



*The* HISTORIC COLUMBIA RIVER HIGHWAY

STATE TRAIL PLAN - WYETH TO HOOD RIVER

PREPARED FOR:

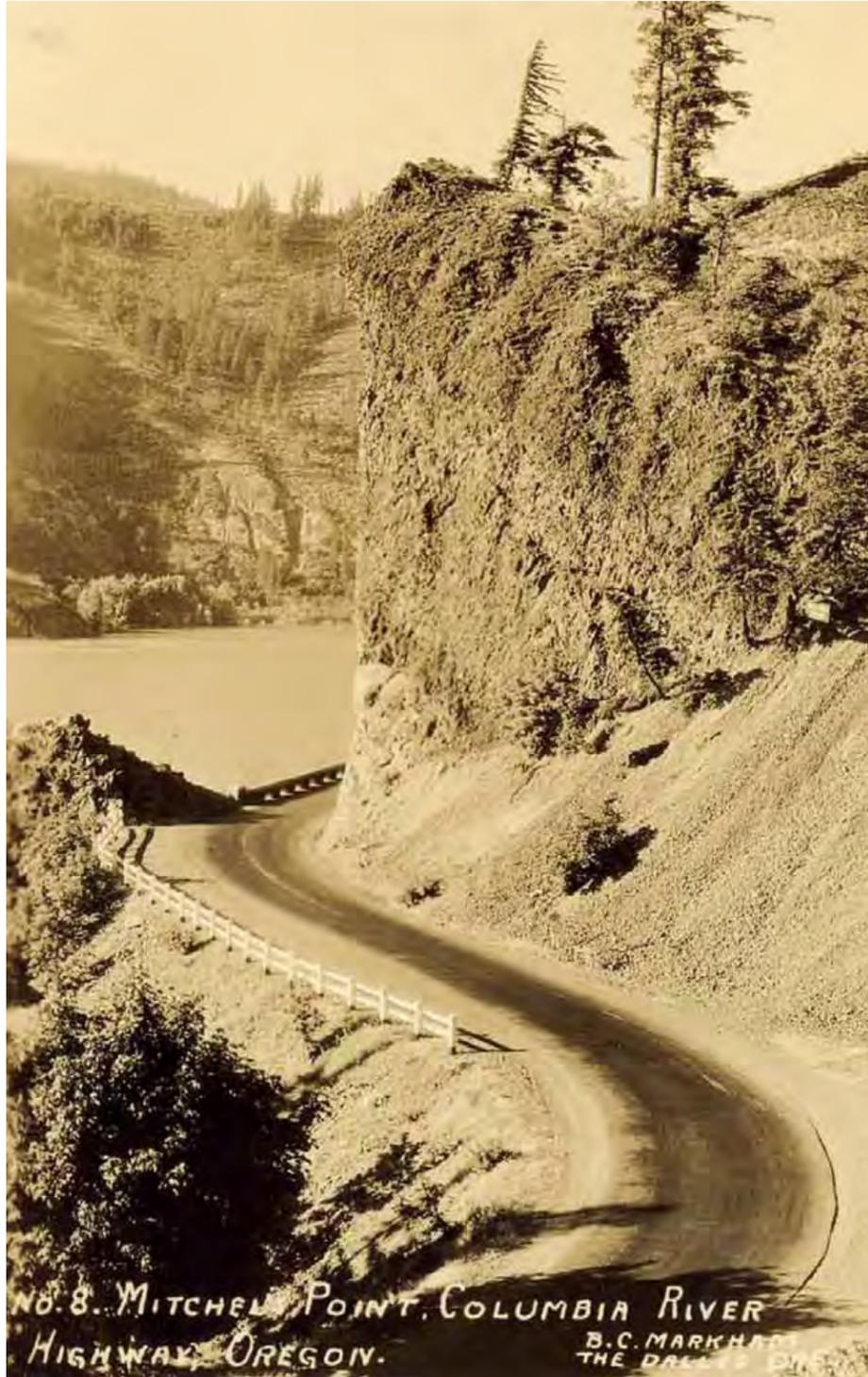
OREGON PARKS AND RECREATION DEPARTMENT  
OREGON DEPARTMENT OF TRANSPORTATION

PREPARED BY:

QUATREFOIL, INC.  
PORTLAND, OREGON

WINTER 2010

# ACKNOWLEDGMENTS



## IN COORDINATION WITH:

OREGON DEPARTMENT OF TRANSPORTATION

OREGON PARKS AND RECREATION  
DEPARTMENT

USDA FOREST SERVICE, COLUMBIA RIVER  
GORGE NATIONAL SCENIC AREA

HOOD RIVER COUNTY

THE HISTORIC COLUMBIA RIVER HIGHWAY  
ADVISORY COMMITTEE

FRIENDS OF THE HISTORIC COLUMBIA  
RIVER HIGHWAY

## STATE TRAIL PLAN PREPARED BY:

QUATREFOIL, INC.  
LANDSCAPE ARCHITECTURE  
404 SE 80TH AVE.  
PORTLAND, OR 97213  
CONTACT: BRIAN E. BAINNSON  
502-256-8955  
QUATREFOILINC.NET

