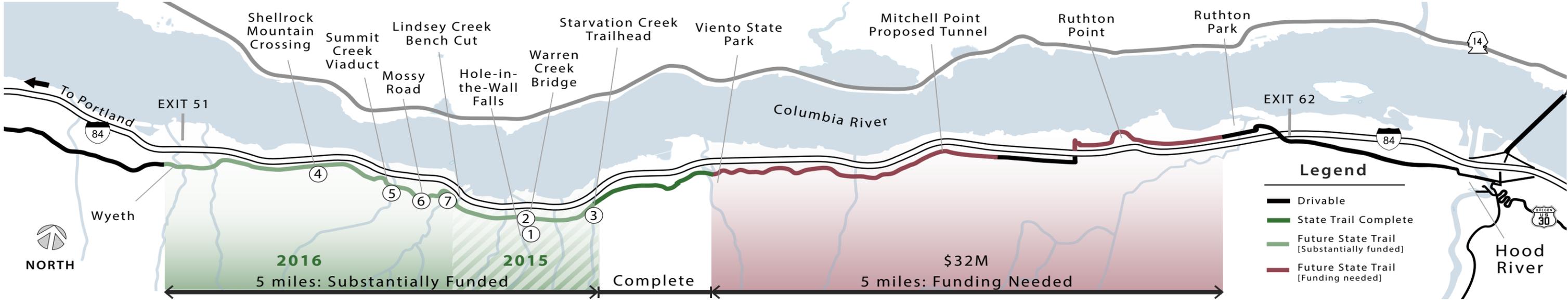


State Trail Gets Ready for Construction



Construction 2015–2016: Lindsey Creek to Starvation Creek



Hole-In-the-Wall Falls Overlook ①

Lindsey Creek to Starvation Creek

This 1.2-mile connection heads west from the existing Starvation Creek Trailhead. Providing new trail directional signs and a picture-worthy bridge over Warren Creek.

Hole-in-the Wall Falls Overlook

A universally accessible trail to this picturesque waterfall will provide a great spot to take in the beauty of the gorge.



Warren Creek Bridge ②

Starvation Creek Trailhead

This existing trailhead will be improved as the trail is extended west, a small plaza, new signs, landscaping, and parking improvements are planned.



Starvation Creek Trailhead ③

Construction 2016–2018: Wyeth to Lindsey Creek



Shellrock Mountain 1920s

The highway once skirted the formidable Shellrock Mountain. Old timers once jeered that a road around Shellrock could not be “did” but they were proven wrong.



Shellrock Mountain Today

Impressive engineering is required to hold back Shellrock Mountain and squeeze in a trail behind the existing wall protecting Interstate 84. The old 1914 wall peaks through in this photo.



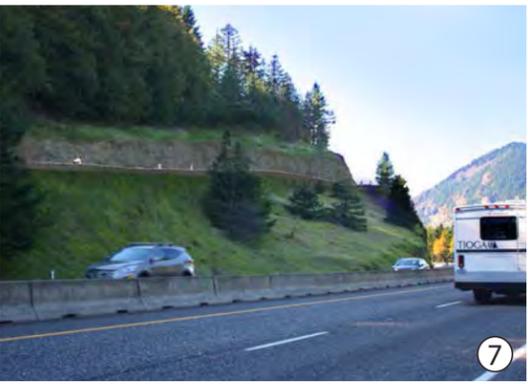
Summit Creek Viaduct

A new viaduct is needed to connect the abandoned highway sections. The viaduct will blend with the gorge’s natural landscape and the design detailing will draw upon the iconic structures found along the Historic Highway.



Mossy Road

A thick carpet of moss currently blankets the old highway. This beautiful section of old highway will be reconnected and restored as a trail.



Lindsey Creek Bench Cut

Rock blasting will be required to create space for the State Trail. The rock cuts and a new stone wall will help the trail blend in with the surrounding landscape.

