marble. The building was designed as a public comfort station and memorial to Oregon pioneers. A noteworthy example of architecture influenced by the Jugendstil, or German new art movement, the design includes a visitor gallery, a roof top balcony, and basement rest rooms. It was listed in the NR in 1974.

Guy W. Talbot State Park/Latourell Falls Developed Area

The Guy Talbot State Park is located along both sides of the CRH. It began with a 125-acre gift from Guy W. and Geraldine W. Talbot to the state of Oregon, and is noted as the first state park in Multnomah County. Subsequently, the park grew to just over 371 acres. The NHL district includes a 13.0-acre portion of the Guy W. Talbot State Park at the Latourell Creek Bridge, on the CRH, along with the streambed there and the falls. It includes Latourell Falls, a 249-foot cascade directly south of the CRH on Latourell Creek. The falls takes its name from the family who lived in the area and the town to the north. The boundaries for this historic developed area are within the larger NHL district and are the same as those included in the existing NR historic district for the CRH.

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Spatial Organization

Latourell Creek is crossed at about 2.5 miles east of Crown Point. The nearby Latourell Falls is the first of many spectacular high falls that visitors encounter as they travel from west to east along the CRH. This creek, along with the many others which originate from the mountains south of the Columbia River Gorge, have little volume and roll off the basalt formations to create the tall, narrow, wispy, picturesque cataracts for which the area is noted.

Latourell Falls is located about 100 yards south of the Latourell Creek Bridge. Ira Williams, in his *Geologic History of the Columbia River Gorge, Interpreted from the Columbia River Highway*, (Portland, 1923), wrote that this falls is

at the apex of a broadly wedge-shaped cove formed by the recession of the falls as the stream has slowly eaten its way into the hard basalt of the canyon wall. It is a bold sheer front of black columnar basalt down which the water plunges. The maintenance of perpendicularity is largely favored by the pronounced columnar jointing, the columns being in general upright so that when they break away they do so parallel to the face of the cliff. Near the base of the falls the columns are conspicuously larger and vary in position from vertical to inclined or nearly recumbent. The large undercut or cavernous recess back of the falls is doubtless due to this varying attitude of the columns and to the additional fact that the columnar basalt here is in contact with one of a more platy structure, that gives way more rapidly under the incessant pounding action of the falling water and its load.

Circulation

A parking lot south of the CRH, at the eastern end of the Latourell Creek Bridge is the starting point of a trail that meanders through the undergrowth to Latourell Creek, below the falls. Masonry walls that date from the highway's original construction line portions of the trail. After crossing the stream on a small wooden span, visitors reach an overlook near the pool at the base of the falls. The incessant pounding action of the falling water hitting the plunge pool, and the uplifting breezes and spray that its power generates, mesmerizes visitors and draws them in closer, if only temporarily, to a oneness with nature's mighty wonders.

Topography

The Guy W. Talbot State Park/Latourell Falls Developed Area is characterized by a trail system that, like the CRH, is of cliff-face construction. Masonry retaining walls and guard walls further connect it to the highway's design and sensitivity to the natural landscape. Latourell Falls today is still visible from the CRH, as it was at the time of the highway's construction. It entices visitors to further explore the setting's inviting solitude.

Structures and Objects

Contributing Structures:

CS20. Structure: **Masonry Retaining Walls, Trails, and Falls
Overlook**

Location: HMP 26.1

Date: 1914

Designer: S. C. Lancaster

Owner: Oregon Department of Transportation and
Oregon Parks and Recreation Department

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Masonry retaining walls similar to those seen along the CRH mark the borders of trails leading to Latourell Falls from the historic highway.

Non-Contributing Objects:

NCO1.	Object:	Guy W. Talbot State Park Plaque	
	Location:	HMP 26.1	Date: 1939
	Designer:	Unknown	
	Owner:	Oregon Parks and Recreation Department	

The large bronze plaque was erected on the north side of the CRH and reads:

Guy Webster Talbot
Gave Latourell falls and this park
To the People of Oregon
in 1914 and 1929
Erected in his honor
By Members of the birthday club

Member names were listed below the legend.

Shepperd's Dell State Natural Area

George G. Shepperd, a local farmer of modest means, gave the initial 10.03 acres of this park to the city of Portland in May 1915 as a memorial to his wife. By 1940, the land had become part of the state parks system and was subsequently enlarged to 343.99 acres. The original 10-acre parcel that Shepperd donated contains the falls, the streambed, and the improved trail. The boundaries for this historic developed area are within the larger NHL district and are the same as those included in the existing NR historic district for the CRH.

Spatial Organization

Shepperd's Dell, once known as Young Creek, is located in a sheltered alcove south of the CRH. Its flow rolls down a series of small, rocky cascades. Because the CRH traverses almost unbroken walls of vertical basalt east and west of Shepperd's Dell, the stream is only briefly visible from the highway, on the Shepperd's Dell Bridge.

Circulation

Visitors to this attraction park their vehicles in a small, unimproved pullout east of the alcove. A short staircase at the eastern end of the bridge takes visitors down a trail that hugs the curved cliff-face of the alcove and leads to the stream. Mortared basalt rubble walls mark the trail's edge and also provide a visual continuity between the trail and the CRH, with its masonry guard walls. A straight-on view of the Shepperd's Dell Bridge is possible from the trail's end at the stream.