MARIANNE ZARKIN  
LANDSCAPE ARCHITECT

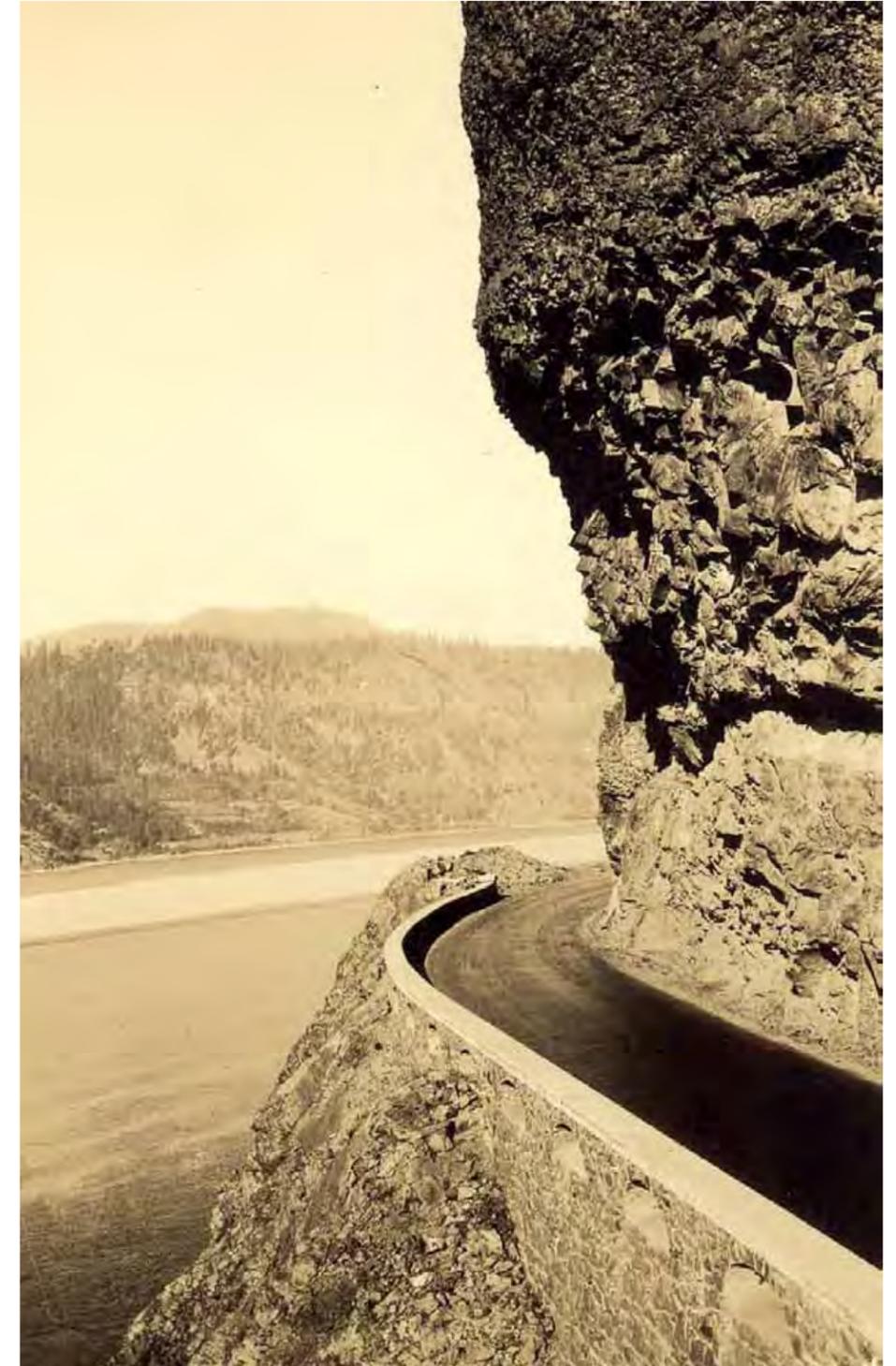
ICF INTERNATIONAL

TENNESON ENGINEERING

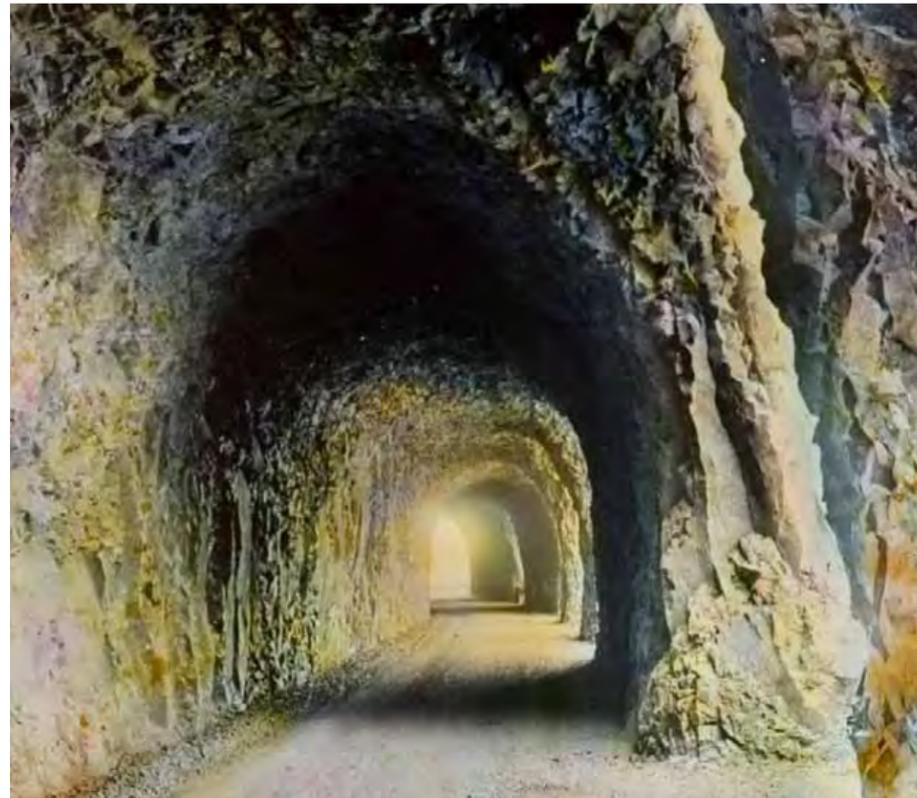
REAL URBAN

K & J DRAFTING

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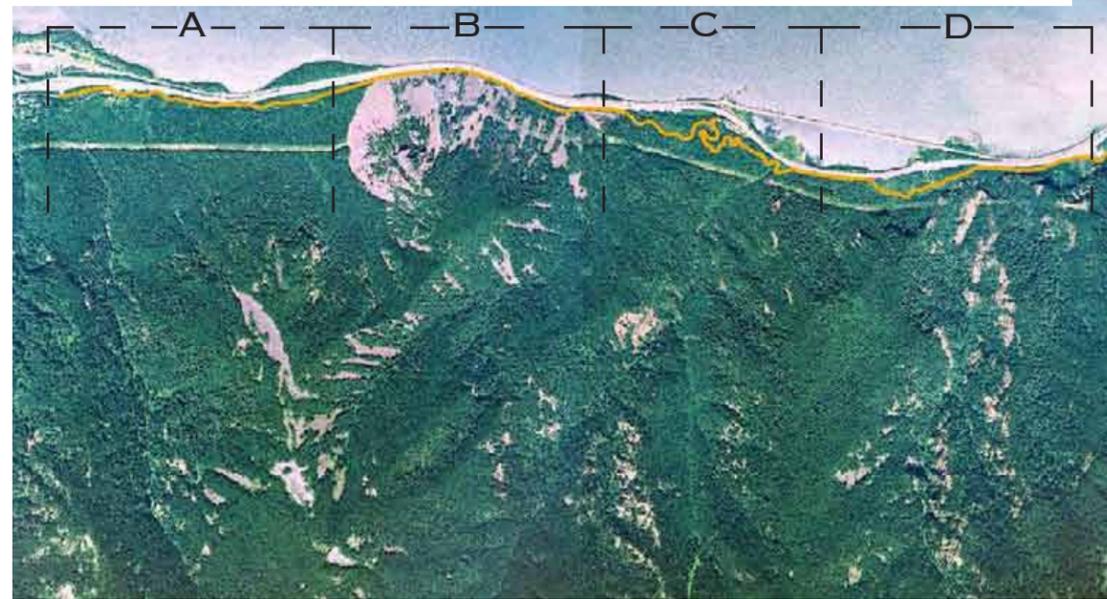
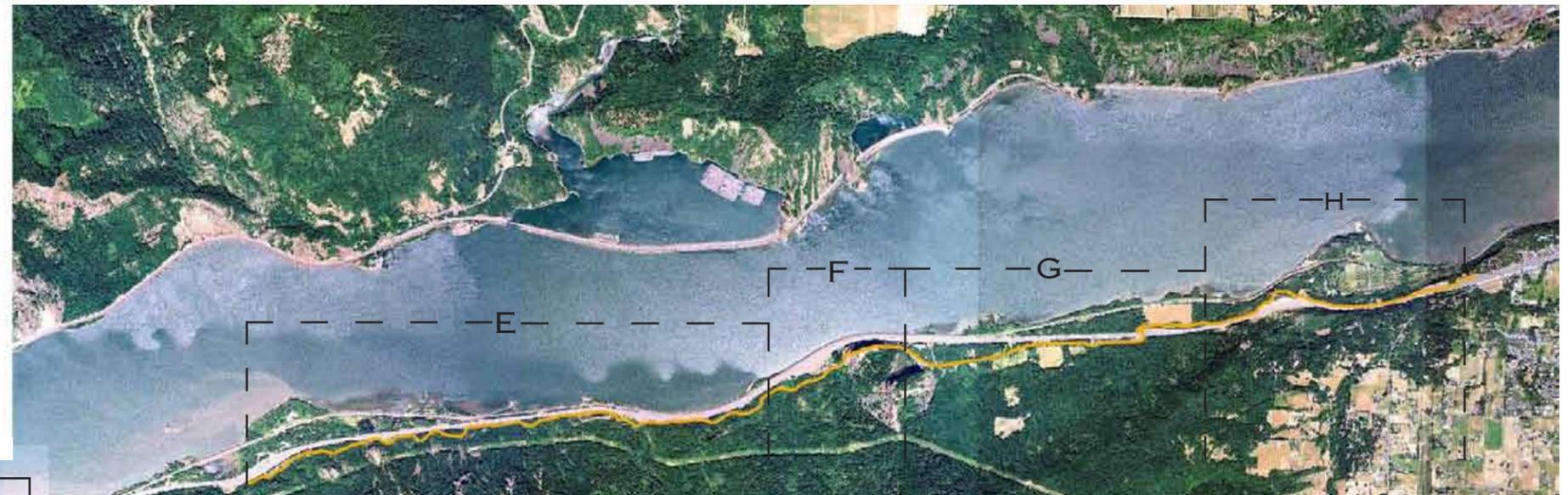


**THE HISTORIC COLUMBIA RIVER**

**HIGHWAY** was constructed between 1913 and 1922 as America’s first scenic highway. It served thousands of travelers and took full advantage of the Columbia River Gorge’s natural beauty, to become known as the “King of Roads”. By the late 1940s and early 1950s, the initial construction of a water level route that would become Interstate 84 obliterated many sections of the highway, leaving what remained as abandoned and disconnected highway segments.



Historic Photo at west side of Mitchell Point.



*“Tourists want three things; a good road to drive on, something worthwhile to see, and something worthwhile to eat.... We cash in, year after year, on our crop on scenic beauty, without depleting it in any way.”*

Samuel Hill



Lindsey Inn - An example of the Roadhouses that once lined the Historic Highway.

The Historic Columbia River Highway is one of the most significant historic roads in the nation. The design of the road solved major engineering challenges and was an aesthetic triumph of its time. One of its most important consequences was its influence on the National Parks Service’s scenic parkways which were beginning to be developed across the country. Additionally, the Highway is noted for its attention to design details and construction techniques, including rustic guard walls, guard stones, bridges, and retaining walls, resulting in an iconic style.

The overall design of the Historic Columbia River Highway was as important as the details of its construction. This includes the alignment of the road and its relationship to the geology and geomorphology of the Gorge. The Highway was laid out to be interesting to drive, with graceful curves and changes in grade. It unrolled before the driver as a dynamic sequence of views, vistas, and scenic “events” such as waysides, fountains, and waterfalls.