5 More Miles of State Trail to Go

Pricetag: \$32 Million

We are not done. Approximately \$32 million will be required to complete the remaining 5-miles of trail. Over the past 30-years, great progress was made on the reconnection of the historic highway. However, the most challenging and costly obstacles remain – Mitchell Point and Ruthnton Point. The Columbia River Gorge has always been a difficult place to build trails and roads. In the coming years, the project team will continue to seek federal, state, local and private funds to make the reconnection of the Historic Columbia River Highway and State Trail a reality.

Mitchell Point: A Gigantic Task

“The Mitchell’s Point section of the Columbia River Highway will be the most expensive automobile road in the United States...\$50,000. A gigantic task”, the Sunday Oregonian reported on July 11, 1915. The construction of the Mitchell Point Tunnel was not without controversy. Earlier that year, Senator Day questioned the need for a tunnel and the reports justifying that need. However, local supporters fought for and secured the necessary funds. The Tunnel was completed and soon celebrated for its wonderful engineering and beauty.



Mitchell Point Tunnel, “The Tunnel of Many Vistas”, c. 1920s.

“It is a trip that you will talk about for days and which will linger in your minds for years,” was how the first visitors described their trip on the Columbia River Highway through Mitchell Point. However, in the early 60s the construction of Interstate 84 destroyed the iconic tunnel.

Today we are faced with the same challenge that early road builders were presented; how to get around Mitchell Point? Going over is too steep, there is little land below. A new tunnel is the likely solution. ODOT and our partners will be analyzing all prudent alternatives in the coming year. We will be meeting with tunnel experts and rock fall firms to develop the best alternative to get around Mitchell Point.



Beautiful scenery awaits trail users.



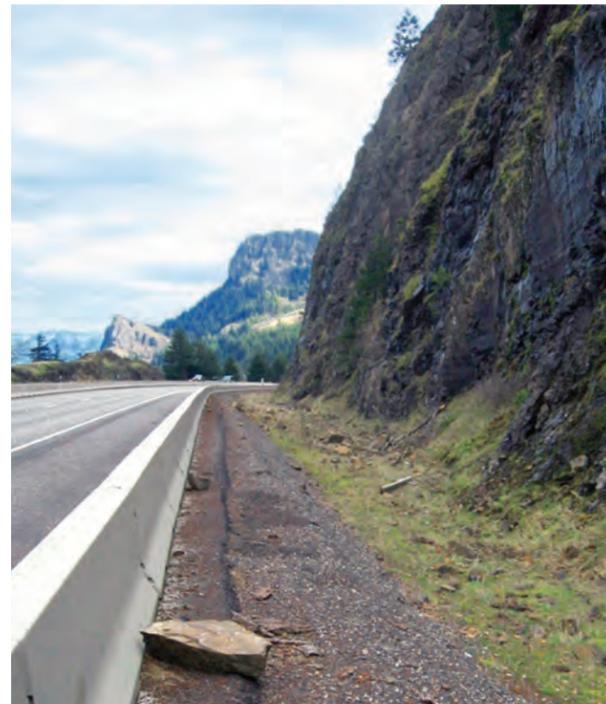
Ruthnton Point: Out on a Cliff

Just west of Hood River a fantastic section of old highway called Ruthnton Point remains. This section provides world class views of the gorge; however, getting there provides a design challenge. Because the interstate is constructed on a steep cut bank, to design a trail to fit alongside the shoulder of the highway will require a complicated and expensive wall system.

At left: A view from Ruthnton Park.

Between a Rock and a Hard Place

In two locations, rock blasting will be necessary to provide space for the trail footprint, and the required rockfall protection areas. The same rock cliffs were initially blasted for the construction of Interstate 84. It will be necessary to do additional blasting in these locations.

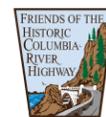


A picture of cliffs on right.

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The HISTORIC COLUMBIA RIVER HIGHWAY & STATE TRAIL PROGRESS REPORT 2015