Topography

Construction of a trail from the Shepperd's Dell Bridge to the stream allows visitors to see the cascades of water the trail's entire length, from the moment they reach the top of the steps at the end of the bridge. This heightens the experience for summer visitors, especially, as they anticipate reaching the cool refreshing air near the stream. The trail's cliff-face construction, masonry guard wall, and gentle grade echo the CRH's design philosophy on a human scale.

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Structures

Contributing Structures:

CS21. Structure: **Concrete Staircase and Masonry Guard Wall on Paved Trail to Young Creek**

Location: HMP 27.4 Date: 1914

Designer: S. C. Lancaster

Builder: Unknown

Owner: Oregon Department of Transportation and Oregon Parks and Recreation Department

From the Shepperd's Dell Bridge's southeast corner, a short reinforced-concrete staircase leads to a narrow pedestrian trail leading around the face of an alcove to Young Creek. A concrete-capped masonry guard wall flanks the path, and a small viewing platform near the stream marks its endpoint.

Wahkeena Falls Recreation Area

Simon Benson purchased a 400-acre tract, which included Wahkeena Falls, and deeded it to the city of Portland in 1915 for use as a park. Subsequently, the land was divided between the Oregon State Parks Division and the USDA Forest Service to become Benson State Park (near Multnomah Falls) and the Wahkeena Falls Recreation Area. In the 1930s, the Forest Service developed land north of the CRH into a day-use area as part of a Civilian Conservation Corps project to improve its facilities in the Gorge.

The boundaries for this historic developed area are within the larger NHL district and are the same as those included in the existing NR historic district for the CRH. It contains a 25.3-acre parcel south of the Wahkeena Falls Bridge on the CRH, including Wahkeena Falls trails and pedestrian bridge over the stream, south of and uphill from the highway. The developed area north of the CRH is not included in the NHL nomination.

Spatial Organization

The 242-foot Wahkeena Falls, south of the CRH, results from the confluence of two small streams. It consists of a series of alternating vertical drops and cascades along a steeply sloping basalt formation. The masonry footbridge spans the stream at the base of the falls. The stream continues 300 feet down the hillside, in its own steep narrow canyon before it reaches the Wahkeena Creek Bridge and the CRH.

Circulation

Visitors can pick up the trail to the Wahkeena Falls Footbridge at the parking lot's western end. It zigzags up the hillside 0.2 miles to the falls and bridge. Masonry retaining walls shore up the trail at intermittent locations. The bridge has 3-foot-high masonry guard walls, similar to those found on the CRH. The north wall rail runs several feet either side of the bridge. This trail continues on beyond the bridge, heading east. Outside of the NHL district, it forks, leading to the summit of Larch Mountain, to the Multnomah Falls Recreation Site, or towards Bridal Veil and other scenic sites. Another trail begins at the parking lot and takes a more direct route to Multnomah Falls, just uphill and parallel to the CRH.

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Topography

The moderately difficult trail is tucked into the hillside and cliff-face construction leads from the CRH to the Wahkeena Falls Footbridge. It offers visitors the opportunity to experience up-close the Columbia River Gorge's basalt formations, vegetation, and panoramic views from the footbridge and reach out and touch a large waterfall. Masonry retaining walls above and below the trail help maintain its integrity and also make it visually subordinate from the CRH.

Structures and Objects

Contributing Structures:

CS22. Structure: **Wahkeena Falls Footbridge and Masonry Guard Walls**

Location: HMP 31.6 Date: 1914
 Designer: K. P. Billner, Oregon State Highway Dept.
 Builder: Unknown
 Owner: USDA Forest Service—CRGNSA

This rubble masonry footbridge is 46 feet long and 8 feet wide and contains a semi-circular barrel arch with a 14-foot opening. The masonry guard walls, with concrete caps, continue east and west of the bridge for some distance. Simon Benson paid for the bridge's construction, as he did for the Multnomah Falls Footbridge.

CS23. Structure: **Pedestrian Trails**

Location: HMP 31.6 Date: 1914
 Designer: S. C. Lancaster
 Owner: USDA Forest Service—CRGNSA

Non-Contributing Objects:

NCO2. Object: **Simon Benson Memorial Plaque**

Location: HMP 31.6 Date: 1940s
 Builder: Benson Polytechnic High School, Portland
 Owner: USDA Forest Service—CRGNSA

This bronze plaque with a likeness of Benson reads:

SIMON BENSON

1851 to 1942

LUMBERMAN AND PHILANTHROPIST

Originator of Ocean Going Log Rafts Sponsor of the Columbia River Highway Benefactor of
 Benson Polytechnic School Donor of the Benson Tract Containing Multnomah Falls
 Wahkeena Falls and Benson State Park

Multnomah Falls Recreation Area

Portland hotel owner and philanthropist Simon Benson purchased a 400-acre tract, which included Multnomah Falls, and deeded it to the city of Portland in 1915 for use as a park. The site is noted for its walking trails and its pedestrian bridge over the lower falls. In 1925, the city of Portland constructed Multnomah Falls Lodge, a day-use facility offering meals and traveler information. Beginning in 1939, the city gave up its land holdings and buildings in the Columbia Gorge either to the state highway department's State Parks Division or to the USDA Forest

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Service—Mount Hood National Forest. By 1943, Portland completed transfer of the Multnomah Falls site and lodge to the Forest Service.