**TRAIL SECTIONS:**

- |                                   |  |
|-----------------------------------|--|
| A - WYETH TO SHELLROCK MT.        | F - MITCHELL CK. TO MITCHELL PT. TUNNEL      |
| B - SHELLROCK MT. CROSSING        |  |
| C - SHELLROCK MT. TO LINDSEY CK.  | G - MITCHELL PT. EAST TO RUTHTON PT.         |
| D - LINDSEY CK. TO STARVATION CK. | H - RUTHTON PT. TO RUTHTON PARK, HOOD RIVER. |
| E - VIENTO TO MITCHELL CREEK      |  |





Mitchell Point gas station and motel around 1950, now gone.

The Columbia River Gorge National Scenic Area Act of 1986 directed the State of Oregon to connect these abandoned highway sections as a pedestrian and bike trail. Then, in 1987, the Oregon Legislature directed the Oregon Department of Transportation (ODOT) “to preserve and enhance existing portions of the Historic Highway and plan for reconnection of this scenic route as a State Trail”. Since the 1987 legislation, ODOT has been charged with working with the Oregon Parks and Recreation Department (OPRD), the State Historic Preservation Office (SHPO) and Travel Oregon to maintain, enhance and restore the Historic Columbia River Highway. These efforts are ongoing. Today, the remaining segments of the Historic Columbia River Highway receive over 2 million visitors per

year. Its attractions are icons of the Pacific Northwest (Vista House, Multnomah Falls, Rowena Crest). The Highway’s restored drivable portions maintain the 1920’s appearance. However, numerous sections of the old Highway between Wyeth and Hood River remain disconnected.

Much work has been accomplished since 1987 and 62 of the original 73 miles of the HCRH are now open to travel either by motor vehicle (Historic Highway or connecting county roads) or by foot and bicycle (State Trail). As of 2010, 10.5 miles of State Trail have been completed and 1.65 miles are funded and in final design, linking a number of isolated segments

of the HCRH. An additional eleven miles await reconnection. The Historic Columbia River Highway Advisory Committee and the Friends of the Historic Columbia River Highway have jointly spearheaded an effort to restore and reconnect the Highway and advocate for the completion of the State Trail by 2016, the 100th anniversary of Lancaster's masterpiece.

The Milepost 2016 Reconnection Projects identified specific improvements that will be required to allow total reconnection of the Historic Highway, creating a continuous picturesque trail through the Gorge. The Historic Columbia River Highway State Trail Plan further refines this work by picking up where this plan

left off. This State Trail Plan divides the remaining 11 miles into eight distinct segments (this planning effort does not include Milepost Reconnection Projects 1 and 1a). The eight project segments are concentrated between Interstate 84’s Wyeth interchange (I-84 / Exit 51) and the West Hood River interchange (I-84 / Exit 62), all within Hood River County. The projects are described from west to east. Each segment includes a brief project description, site photos, illustrated proposed trail alignment with primary construction elements, and a project cost estimate. Cost estimates are based on preliminary conceptual designs and not final engineering documents. These estimates assume construction in 2014, and include a substantial contingency.

Once complete the Historic Columbia River Highway State Trail will provide Oregonians and visitors from around the world access to many of Oregon’s underdeveloped State Parks, open up extraordinary views to undiscovered waterfalls and the majestic Columbia River, and allow visitors to discover first hand the fascinating history of the Gorge and its famed Columbia River Highway.

*The Interstate came through and they blew the old tunnel in,  
And Highway 30 disappeared as though it had never been.*

*But back in the brush that covers the land a stone foundation lies,  
Where once stood the roadhouse joint, now gone from mortal eyes.  
And Mitchell Point is a rest stop now, just a turn-out on the road,  
And only a few remember how the roadhouse lights once glowed.*

Excerpt from “The Roadhouse Joint at Mitchell Point”  
A song written by Michael Tenney - 2002



Historic photo of Mitchell Point Roadhouse.



Historic Milepost at Ruthton Point.



Mitchell Point today.

