



11A



11B

Photo 11A: Graceful rock-work adorns the Ruthton Point old road section.

Photo 11B: Spectacular Columbia River Gorge view from Ruthton Park.

Photo 11C: Ruthton Park will become an important trail access point within the City of Hood River serving as the terminus or gateway to the Historic Columbia River Highway State Trail.

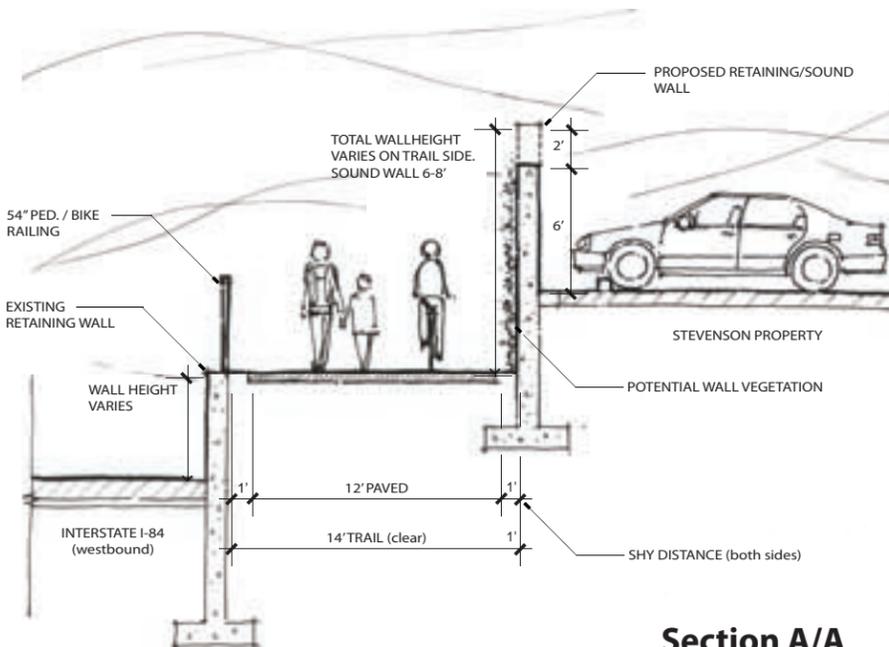
Section A/A (Segment II): Trail section in front of the future Westcliff Condos (site of the Meredith Motel); proposed trail between I-84 and combination sound/retaining wall.

Segment 11 – Ruthton Point to Ruthton Park, Hood River

This section starts with Ruthton Point, an intact section of the old highway offering spectacular views to the Gorge (Photo 11A). In the early 1990s, ODOT restored the historic viaduct, walls and railings. From Ruthton Point east, the trail traverses steep slopes adjacent to Interstate 84. A soil nail retaining wall is the preferred construction method except in one steep section, where a viaduct is required. The trail then follows the shoulder using soil nail walls and parallels Interstate 84 to the west end of Westcliff Drive. Here ODOT is working with a private developer and Hood River County to incorporate the trail into future redevelopment of this property (Section A/A). The trail is placed on an existing retaining wall above Interstate 84. Then it crosses over Westcliff Drive and into Ruthton Park (Photo 11C). Here, during the site reconnaissance for this study, we discovered a short but intact section of historic pavement. The trail follows the old route through to the parking lot at Ruthton Park. ODOT is working with Hood River County to develop plans to improve Ruthton Park as a HCRH trailhead. From Ruthton Park, hikers and bicyclists can access the city of Hood River by way of Westcliff Drive.

Trail Segment Highlights:

- Ruthton Point provides spectacularly breathtaking views of the Gorge.
- Ruthton Point showcases the work of artisans.
- Old sections of pavement exist in Ruthton Park.



Section A/A



11C

Segment 11 – Preliminary Cost Estimate

Station	Item	Cost
0+00 to 12+50	Historic Highway Cleanup- 1	\$ 63,000
0+00 to 53+00	Landscape Enhancement	106,000
12+50 to 15+50	Side Slope Construction (Fill)	37,000
12+50 to 47+00	Trail (3"AC x 12' wide, 10"C.R.Base x 16' wide)	104,000
15+50 to 33+00	Soil Nail Wall	2,338,000
33+00 to 34+50	Viaduct	491,000
34+50 to 39+00	MSE Retaining Wall	203,000
39+00 to 45+00	On Top Of Existing Concrete Wall	30,000
45+00 to 46+50	New Concrete Retaining Wall	112,000
47+00 to 49+00	Historic Highway Cleanup- 2	10,000
49+00 to 53+00	Trail (3"AC x 12' wide, 10"C.R.Base x 16' wide)	12,000
49+00 to 53+00	Clear & Grub (Allowance)	15,000
49+00 to 53+00	Park Connection / Park Improvements	\$ 250,000

Raw Construction	3,771,000
Engineering & Permits (20%)	754,200
Construction Engineering (15%)	565,650
Sub Total	5,090,850
Contingency @ 40%	2,036,340
Estimated Project Cost (2008)	7,127,190
Estimated Inflation (2008-10)	712,719
Project Cost Estimate (2010)	\$ 7,839,909

Please Note: Not all stations shown in the Preliminary Cost Estimate tables are shown on the segment Feasibility Maps.



LEGEND

- | | | | | | |
|--|---------------------------|--|--------------------------|--|-------------------|
| | EXISTING (INTACT) HCRH | | PROPOSED RETAINING WALLS | | PROPOSED BRIDGE |
| | 2008 PROPOSED HCRH TRAIL | | ESTIMATED FILL SLOPE | | PROPOSED CULVERTS |
| | PROPOSED TUNNEL | | ESTIMATED CUT SLOPE | | VIEWPOINT |
| | ROCKFALL/EXCAVATION AREAS | | POTENTIAL TRAILHEAD | | POINT OF INTEREST |
| | PHOTO VIEWPOINTS | | SECTION DRAWING | | CREEK/DRAINAGE |