The boundaries for this historic developed area are within the larger NHL district and are the same as those included in the 1981 NR Nomination of “Multnomah Falls Lodge and Footpath” and in the existing NR historic district for the CRH. Multnomah Falls annually receives over 2 million visitors and is the most popular natural site in Oregon.

Spatial Organization

The 620-foot Multnomah Falls is south of the CRH, tucked in a north-facing alcove of basalt formations and is part of Multnomah Creek, which empties into Benson Lake, and eventually into the Columbia River. The falls consists of an upper cascade of 541 feet, a plunge pool, and a lower falls of 69 feet. A reinforced-concrete arch spans the lower falls. Multnomah Falls Lodge is northwest of the falls. It is north facing and is sited along the CRH’s south edge. A paved, level plaza, bordered on the east by rubble masonry walls, is located north and east of the Lodge.

This area is also the site for several commemorative plaques, a drinking fountain, and park benches. Two masonry bordered trails and a wheelchair ramp lead south from the Lodge to an observation plaza near the lower plunge pool.

Circulation

The trail system has received some modifications since 1916 to accommodate a diversity of visitors. Three trails, one following Multnomah Creek, one climbing several short staircases, and one following ramps, take visitors south from the Lodge to the observation plaza near the lower plunge pool. From there, a trail zigzags up the cliff face west of the falls at grades not exceeding 15 percent. It then crosses the lower falls on a pedestrian-scale reinforced-concrete arch, the Benson Footbridge. East of the bridge, the trail originally headed south, first to the top of Multnomah Falls and then, outside of the NHL district, to the top of Larch Mountain. The total distance from the lodge is about seven miles. However a portion east of the Benson Footbridge collapsed during the winter of 1997-98 and has closed direct access from Multnomah Falls Lodge to Larch Mountain. Other trails, running generally in an east-west direction and above Multnomah Falls, connect with the Larch Mountain trail and take visitors west to Wahkeena Falls or east to Oneonta Gorge. A relatively easy trail leaves the site just west of the Lodge and south of the CRH also takes visitors along the hillside just above the highway to Wahkeena Falls.

Topography

The Multnomah Falls Recreation Area has a varied topography. It consists of northward-facing semi-circular alcove, with the falls tucked in the back wall. Vegetation and rocky terrain characterize the landscape between the Lodge and the falls. The back walls of the alcove are near vertical.

Buildings, Structures, Objects

Contributing Buildings:

CB2.	Building:	Multnomah Falls Lodge	
	Location:	HMP 32.1	Date: 1925, 1926
	Designer:	A. E. Doyle, Portland	
	Builder:	Waale-Shattuck, Portland	
	Owner:	USDA Forest Service—CRGNSA	

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Since 1915, when the CRH opened for travel as far as Multnomah Falls, the site attracted concessionaires who catered to motorists' needs. They included sandwich vendors and others who set up stands near the former OWRN siding at Multnomah Falls. In 1925, the city of Portland completed the first phase of Multnomah Falls Lodge, a day-use facility that could provide travelers with meals and provide relief from the Gorge's weather. Noted Portland architect A. E. Doyle designed the stone Cascadia-style building. Waale-Shattuck Company constructed it for \$40,000. The Lodge's exterior walls were faced in native split fieldstone laid irregularly. Wood framing was used in the upper story and roof system. The steeply-pitched cedar-shingled gable roof includes dormers and massive chimneys. Doyle had already completed several large projects in Portland, including the Multnomah County Central Library, the U.S. National Bank of Oregon Building, the Meier and Frank Department Store, and the Benson Hotel.

In 1926, a wing was added to the eastern end of the 1925 building. Subsequent alterations were made to the interior and exterior over the next several decades. Most have been accomplished with sensitivity to the original structure. The building houses a restaurant, gift shop, interpretive center, snack bar, and restrooms.

Contributing Structures:

CS24. Structure: **Multnomah Falls Footbridge, No. 4534** HAER No. OR-36-I
(Benson Footbridge) and Trail
 Location: HMP 32.1 Date: 1914
 Designer: K. P. Billner, Oregon State Highway Dept.
 Builder: Robert L. Ringer, for the Pacific Bridge
 Company, Portland
 Owner: USDA Forest Service—CRGNSA

Spanning the lower cascade of Multnomah Falls, the Benson Footbridge is a 45-foot reinforced-concrete parabolic barrel deck arch anchored into the rock cliffs (total length is 52 feet). Railings were constructed of pre-cast concrete cylindrical balusters and beveled caps. Curtain walls were made of spandrel columns topped with abbreviated, arched walls. The trail leads from Multnomah Falls Lodge to the bridge, and beyond to the summit of Larch Mountain.

Non-Contributing Structures:

NCS5. Structure: **Pedestrian Bridge north of the CRH**
 Location: 32.1 Date: 1960s
 Designer: Oregon State Highway Department
 Builder: Unknown
 Owner: Oregon Department of Transportation

This is a concrete slab span constructed to convey visitors coming from the nearby Interstate 84 interchange parking lot across Multnomah Creek to the Lodge.