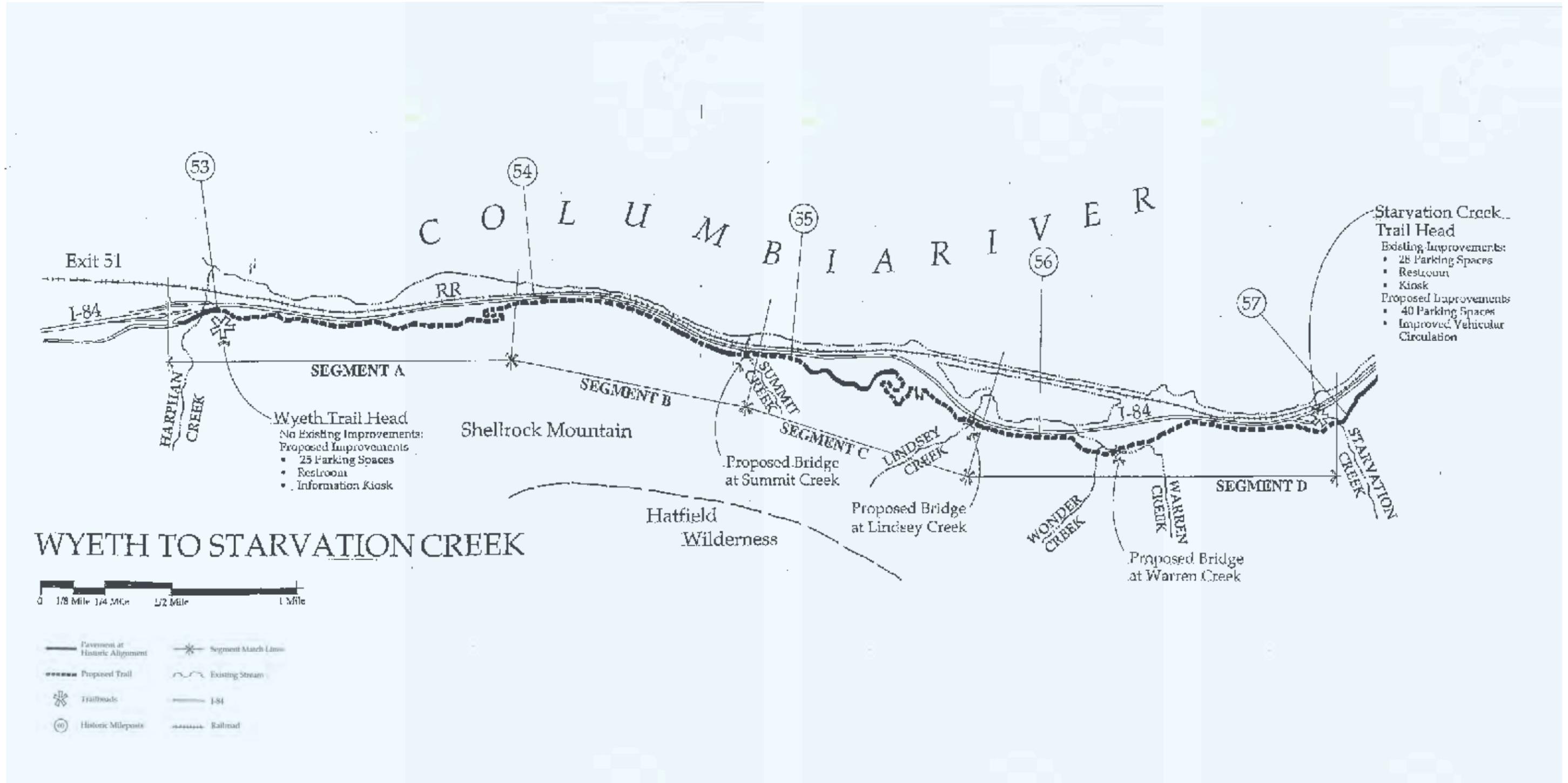


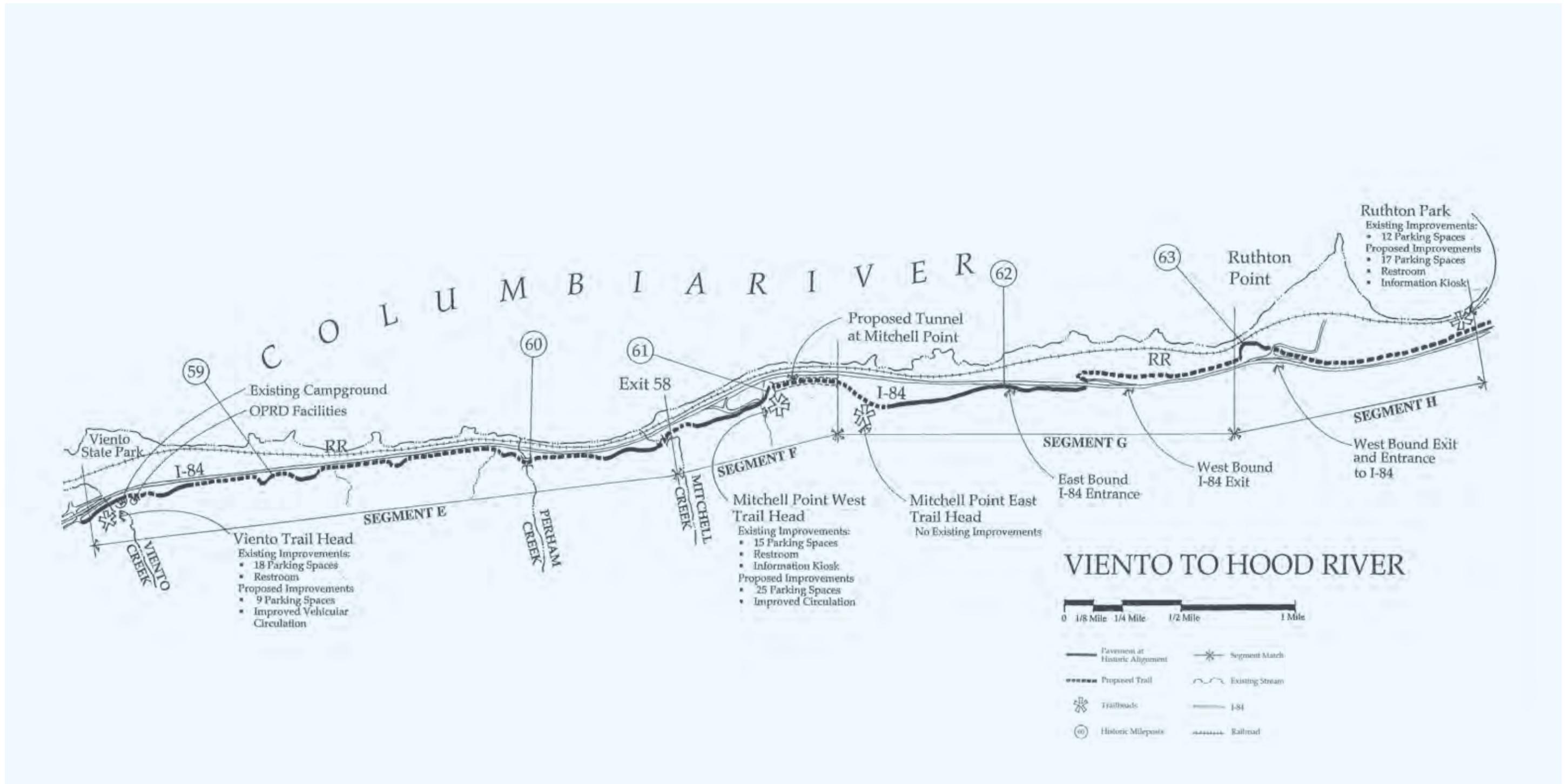
View from Ruthton Point.



Cyclist on the Highway.





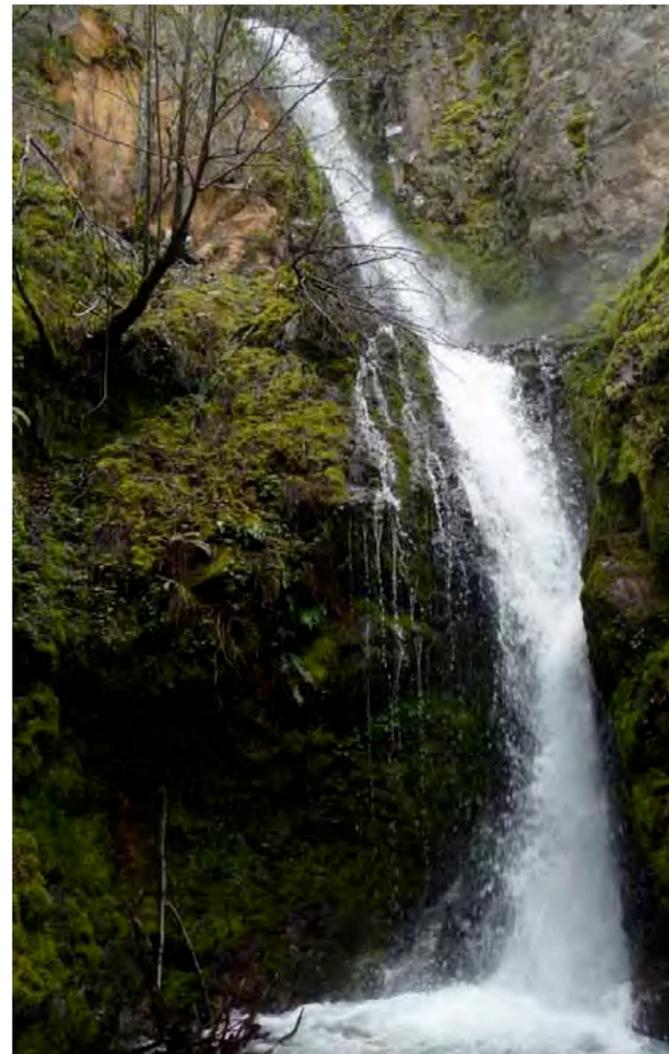




**PROJECT SCOPE:**

The Historic Columbia River Highway State Trail Plan was a joint planning effort undertaken by the Oregon Department of Transportation, Oregon Parks and Recreation Department, the Columbia River Gorge National Scenic Area US Forest Service and Hood River County to provide a clear plan for the trail reconnection through the Gorge. This plan assists the partnering agencies in the following:

- **Determines the appropriate size and location of auxiliary facility development such as parking lots, overnight camping, and restrooms**
- **Jumpstarts the environmental permitting and engineering process**
- **Assesses the consistency of the proposals with requirements of the Columbia Gorge National Scenic Area Act**
- **Develops funding and partnering opportunities**
- **Updates and refines the cost estimates for trail and facility development**
- **Provides a detailed action plan listing project priorities, agency responsibilities, and associated resource levels, phasing and partnering opportunities**



Hole-in-the-Wall Falls.

above: Mitchell Point Tunnel.



Looking east from Mitchell Point.

**DESIGN PHILOSOPHY:**

The design philosophies listed below were used to enhance the design of the State Trail and facilities.



**CAPTURE THE BEAUTY**

The scenic appeal of the Gorge has always been at the forefront of design of the Columbia River Highway. As Samuel Lancaster told the Oregon Journal in 1915, “On starting surveys our first business was to find the beauty spots, or those points where the most beautiful things along the line might be seen to best advantage, and, if possible, to locate the road in such a way as to reach them.” Lancaster’s vision is carried out in the proposed alignment of the Historic Highway State Trail.

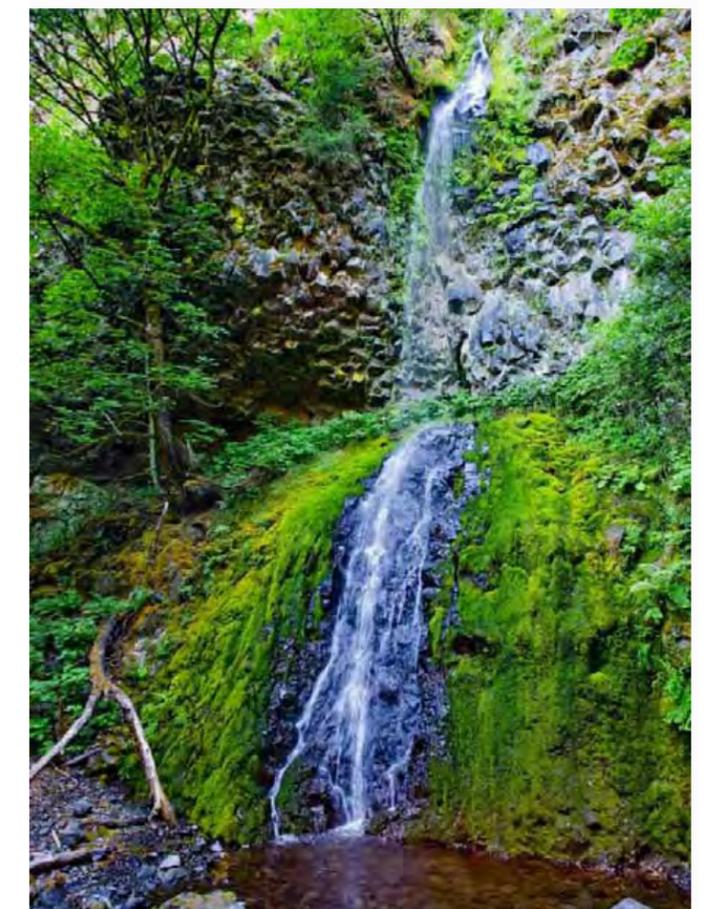
The first order of business in developing the State Trail Plan was to complete an opportunities and constraints analysis. The analysis was the result of extensive field work and a comprehensive GIS database.



View from Ruthton Point.

**RESPECT THE DESIGN OF THE EARLY HIGHWAY DESIGNERS**

Building roads in the Columbia River Gorge has always been a challenge. The Historic Columbia River Highway was an early-twentieth century technical and civic achievement, successfully mixing sensitivity to the natural landscape with ambitious engineering. The route has gained national significance because it represents one of the earliest applications of cliff-face road building as applied to modern highway construction, but the foremost reason for its construction was Samuel Hill and Samuel Lancaster’s vision of building a scenic highway above the Columbia River to rival the great roads in Europe.



