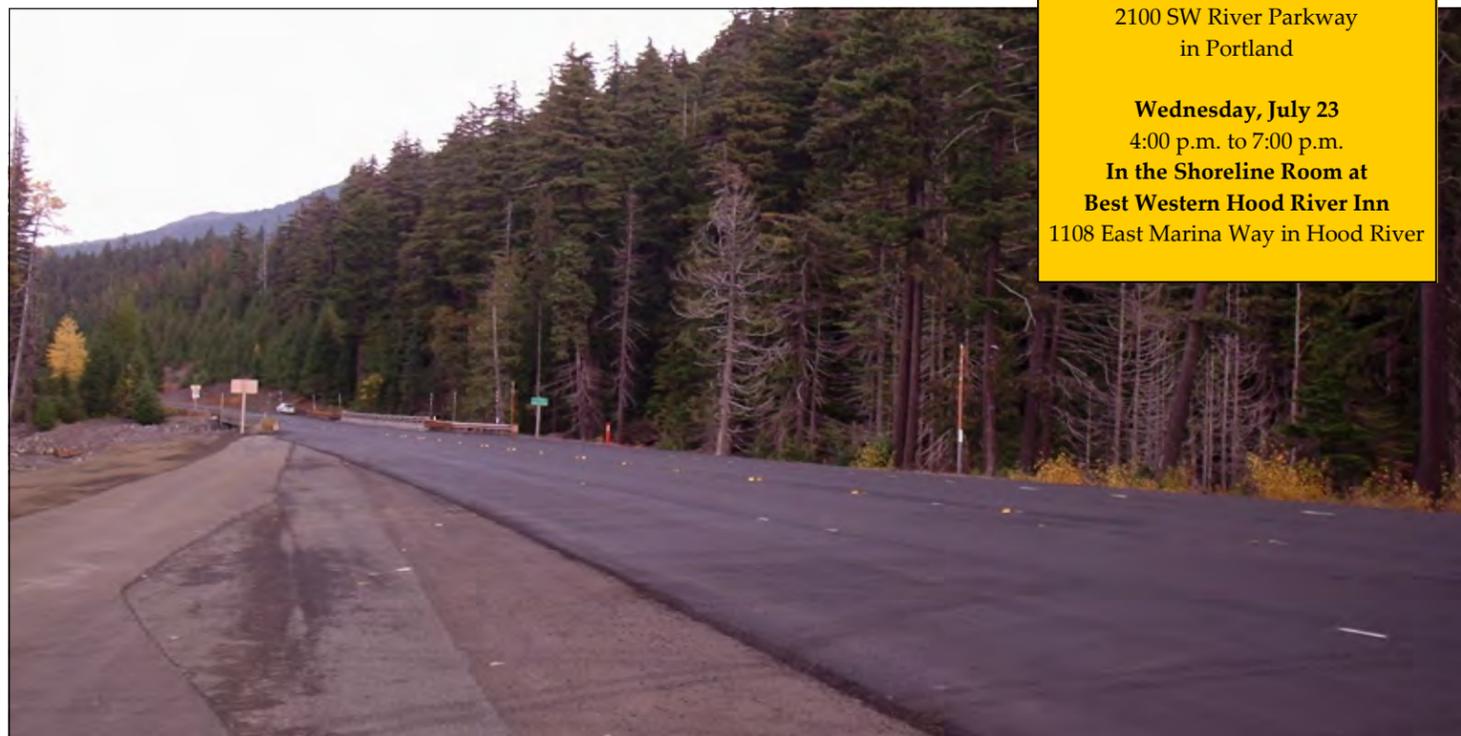


OREGON STATE HIGHWAY 35 IMPROVEMENT PROJECTS



Attend one or both Public Open Houses

Tuesday, July 22
4:00 p.m. to 7:00 p.m.

**In the offices at
David Evans and Associates, Inc.**
2100 SW River Parkway
in Portland

Wednesday, July 23
4:00 p.m. to 7:00 p.m.

**In the Shoreline Room at
Best Western Hood River Inn**
1108 East Marina Way in Hood River

OREGON STATE HIGHWAY 35 IMPROVEMENT PROJECTS AT WHITE RIVER AND CLARK AND NEWTON CREEKS

SUMMER 2008

VOLUME 1, NUMBER 2

BACKGROUND

Oregon State Highway 35 is a major state highway, which also provides access to the Mt. Hood National Forest and other destinations. Damage caused by debris flows from the slopes of Mount Hood through the White River and East Fork Hood River areas has resulted in frequent and costly repairs over the last 20 to 30 years, placing a severe burden on the limited resources available for road maintenance activities and negatively affecting the natural environment.