Objects

Contributing Objects:

CO4. Object: **DAR Masonry Drinking Fountain**
 Location: HMP 32.1 Date: 1916
 Designer: Daughters of the American Revolution

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Owner: USDA Forest Service—CRGNSA

In 1916, during dedication ceremonies at the site marking the opening of the CRH in Multnomah County, the Multnomah Chapter of the Daughters of the American Revolution, Portland, Oregon, dedicated this fountain to the “Oregon Pioneers 1836 to 1859.”

Non-Contributing Objects:

NCO3. Object: **Simon Benson Memorial Plaque**
 Location: HMP 32.1 Date: 1940s
 Builder: Benson Polytechnic High School, Portland
 Owner: USDA Forest Service—CRGNSA

This bronze plaque includes a likeness of Benson’s face. It is a duplicate of the plaque located at the Wahkeena Falls Recreation Site (see above). The plaque reads:

SIMON BENSON

1851 to 1942

LUMBERMAN AND PHILANTHROPIST

Originator of Ocean Going Log Rafts Sponsor of the Columbia River Highway Benefactor of
 Benson Polytechnic School Donor of the Benson Tract Containing Multnomah Falls
 Wahkeena Falls and Benson State Park

Horsetail Falls Developed Area

This developed area has always been a popular site for visitors traveling along the CRH. The falls often over shoots its plunge pool, south of the highway, and sprays passing motorists. During the highway’s early years, summer visitors in open top automobiles must have found this experience especially refreshing. The USDA Forest Service has twice improved this site to accommodate its increasing popularity. The Horsetail Falls Developed Area also functions as the trailhead for trails upstream and to Oneonta Gorge.

Spatial Organization

Horsetail Falls empties into a plunge pool southeast of the Horsetail Falls Bridge on the CRH. Masonry walls dating from 1940 and 1985, and of the NPS “Rustic” style, define the plunge pool’s northeast boundary. A picnic area is located east of the pool. A roofed information kiosk, of timber construction, and with a masonry base, is directly east of the picnic area. Nearby, is located a large bronze cog, once part of a fountain located at Wahkeena Falls. On the north side of the CRH, a parking lot was improved and enlarged in 1985. It is bordered with “Rustic”-style walls and masonry curbs.

Circulation

Visitors either picnic at the table east of the plunge pool or walk down to the water on a nearby ramp. Horsetail Falls is also popular with photographers, who often gather near the Horsetail Falls Bridge or on the CRH to capture the falls on film.

Topography

The Horsetail Falls Recreation Area is relatively flat, except for the falls’ plunge pool, which is several feet below highway grade.

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Structures and Objects

Non-Contributing Structures:

NCS6. Structure: **Masonry Walls and Kiosk**
 Location: HMP 34.6 Date: 1940
 Designer: Civilian Conservation Corps
 Builder: Civilian Conservation Corps
 Owner: USDA Forest Service—CRGNSA

The USDA Forest Service improved the area south of the CRH and near the Horsetail Falls plunge pool in 1940. This work included construction of masonry walls in the NPS “Rustic”-style, and an information kiosk. The Kiosk has a masonry base, with “1940” carved in the rock. A roofed timber structure, in a complimentary “Rustic” style is mounted above the base. These structures were refurbished during a 1985 project designed to enlarge the developed area.

NCS7. Structure: **Masonry Walls and Parking Area**
 Location: HMP 34.6 Date: 1985
 Designer: USDA Forest Service
 Owner: USDA Forest Service—CRGNSA

In 1985, the USDA Forest Service landscaped a parking lot north of the CRH at this site. It also refurbished the existing walls south of the highway and constructed others in the same architectural style.

Contributing Objects:

CO5. Object: **Portland Rotary Club Bronze Fountain
 Artwork**
 Location: HMP 34.6 Date: 1916
 Designer: Portland Rotary Club
 Owner: USDA Forest Service—CRGNSA

The Portland chapter of Rotary International dedicated this large bronze cog, the symbol of the organization, at Wahkeena Falls in 1916. It was the centerpiece of a large fountain. In 1985, the artwork was installed at Horsetail Falls, without its fountain base. The legend on one side of the cog reads “Portland Rotary Club 1916.” On the reverse, the legend read the organization’s motto, “He Profits Most Who Serves Best.”

Segment 2—Tanner Creek to Cascade Locks (HMP 41.7 to 45.8)**Structures**

CS25. Structure: **Toothrock and Eagle Creek Viaducts** HAER No. OR-36-N
 Location: HMP 42.2 Date: 1915, 1996
 Designer: L. W. Metzger, Oregon State Highway Dept.
 Builder: Unknown; rebuilt by Richard Fix, 1996
 Owner: Oregon Department of Transportation

For about 224 feet, the highway skirted around the cliff behind Tooth Rock, a cuspidal formation, rising to nearly 200 feet above the river. Metzger designed two reinforced-concrete deck girder structures consisting of 20- to 30-foot spans. It appears that only railing treatment

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differentiates the Toothrock and Eagle Creek viaducts (HAER No. OR-36-N). In reality, the Toothrock Viaduct is like other spans of this type found on the CRH—a reinforced-concrete deck-girder span. The Eagle Creek structure, however, is really a half-viaduct and is only 12 feet wide. The rest of the roadbed was established on a ledge. Use of this type of span permitted a great reduction in expensive excavation work while still maintaining a 24-foot roadbed.