Cabin Creek Falls.



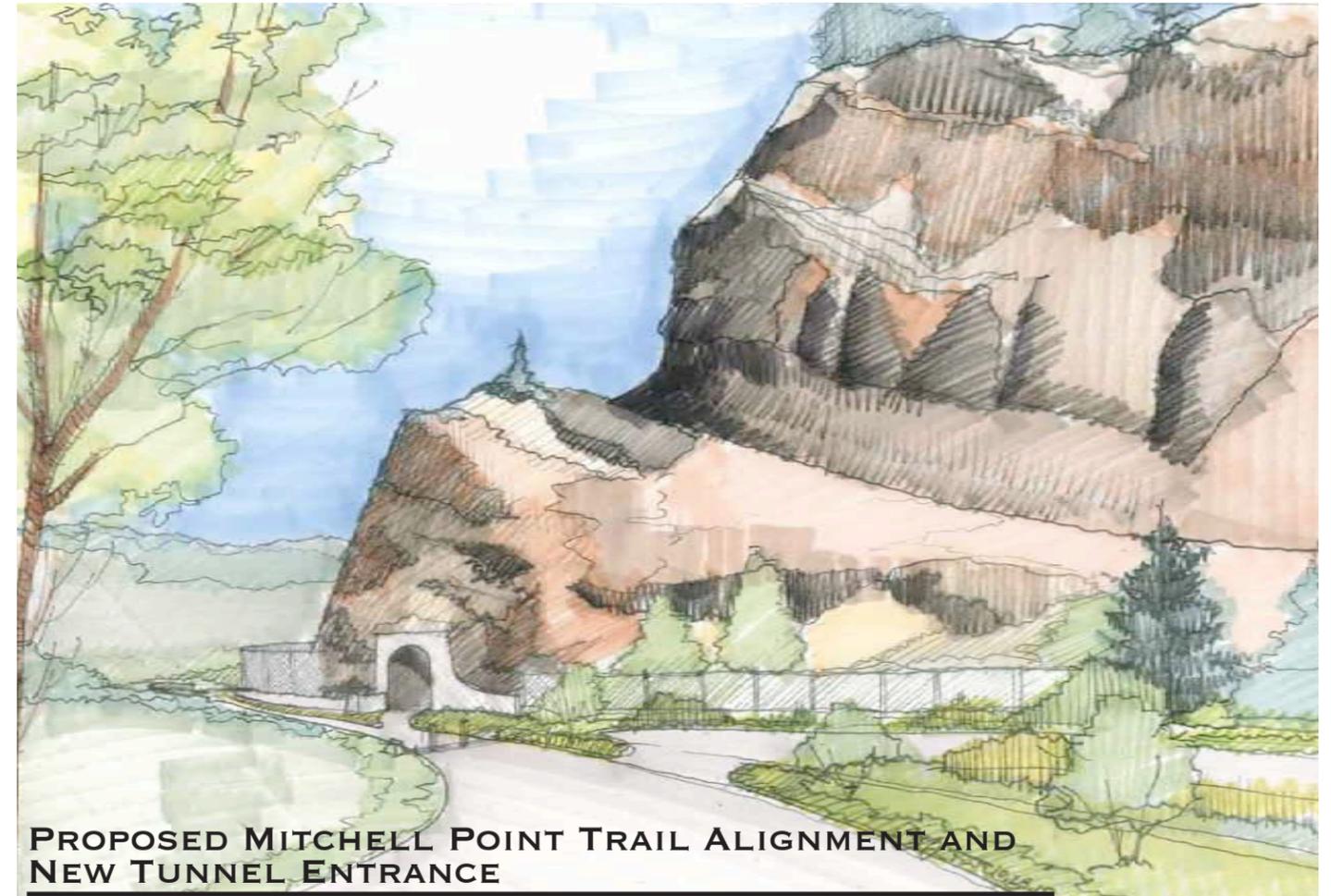
Today, as we plan and design the trail alignments described in the 2016 Reconnection Strategy, it is important to consider how Samuel Lancaster would have approached the similar design challenges. During the development of the 2016 Milepost Reconnection Strategy, the Historic Highway Advisory Committee would often ask rhetorically, “What would Lancaster do?” This simple question provided guidance to the design team, encouraging them to respect and interpret the design philosophy of the early Highway designers. With this in mind, the following guidelines were developed:

- Modifications to sections of original highway should be as minimal as practical. Wherever uncovered pavement is in reasonable condition (acceptable for a modern day cyclist), it shall be protected and used, without an overlay, as part of the State Trail experience
- Where character defining features reflect the historic period, the model year (year of significance) for the Highway is 1924. The historic condition of the Highway in that year has been used as the standard for decision making and design of new elements. New element design should be compatible and harmonious with this period
- Furthermore the Secretary of Interior Standards for Historic Preservation should be utilized to inform design decisions

**CONSIDER THE USER’S EXPERIENCE**

The Historic Columbia River Highway State Trail is designed as a multi-use trail attracting cyclists, runners, walkers and hikers. User mix includes everyone: slow moving families and hikers to fast and experienced recreational cyclists. Maintaining good sightlines and minimizing tight curves along long downhill grades (that create significant speed differentials) is necessary to reduce user conflicts. A maximum grade of 5% is preferred. The State Trail Plan identifies those instances where a maximum of 8% is required for short distances.

In all instances it was important to place the trail alignment as far as practical from the shoulder of I-84. In several instances, because of the Gorge’s steep topography, there is little room for a new trail. In these instances it was necessary to site the Trail parallel to Interstate 84.



Rockfall along I-84.



Historic glass slide of Highway near Viento.



Highway details.



Construction of Highway at Lindsey.



**HISTORIC COLUMBIA RIVER HIGHWAY STATE TRAIL PLAN TRAIL SEGMENT HIGHLIGHTS**

Approximately 11 miles of Historic Columbia River Highway State Trail remain to be reconnected through the Columbia River Gorge between Wyeth and Hood River. This plan divides the remaining 11 miles into eight distinct segments. The projects are described from west to east. Each segment includes a brief project description, site photos, illustrated proposed



**A - WYETH TO SHELLROCK MOUNTAIN**

**TRAIL SEGMENT HIGHLIGHTS**

LENGTH: 1.2 MILES

2014 COST: \$3.6 MILLION

- New Trailhead at Wyeth, parking for 25 vehicles, restroom, bike parking, and picnic areas
- Views of Shellrock Mountain
- Connections to USFS Wyeth Campground, and future mountain bike area on the Wyeth Bench
- Connections to Columbia River via the Wyeth Day Use Area

trail alignment with primary construction elements, and a summary of project cost estimates. Cost estimates are based on preliminary conceptual designs and not final engineering documents. These estimates assume construction in 2014, and include a substantial contingency.

The eight project segments are between Interstate 84's Wyeth interchange (I-84 / Milepost 51) and the West Hood River interchange (I-84 / Milepost 62). Along this section, a number of short segments of the abandoned Historic Highway still exist. Wherever possible, the



**B - SHELLROCK MOUNTAIN CROSSING TO SUMMIT CREEK**

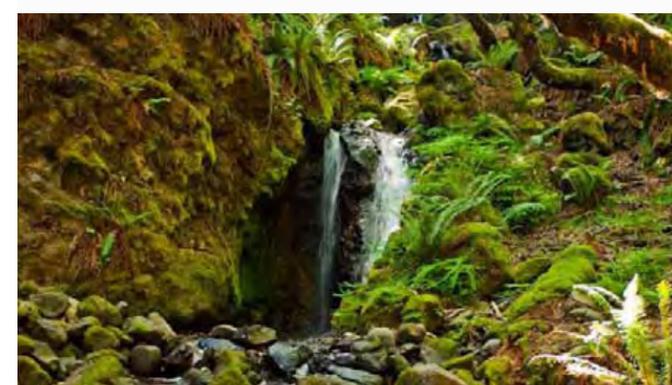
**TRAIL SEGMENT HIGHLIGHTS**

LENGTH: .78 MILES

2014 COST: \$5.4 MILLION

- Views of the Columbia River and Shellrock Mountain
- Interpretation of the history of road building across Shellrock Mountain
- Views of historic wagon road and Historic Highway walls
- Unique habitat and geology associated with the talus slopes
- Relocates rock fall fence away from view of I-84 traffic

Historic Highway is integrated into the State Trail alignment. These old highway segments will not be open to motor vehicles. Upon completion, cyclists and hikers will experience first hand the amazing roadwork accomplished by visionaries of an earlier era.