The Western Federal Lands Highway Division of the Federal Highway Administration (FHWA), in cooperation with the Oregon Department of Transportation (ODOT) and the USDA Forest Service, has been studying various alternatives for road improvements that would reduce damage from debris flows. Two projects are proposed: one at the White River crossing, and one at the Clark Creek and Newton Creek crossings. The project areas are on the Mt. Hood National Forest.



PROJECT UPDATE

In November 2007, FHWA sent out a newsletter and held two public open houses to obtain input on preliminary project alternatives. FHWA also met with several interested stakeholders, including the Teacup Lake Nordic Club, to learn more about their concerns. The public identified these major issues:

- Potential impacts on recreation, especially winter recreation
- Potential impacts on the natural environment, such as streams and wildlife
- Road closures and how to reduce the likelihood of closures



Over the past several months, FHWA, ODOT, and the Forest Service have further studied the alternatives. After considering public comments, available funding, and the results of engineering studies, the agencies have recommended an alternative located on the existing highway alignment.

The recommended alternative would improve the highway in both project

areas (White River and Clark and Newton Creeks). To better accommodate debris flows and reduce the potential for road damage (and closures), FHWA would replace the bridge over the White River with a higher, longer bridge and would raise the highway and install several large culverts at Clark and Newton Creeks. While staying on the existing alignment is recommended, you need to understand that this alignment has some limitations:

- Although it should considerably reduce the need for (and, thus, the cost of) maintenance, this alternative would not eliminate the possibility of road closures and emergency repairs.
- Compared to an alternative that would realign the highway, this alternative would have fewer immediate environmental impacts. However, it could have more impacts over the long term because it would require more frequent maintenance and, perhaps, more emergency repairs.

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OTHER ALTERNATIVES CONSIDERED

Pros and cons that have been identified with the realignment alternatives are summarized below.

At **White River**, realign highway *upstream* of the bridge.

Pros

- Moves highway to an area where the problem is confined by topography.

Cons

- Environmental impacts from new road construction, both short- and long-term.
- Impacts on Boy Scout lodge.
- High cost reduces amount of money available for improvements at Clark and Newton Creeks.
- Some maintenance still required.
- Could have high risk of damage.

At **White River**, realign highway *downstream* of the bridge.

Pros

- Moves highway away from problem area.
- Reduces likelihood of damage from debris flows and resulting maintenance, road closures, and emergency repairs.

Cons

- Environmental impacts from new road construction, both short- and long-term.
- High cost reduces amount of money available for improvements at Clark and Newton Creeks.
- Some maintenance still required.

At **Clark and Newton Creeks**, realign the highway to the east.*

Pros

- Moves highway away from problem area.
- Nearly eliminates likelihood of damage from debris flows and resulting maintenance, road closures, and emergency repairs.

Cons

- Environmental impacts from new road construction, both short- and long-term.
- Recreation impacts, especially on cross-country ski area.
- High cost reduces amount of money available for improvements at White River.
- Some maintenance still required.

* One alternative would realign the road farther to the east than the other; impacts would be similar.



OPPORTUNITY TO COMMENT

Now, we would like to hear from you again. With the funding available, FHWA can make improvements at both White River and Clark and Newton Creeks and reduce the risk of damage and road closures.

Though that risk will still exist, do you think staying on the existing alignment is the best option at White River? And at Clark and Newton Creeks?

Please let us know before August 1, 2008.

Use the enclosed form to send comments to:

Greg Gifford, Project Manager
Federal Highway Administration
Western Federal Lands
610 East Fifth Street
Vancouver, WA 98661

Or you can e-mail comments to
or_erfo2007@mail.wfl.fhwa.dot
http://www.wfl.fhwa.dot.gov/projects/or_erfo_2007/

Or you can bring your comments to one of two public open houses to be held this month. Each open house will be an informal setting where you can talk with public officials and other citizens about the projects. No formal presentations will be made so you may arrive any time between 4:00 and 7:00 p.m.

Attend one or both Public Open Houses, arrive any time during the meeting

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