The Toothrock Viaduct used the delicate spindle-and-cap railing panel similar to those seen on the Shepperd's Dell and Moffett Creek bridges, which contrasted well with the rugged surroundings. Conversely, the Eagle Creek Viaduct's rubble masonry railing with arched drainage openings and concrete cap, complemented the landscape and continued, without interruption, the adjacent masonry guard walls and retaining walls.

One span of the Toothrock Viaduct collapsed under the weight of fallen rock. Masonry railing had deteriorated. Water penetration had caused deterioration in the concrete spindle-and-cap railing panels on the Eagle Creek Viaduct. ODOT crews rehabilitated both structures in 1996. At the midpoint between these spans, Lancaster created a pedestrian overlook with masonry parapet walls and concrete benches, and called it "Eagle's Nest." This pedestrian structure was destroyed decades later, but completely rebuilt in 1996. It is a non-contributing structure.

CS26.	Structure:	Toothrock Tunnel, No. 4555	HAER No. OR-36-O
	Location:	Near HMP 42.2 (MP 41.25E on Interstate 84)	Date: 1937
	Designer:	US Bureau of Public Roads	
	Builder:	Orino, Berkemeier and Saremal	
	Owner:	Oregon Department of Transportation	

This two-lane 827-foot tunnel was bored through Tooth Rock as part of the Bonneville Dam construction project. It originally provided a 26-foot roadway and 4-foot sidewalks. Maximum clearance was 20 feet.

The CRH was realigned from Tanner Creek to Cascade Locks because the dam's backwaters would flood the adjacent Union Pacific main track. Realigning the rail line meant rerouting the highway through this section. Toothrock Tunnel's construction represents the next generation in tunnel design in the Columbia Gorge and takes a nod both to modern technology and scenic preservation.

The US Bureau of Public Roads claimed that at the time of its opening, Toothrock Tunnel was the first rural tunnel in North America illuminated for daylight driving. The state-of-the-art lighting system lessened the abrupt changes in light levels that drivers experienced upon entering and leaving tunnels. In addition, the tunnel's rustic-style portal masonry was in keeping with the aesthetic approach to stonework that the BPR espoused in the 1930s for structures on National Park Service roads. It is one of seven tunnels constructed in Oregon where Works Progress Administration masons constructed rustic-style masonry portal rings and walls.

According to H. D. Farmer, supervisor of the tunnel's construction, the BPR studied the Tooth Rock site and concluded that "skewed arch portals best fit into the topographic environment." In addition, the design would not unduly scar the landscape and would least interfere with the old highway alignment that wound around the cliffs above the tunnel and was in service throughout

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the project. The BPR also envisioned preserving the old highway alignment at this location for a recreational trail.

In 1969, the tunnel was deepened three feet to add vertical clearance. In addition, the sidewalks were cut back to widen travel lanes. Neither modification significantly altered this important road resource.

CS27. Structure: **Pedestrian Overlook near Eagle Creek Bridge**
 Location: HMP 42.7 Date: 1915
 Designer: S. C. Lancaster
 Owner: Oregon Department of Transportation

This masonry pedestrian alcove at the northwest corner of the Eagle Creek Bridge provides seating areas and a point of view for observing salmon runs in the nearby stream.

CS28. Structure: **Eagle Creek Bridge, No. 52** HAER No. OR-36-P
 Location: HMP 42.7 Date: 1915
 Designer: L. W. Metzger, Oregon State Highway Dept.
 Builder: Pacific Bridge Company, Portland
 Owner: Oregon Department of Transportation

This 100-foot reinforced-concrete structure includes a 60-foot open-spandrel deck arch with a basalt rubble veneer. Width is about 23 feet, with a 20-foot roadway.

CS29. Structure: **Ruckel Creek Bridge**
 Location: HMP 44.6 Date: 1915, 1999
 Designer: L. W. Metzger, Oregon State Highway Dept.
 Owner: Oregon Department of Transportation

This modest reinforced-concrete slab span carries the CRH over Ruckel Creek. A four-arch masonry guard wall on the span's north shoulder had partially collapsed since the structure was abandoned in the late 1930s. The FHWA rebuilt the wall in 1999.

Non-Contributing Structures:

NCS8. Structure: **Toothrock Trailhead, HCRH State Trail**
 Location: HMP 41.3 Date: 1996
 Designer: Oregon Department of Transportation
 Builder: K-2 Construction Company, Hood River
 Owner: Oregon Department of Transportation

This trailhead near Tanner Creek provides parking for visitors accessing the Tanner Creek to Eagle Creek section of the HCRH State Trail. It is not an original feature of the highway.

NCS9. Structure: **Eagle's Nest (Pedestrian Alcove)**
 Location: HMP 42.2 Date: 1996
 Designer: Richard Fix, Oregon Dept. of Transportation
 Builder: Richard Fix

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Owner: Oregon Department of Transportation

This basalt masonry pedestrian alcove, with concrete cap, approximates an overlook that was built as part of the CRH's original construction. However, it is not an exact replica of the original structure, which was destroyed in the mid-1930s during construction of a section of the water-level route that eventually replaced the CRH as the trunk route through the Gorge.