**C - SUMMIT CREEK TO LINDSEY CREEK**

**TRAIL SEGMENT HIGHLIGHTS**

LENGTH: 1.2 MILES

2014 COST: \$6.0 MILLION

- Longest existing intact section of Historic Highway
- Great opportunity to interpret the Historic Highway
- Overlooks to original Columbia River Highway
- Trailhead with bike parking, signage, and a rest area
- Proposed bridge over Lindsey Creek



**D - LINDSEY CREEK TO STARVATION CREEK**

**TRAIL SEGMENT HIGHLIGHTS**

LENGTH: 1.3 MILES

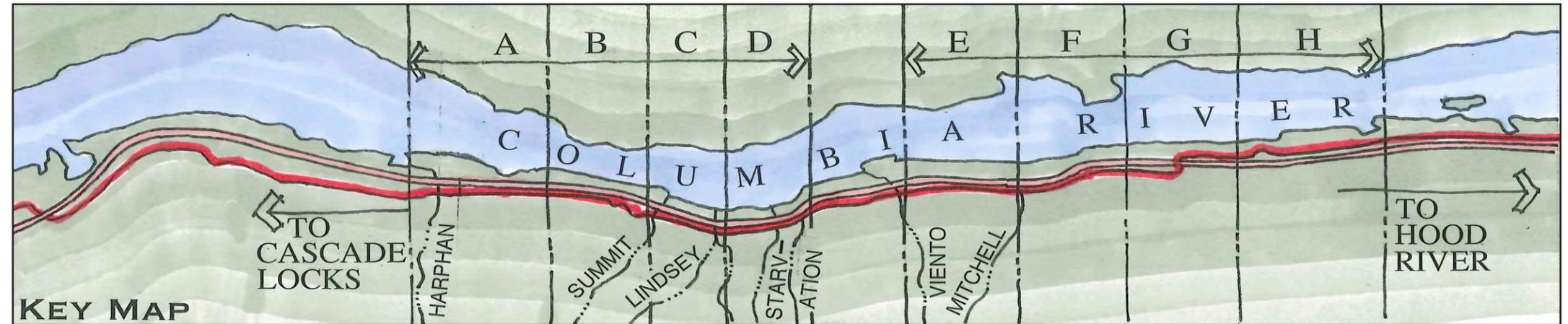
2014 COST: \$5.1 MILLION

- Trail parallels Warren Creek and crosses Warren Creek on a new bridge
- Views and interpretation at Hole-in-the-Wall Falls
- New overlook at Cabin Creek Falls
- Improved parking at Starvation Creek Trailhead
- Mt. Defiance Trail access



**THE SECTIONS ARE:**

- A - Wyeth to Shellrock Mountain
- B - Shellrock Mountain Crossing
- C - Shellrock Mountain to Lindsey Creek
- D - Lindsey Creek to Starvation Creek
- E - Viento to Mitchell Creek
- F - Mitchell Creek to Mitchell Point Tunnel
- G - Mitchell Point East to Ruthton Point
- H - Ruthton Point to Ruthton Park, Hood River



**E - VIENTO TO MITCHELL CREEK  
TRAIL SEGMENT HIGHLIGHTS**

LENGTH: 2.3 MILES

2014 COST: \$8.4 MILLION

- Improvements to the existing parking lot and trail-head at Viento
- A new bridge at Perham Creek
- Views to the Columbia River
- New water fountain would reflect historic water fountain that was once at Viento

**F - MITCHELL CREEK TO  
MITCHELL POINT TUNNEL**

**TRAIL SEGMENT HIGHLIGHTS**

LENGTH: .7 MILES

2014 COST: \$14.4 MILLION

- A new 1,200 foot tunnel with windows capturing views to the Columbia River, much like the original tunnel
- Enhanced interpretation of Mitchell Point as outlined in the HCRH Oral History Project
- Improved parking lot for 25 cars

**G - MITCHELL POINT EAST TO  
RUTHTON POINT**

**TRAIL SEGMENT HIGHLIGHTS**

LENGTH: 1.7 MILES

2014 COST: \$3.2 MILLION

- New viewpoint at Mitchell Point East and restoration of the roadway
- Quarry floor restoration on the east side of Mitchell Point
- Cars and trail users share the Mitchell Point Road, a quaint low traffic road which follows the original alignment of the Historic Highway
- A great section of the original Highway with historic walls and with great views at Ruthton Point

**H - RUTHTON POINT TO  
RUTHTON PARK,  
HOOD RIVER**

**TRAIL SEGMENT HIGHLIGHTS**

LENGTH: 1.7 MILES

2014 COST: \$6.0 MILLION

- An improved trailhead for sixteen cars at Ruthton Park in Hood River
- Scenic views of the Columbia River from Ruthton Park
- A new restroom at Ruthton Park
- Improved access to overlooks



**WYETH TO HOOD RIVER**

**• BY 2016**

LENGTH OF TRAIL SECTION:

1.2 MILES

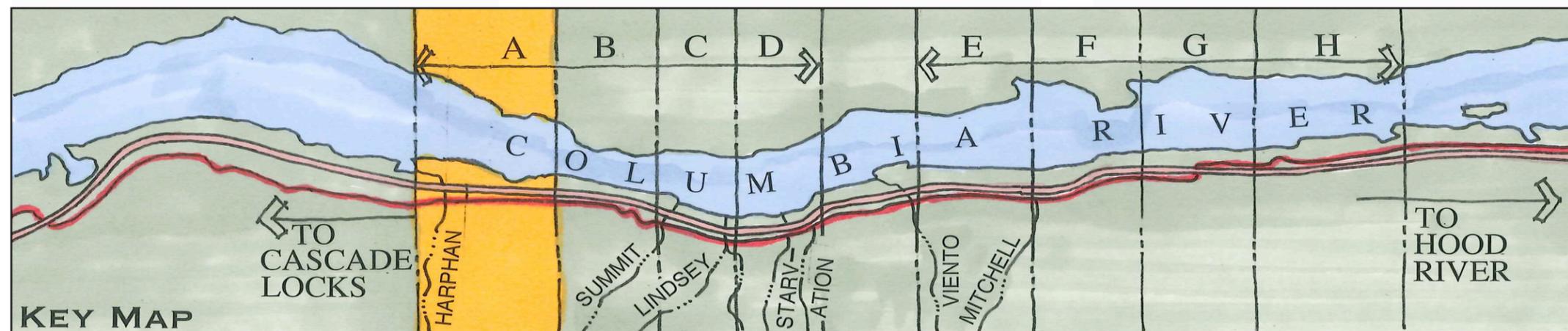
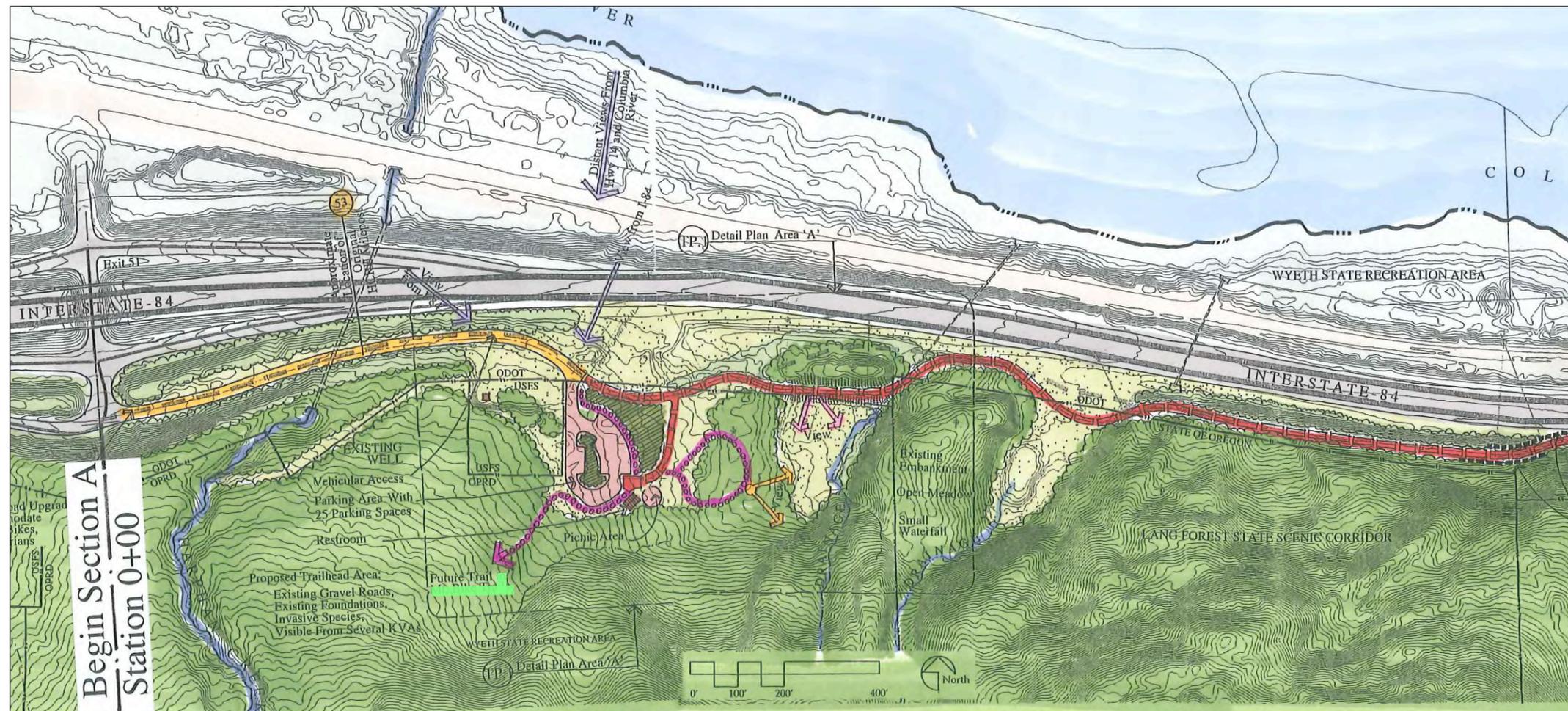
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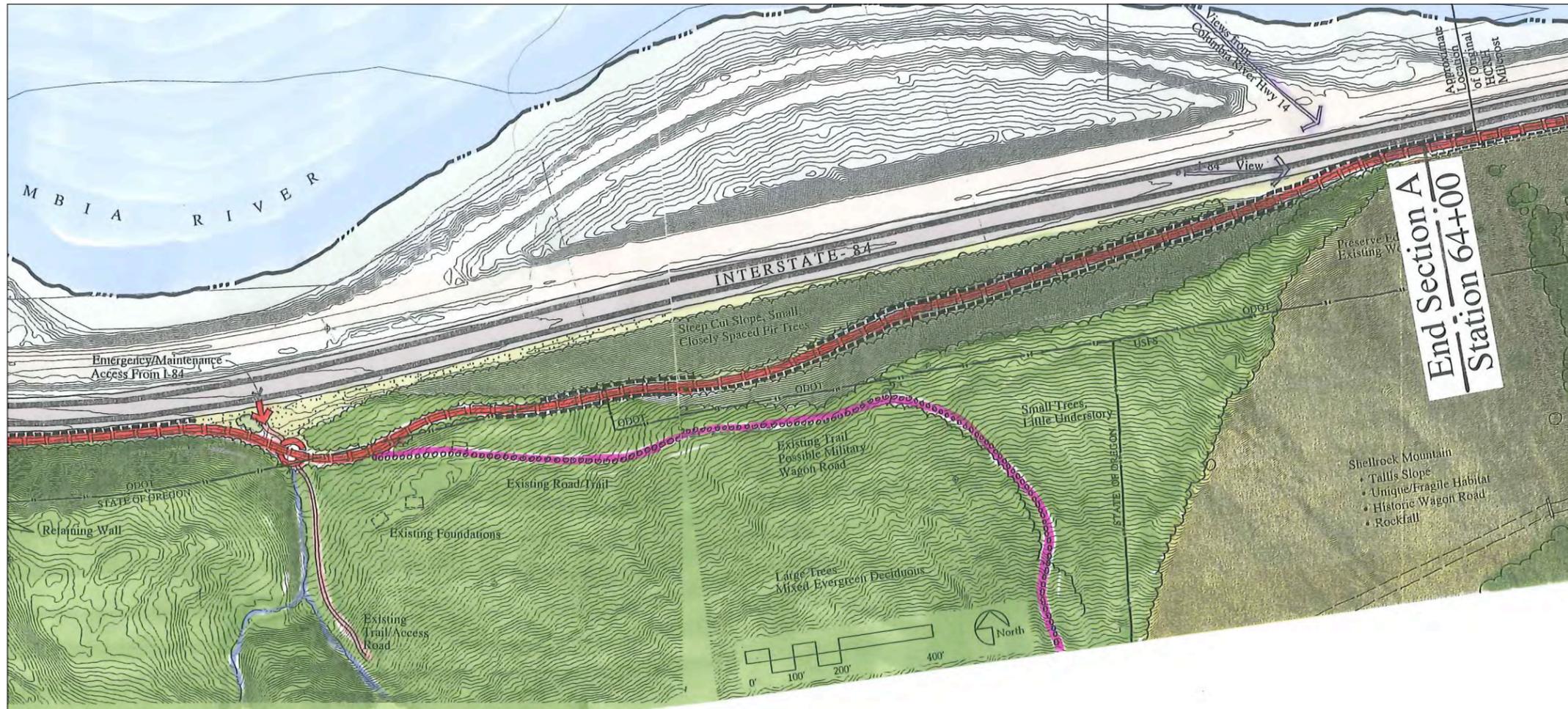
EASY TO MODERATE