NCS10. Structure: **Toothrock Tunnel Bridge**
 Location: HMP 42.3 Date: 1996
 Designer: Robert Kaspari, Oregon Department of Transportation
 Builder: K-2 Construction Company, Hood River
 Owner: Oregon Department of Transportation

This pre-cast concrete bridge provides pedestrian access across a portion of the Tanner Creek to Eagle Creek section of the HCRH State Trail. It replaces an original segment of the CRH that was lost during construction of the Toothrock Tunnel in 1937.

NCS11. Structure: **Eagle Creek Park Stairway**
 Location: HMP 42.5 Date: 1996
 Designer: Robert Kaspari, Oregon Department of Transportation
 Builder: K-2 Construction Company, Hood River
 Owner: Oregon Department of Transportation

This concrete stairway provides pedestrian access from the eastern end of the Tanner Creek to Eagle Creek section of the HCRH State Trail to the Eagle Creek Bridge and the Eagle Creek Recreation Area. It replaces a section of roadway lost during construction of the Toothrock Tunnel in 1937.

NCS12. Structure: **Interstate 84 Underpass**
 Location: HMP 44.4 Date: 1999
 Designer: John Capri, FHWA—WFHLD
 Builder: CEMS
 Owner: Oregon Department of Transportation

This 145-foot pre-cast concrete underpass tunnel includes portals faced in basalt. Its construction made continuous again the portion of the CRH from Eagle Creek to Cascade Locks. The 1930s highway realignment between Bonneville and Cascade Locks (later Interstate 84) had bisected this portion of the CRH. The FHWA—Western Federal Lands Highway Division headed up rehabilitation of the CRH between Eagle Creek and Cascade Locks as part of the HCRH State Trail, including construction of this underpass.

NCS13. Structure: **Cascade Locks Trailhead, HCRH State Trail**
 Location: HMP 45.8 Date: 1999
 Designer: John Capri, FHWA—WFLHD
 Builder: CEMS

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Owner: Oregon Department of Transportation

This trailhead under the south approach to the Bridge of the Gods provides parking for visitors accessing the Eagle Creek to Cascade Locks section of the HCRH State Trail. It is not an original feature of the highway.

Eagle Creek Recreation Area***(Eagle Creek Campground and Eagle Creek Overlook Picnic Area)***

In 1915, the Oregon National Forest (by 1924 the Mount Hood National Forest) established the first improved forest campground in the United States near Eagle Creek, south and east of the CRH, as the Eagle Creek Forest Camp. It included day-use picnic facilities, good water, and sanitary conveniences. By the 1930s, the Civilian Conservation Corps (CCC) had greatly enlarged the Eagle Creek Campground, constructing several major buildings. From 1915 to 1937, a privately owned campground northeast of the bridge rented cabins with attached garages. A two-story lodge offered home cooking, fishing supplies, and groceries. The Cascade Salmon Hatchery was constructed on this site in the 1950s. A suspension bridge constructed over Eagle Creek in 1936 to provide access to the Eagle Creek Trail was destroyed in a winter storm in 1996 (see Figures #14 & #15).⁵

Spatial Organization

The Eagle Creek Campground is east of Eagle Creek and south of the original CRH alignment at this location. All structures there date from the CCC era and include a Community Kitchen, a Public Comfort Station, and a Registry Booth generally located along a campground loop road. Low stone walls line the road. Stoves, water fountains, tables, and stairways are all part of the CCC construction at the campground. Another loop road continues beyond the Registry Booth and climbs the hillside to several more recent drive-in camp spots.

The Registry Booth provided a sign-in point for hikers using the Eagle Creek Trail. The CCC also built a pedestrian suspension bridge that led to nearby hiking trails on the west side of Eagle Creek. These included the relatively easy section of Trail 400 called the Shady Glen Trail. It includes an interpretive loop with species placards and a stone fountain.

The Eagle Creek Overlook is north of the Eagle Creek Campground. It is located on a point high above the Columbia River and north of Interstate 84. This area provides a group camping or picnicking and originally offered premium views of Bonneville Dam's construction. The Eagle Creek Overlook Building provides shelter for group picnics. A masonry retaining wall runs the length of the bluff in front of the building.

Circulation

Traffic enters the Eagle Creek Recreation Area from exit 41 on Interstate 84. The exit ramp is a portion of the CRH alignment. It continues across the Eagle Creek Bridge. Southeast of the bridge, visitors enter the campground's major improved areas on loop roads. The Eagle Creek Overlook is accessed by a roadway under the Interstate 84 bridges and the Union Pacific Railroad bridge.

⁵For information on Eagle Creek Campground, see "Bonneville Lake . . . Boon to Recreation Seekers," *Portland Oregonian*, 5 September 1937, p. 10.

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Topography

The heart of the Eagle Creek Campground is located in a coniferous near Eagle Creek. Buildings were sited among the trees east and uphill from the stream, likely outside of its floodplain. The Eagle Creek Overlook development takes advantage of the height gained from a rocky outcropping directly east of the mouth of Eagle Creek to provide scenic vistas for visitors.

Structures and Buildings

Contributing Structures:

CS30. Structure: **Masonry Walls and Walkways**
 Location: HMP 42.7 Date: 1936
 Designer: Civilian Conservation Corps
 Builders: Civilian Conservation Corps
 Owner: USDA Forest Service—CRGNSA

At the Eagle Creek Campground and the Eagle Creek Overlook, the CCC constructed masonry walls and walkways in the “Rustic” style from local basalt.

Contributing Buildings:

CB3. Building: **Public Comfort Station (Big John)** HAER No. OR-36-P
 Location: HMP 42.7 Date: 1936
 Designer: Civilian Conservation Corps
 Builder: Civilian Conservation Corps
 Owner: USDA Forest Service—CRGNSA

The CCC constructed this public comfort station following Plan No. 923 its Recreation Plans Handbook. As with the other CCC buildings in this ensemble of structures, native stone, peeled logs, and cedar shakes were the primary construction materials.

CB4. Building: **Registry Booth** HAER No. OR-36-P
 Location: HMP 42.7 Date: 1936
 Designer: Civilian Conservation Corps
 Builder: Civilian Conservation Corps
 Owner: USDA Forest Service—CRGNSA

This rustic structure provides shelter for Forest Service trail staff.

CB5. Building: **Community Kitchen** HAER No. OR-36-P
 Location: HMP 42.7 Date: 1936
 Designer: Civilian Conservation Corps
 Builder: Civilian Conservation Corps
 Owner: USDA Forest Service—CRGNSA

This open-air kitchen building has a central hearth and provides shelter for group gatherings. It is similar in design to the community kitchen located in the CCC development at the Wahkeena Falls Recreation Area, north of the CRH.

CB6. Building: **Eagle Creek Overlook** HAER No. OR-36-P
 Location: HMP 42.7 Date: 1936

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Designer: Civilian Conservation Corps
 Builder: Civilian Conservation Corps
 Owner: USDA Forest Service—CRGNSA

This building includes an enclosed dining room, with fireplace, and restrooms.

Segment 3—Hood River to The Dalles (HMP 65.8 to 88.48)**Structures**

Contributing Structures:

CS31. Structure: **Hood River Loops** HAER No. OR-36
 Location: HMP 67.07 to 67.6 Date: 1920
 Designer: Roy A. Klein, Oregon State Highway Dept.
 Owner: Oregon Department of Transportation

These loops are similar to the Figure-Eight Loops and consist of a series of curves winding over 300 feet from the Hood River to the top of a bluff at an elevation of 400 feet. Klein maintained Lancaster's standards here, developing distance to locate a grade of 5 percent or less, with minimum 100-foot turning radii, to bring the CRH up and out of the Hood River Valley and head east toward Mosier.

CS32. Structure: **Rock Slide Viaduct, No. 504**
 Location: HMP 69.9 Date: 1920
 Designer: C. B. McCullough, Oregon State Highway Department
 Builder: Oregon State Highway Department
 Owner: Oregon Department of Transportation

This 34-foot reinforced-concrete viaduct has only one guard wall, of masonry construction, located on the north side of the span.

CS33. Structure: **County Line Overlook**
 Location: HMP 70 Date: 1920, 1995
 Designer: Oregon State Highway Department
 Builder: Unknown; restored in 1995
 Owner: Oregon Department of Transportation

This expanse of slip-form grout-lock masonry wall. Originally provided an opportunity for travelers to view the unusual geologic formations found in this section of the Columbia Gorge. The Overlook takes its name from the location at the Hood River County—Wasco County border. This wall was abandoned for over forty years until it was rebuilt as part of the Hood River to Mosier project in 1995.

CS34. Structure: **Mosier Twin Tunnels, No. 653** HAER No. OR-36-T
 Location: HMP 72.0 Date: 1920, 1921, 1938, 1953, 1996
 Designer: Oregon State Highway Department
 Builder: A. D. Kern, Portland

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Owner: Oregon Department of Transportation

These tunnels were bored out of a basalt outcropping. They consist of an 81-foot west bore, 24 feet of open space, and a 288-foot east bore. Total length was 493 feet with 369 feet of that in bores. The original vertical clearance was 16 feet, with an 8'-8" radius measured from a springline of 7'-4" from the roadbed. Roadway width was 17'-4". Two windows measured 8 to 10 feet and were bored in the east tunnel. A cliff walk was constructed between the western most of the two windows to the open mid-tunnel area.

The tunnels were completed in 1920. Because of severe rockfall, however, the tunnel portals were faced in basalt masonry veneer in 1921. At the same time, the tunnels were partially lined with Port Orford cedar lagging and timber sets. In 1938, the tunnel portals were widened to accommodate larger automobiles and transport trucks, and the tunnels were relined with cedar lagging and sets.

Concerns over rockfall persisted since the tunnels' construction. In 1954, they were filled with rubble debris and bypassed in favor of a new water-level highway constructed adjacent to the Columbia River on dredged fill material. The tunnels were reopened in 1996 as part of restoration work on the HCRH State Trail section between Hood River and Mosier.

CS35. Structure: **Rock Creek Bridge**
 Location: HMP 73.2 Date: 1918, 1996
 Designer: L. W. Metzger, Oregon State Highway Dept.
 Builder: Oregon State Highway Department
 Owner: Oregon Department of Transportation

This 44-foot reinforced-concrete structure consists of two 22-foot slab spans. Railings were similar to those on the Tanner Creek Bridge. Decades ago, they were removed and replaced with wooden rails. In 1996, ODOT reconstructed the original concrete railings.