SLOPES NOT EXCEEDING 6%

TRAIL DESCRIPTION:

- **Station 0+00 - 9+50:** The proposed Trail starts at Exit 51 from I-84, where a short section of drivable road connects the exit area to the new trailhead.
- **Station 9+50 - 17+00:** As the bicycle/pedestrian trail continues east from the trailhead, it would utilize an existing embankment fill. The history of the embankment is not known at this time.
- **Section 17+00 - 37+00:** Moving past this location, the Trail heads north and follows I-84 for a short section. The Trail then curves south, away from the highway, while beginning to climb at a 5% grade to access an existing 700 foot long bench cut into the slope parallel to I-84. The Trail would then head downhill and run along the edge of I-84.
- **Section 37+00 - 64+00:** The Trail would leave I-84 at an existing access road and head up the existing cut slope at a 5% grade to a high point, and then head back downhill behind the bin wall at a 5% grade. This alignment benefits from distance between the proposed Trail and I-84, but would not have views of the Columbia River or Shellrock Mountain. The Trail traverses a 2:1 cut slope and will require retaining walls on both the up and downhill sides of the Trail. A secondary hiking trail could be developed in this area that would utilize the existing access roads and the probable alignment of the historic wagon road. This path could loop back to the main trail along the western edge of Shellrock Mountain, allowing for dramatic cross

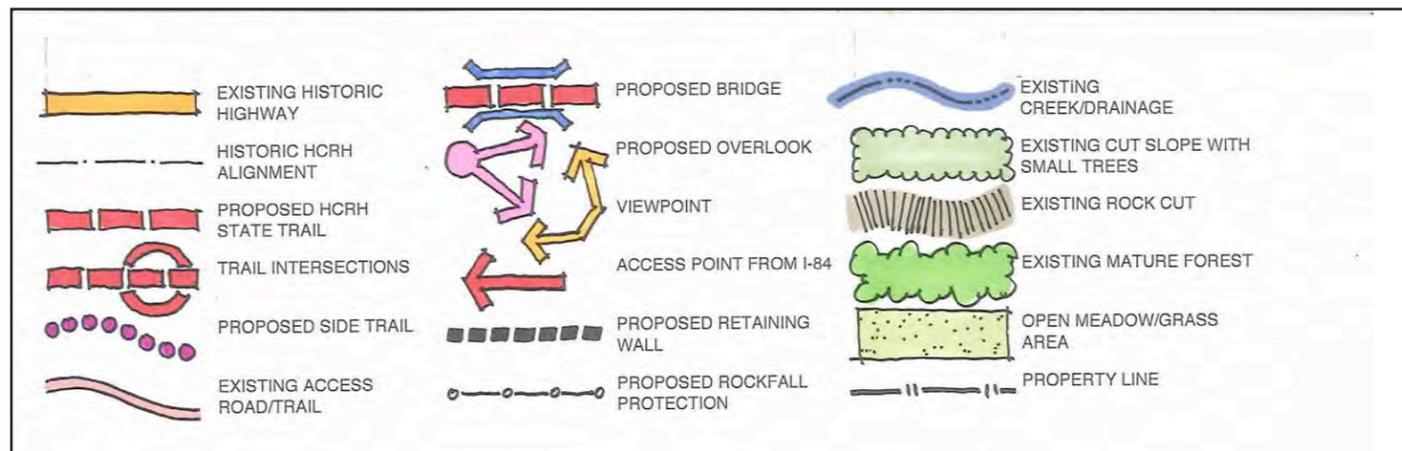




slope views of the talus slope. There are several building foundations that would also be visible from this side trail. This section of Trail would end behind the existing metal bin wall at Shellrock Mountain. A new wall would need to be extended from the existing bin wall and west, to support the new Trail as it meets up behind the bin wall.

**TRAIL SEGMENT HIGHLIGHTS:**

- New Trailhead at Wyeth, parking for 25 vehicles, restroom, bike parking, picnic areas and trip staging area
- Historic building foundations
- Views of Shellrock Mountain
- Connections to USFS Campground
- Connections to Columbia River
- Potential for side trail to explore the cultural and natural features of the area



Existing BPA access road at I-84.

**DESIGN/PERMITTING ISSUES:**

- Recreation Intensity Class 2 at trailhead
- Site visible from several Key Viewing Areas: I-84, Columbia River, Highway 14
- Potential wetlands, determination/delineation needed
- Ownership issues, USFS property with existing well





Proposed location of Wyeth Trailhead.