CS36. Structure: **Mosier Creek Bridge, No. 498**
 Location: HMP 73.7 Date: 1920
 Designer: C. B. McCullough, Oregon State Highway
 Department
 Builder: Lindstrom and Feigenson, Portland
 Owner: Oregon Department of Transportation

This 182-foot reinforced-concrete structure includes a 110-foot open-spandrel ribbed deck arch, and is the first of a group of bridges that McCullough created for the highway. Here, he incorporated many classical design elements in railing panels, spandrel columns, and brackets that became part of his signature style.

CS37. Structure: **Memaloose Overlook**
 Location: HMP 76.3 Date: 1920
 Designer: Oregon State Highway Department
 Owner: Oregon Parks and Recreation Department

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This scenic overlook is north of the CRH and contains a basalt rubble masonry wall and graveled paths. It gives visitors a view of Memaloose Island, one of several islands in this stretch of the Columbia where local Indians buried their dead. The plaque there replaces one with an unknown origin.

CS38. Structure: **Hog Creek Canyon (Rowena Dell) Bridge, No. 523**
 Location: HMP 79.0 Date: 1920
 Designer: C. B. McCullough, Oregon State Highway Department
 Builder: Oregon Bridge and Construction Company
 Owner: Oregon Department of Transportation

This structure is a 20-foot reinforced concrete deck girder span. Original concrete railings were upgraded in the 1950s.

CS39. Structure: **Dry Canyon Creek Bridge, No. 524** HAER No. OR-30
 Location: HMP 79.7 Date: 1921
 Designer: C. B. McCullough, Oregon State Highway Department
 Builder: Whitman and Kuckenberg, Portland
 Owner: Oregon Department of Transportation

This 101-foot reinforced-concrete structure includes a 75-foot open-spandrel ribbed deck arch. Artistic details throughout are signature features of C. B. McCullough-designed bridges.

CS40. Structure: **Rowena Crest Overlook, Mayer State Park**
 Location: HMP 79.8 Date: 1924
 Designer: Oregon State Highway Department
 Owner: Oregon Parks and Recreation Department

This overlook, within a five-acre tract, provides a view of the Columbia River and surrounding plateau from an elevation of 747 feet. It is bordered by a masonry guard wall characteristic of those found on the CRH. Rowena Crest Overlook is part of Mayer State Park, created when successful East Coast industrialist and local orchardist Mark A. Mayer donated 260 acres to the state for park purposes.

CS41. Structure: **Rowena Loops**
 Location: HMP 80 to 82 Date: 1921
 Designer: J. H. Scott, Oregon State Highway Dept.
 Builder: A. D. Kern, Portland
 Owner: Oregon Department of Transportation

This set of loops is similar to the Figure-Eight Loops and the Hood River Loops. They carry the CRH from Rowena Crest, at an elevation of 747 feet, to less than 200 feet, near the river's edge. The designer followed the formula that Samuel Lancaster created at the onset of the highway's construction. He developed distance to carry the highway between these two points with 5 percent maximum grades and 200-foot minimum turning radii.

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CS42. Structure: **Pedestrian Observatory east of Rowena Crest Overlook**
 Location: HMP 80.0 Date: 1921
 Designer: Oregon State Highway Department
 Owner: Oregon Department of Transportation

This basalt masonry pedestrian alcove with concrete caps just east of and below Rowena Crest Overlook gave drivers the opportunity to view the Columbia River and fertile bottomland near the community of Rowena.

CS43. Structure: **Chenoweth Creek Bridge, No. 506**
 Location: HMP 88.5 Date: 1920
 Designer: C. B. McCullough, Oregon State Highway Department
 Builder: A. D. Kern, Portland
 Owner: Oregon Department of Transportation

This bridge is a 60-foot reinforced-concrete deck girder span consisting of three 20-foot multi-beam spans. Its original reinforced-concrete parapet rails have been replaced with steel "W" rail. Chenoweth Creek Bridge marks the eastern end of the CRH Historic District.

Non-Contributing Structures:

NCS14. Structure: **Mark O. Hatfield West Trailhead, HCRH State Trail**
 Location: HMP 68.1 Date: 1999
 Designer: Bibi Gaston
 Builder: JAL Construction
 Owner: Oregon Department of Transportation

This trailhead provides parking for visitors accessing the Hood River to Mosier section of the HCRH State Trail, which is part of the CRH. The trailhead is not an original feature of the highway.

NCS15. Structure: **West Tunnel Catchment Structure, Mosier Twin Tunnels**
 Location: HMP 71.5 Date: 2000
 Designer: HNTB
 Builder: JAL Construction
 Owner: Oregon Department of Transportation

This reinforced cellular concrete structure provides rockfall protection below basalt cliffs west of the west portal of the west Mosier tunnel.

NCS16. Structure: **Mid-Tunnel Catchment Structure, Mosier Twin Tunnels**
 Location: HMP 72.0 Date: 1996
 Designer: HNTB

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Builder: N. B. Hatch
Owner: Oregon Department of Transportation

This reinforced cellular concrete structure provides rockfall protection in the open area between the Mosier Twin Tunnels for visitors to the Hood River to Mosier section of the HCRH State Trail, which is part of the CRH.