**TRAILHEAD DESCRIPTION:**

- Existing site is undeveloped
- Existing site is highly disturbed with old foundations and remnants of past development
- Existing USFS well located on site (not potable water). USFS to install new potable water well
- Invasive species
- Existing USFS campground located west of site

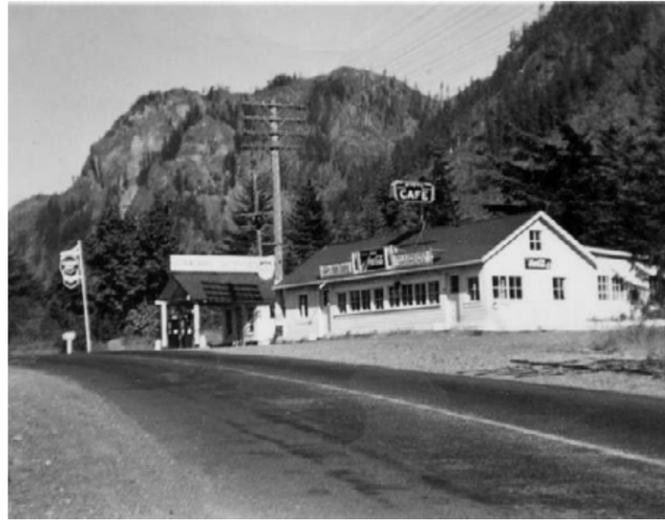
**TRAILHEAD AMENITIES:**

- Maximum 25 parking spaces
- Bus/trailer turnaround
- Bike Parking
- Bike and hiking staging area
- Restroom
- Kiosk for trail information, map, notices
- This developed State Park will provide access to the Historic Highway State Trail and potential trail connections to additional recreation resources in the vicinity



**WYETH TRAILHEAD DETAIL PLAN**





Historic photo of Dunn Wyeth Cafe.



Existing conditions along I-84 at proposed trailhead.



Small, closely spaced trees, "dog hair", on existing I-84 cut slope.



Existing conditions along I-84 east of proposed trailhead.



**WYETH TRAILHEAD PERSPECTIVE**

**SEGMENT A COSTS:**

Entry Road Rehab.	\$33,000.00
Site Preparation	\$26,000.00
Grading and Drainage	\$379,000.00
Wall Construction	\$286,000.00
Trail Construction	\$327,000.00
Misc. Trail Improvements	\$111,000.00
Landscape Improvements	\$174,000.00
<b>Subtotal</b>	<b>\$1,336,000.00</b>
Engineering & Permits (20%)	\$267,000.00
Construction Engineering (15%)	\$200,000.00
Contingency	\$360,000.00
Project Costs (2010)	\$2,163,000.00
<b>Project Costs (2014)</b>	<b>\$2,553,000.00</b>

**WYETH TRAILHEAD:**

Grading and Drainage	\$42,000.00
Paving	\$94,000.00
Trail Construction	\$20,000.00
Misc. Site Improvements	\$153,000.00
Restroom	\$80,000.00
Landscape Improvements	\$135,000.00
<b>Subtotal</b>	<b>\$524,000.00</b>
Engineering & Permits (20%)	\$105,000.00
Construction Engineering (15%)	\$79,000.00
Contingency	\$142,000.00
Project Costs (2010)	\$850,000.00
<b>Project Costs (2014)</b>	<b>\$1,000,000.00</b>

**ISSUES FOR FURTHER STUDY:**

- Potential wetland area near embankment fill
- Trail alignment at approach to Shellrock Mountain
- Possibility of a Trail Host Site located at the Wyeth Trailhead
- Impacts on views from adjacent Key Viewing Areas
- Geotechnical investigation of slopes to determine retaining wall design options



LENGTH OF TRAIL SECTION:

.78 MILE

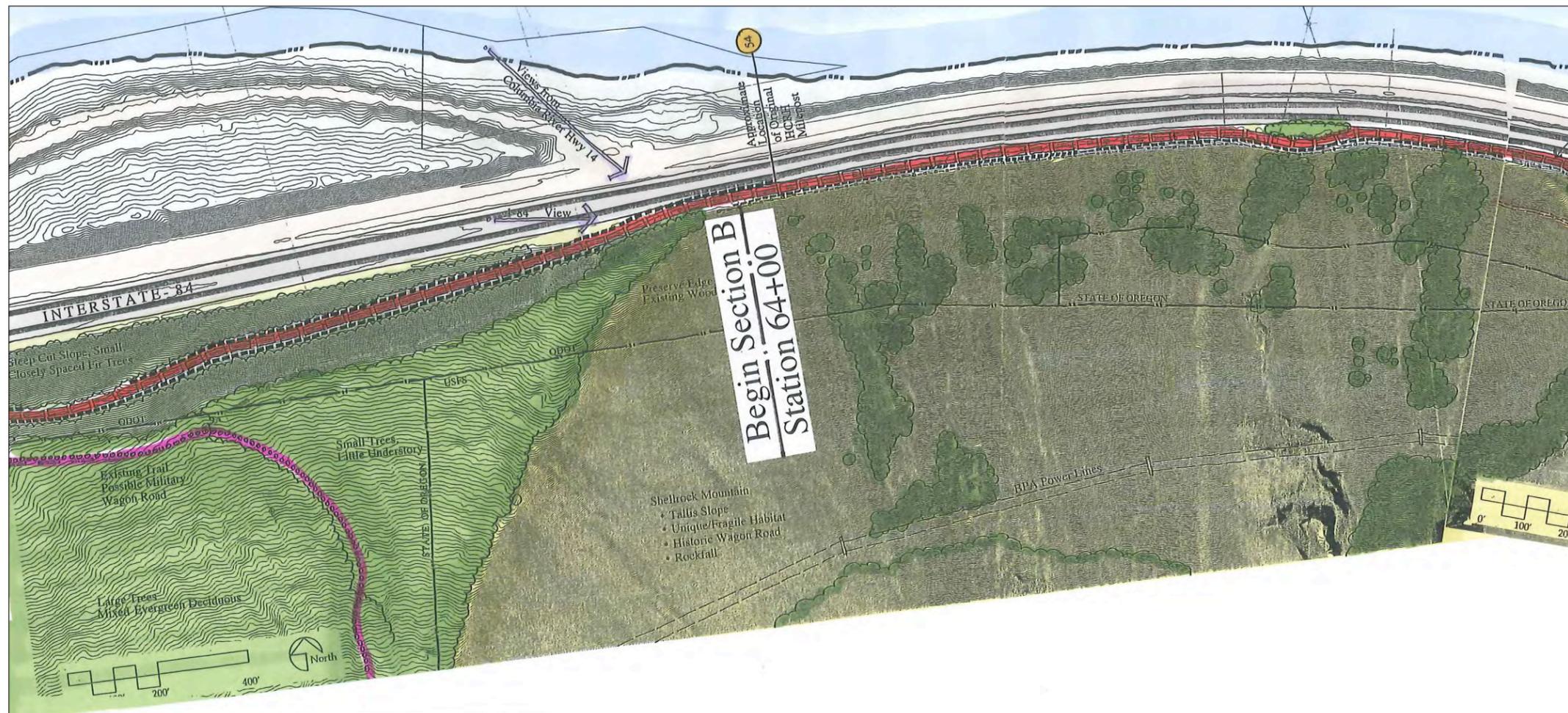
LEVEL OF DIFFICULTY:

EASY TO MODERATE

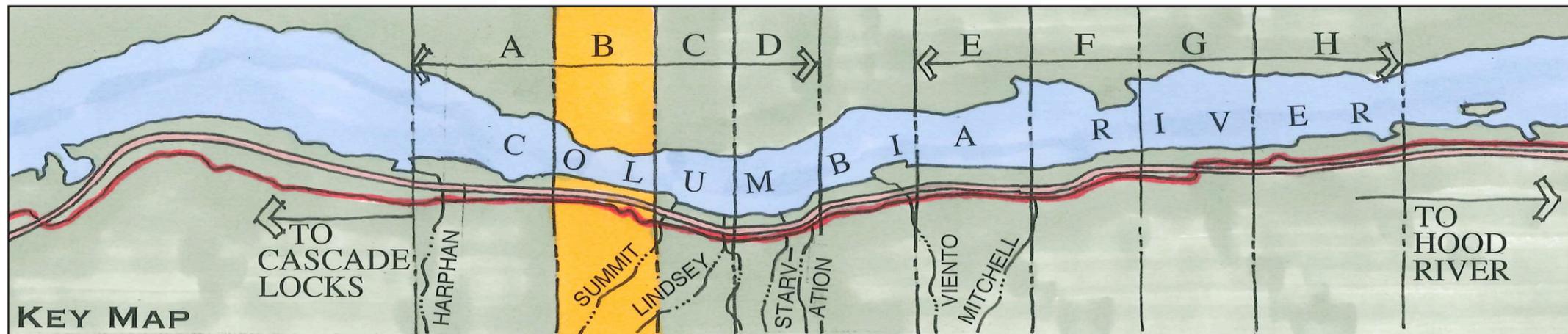
SLOPES NOT EXCEEDING 5%

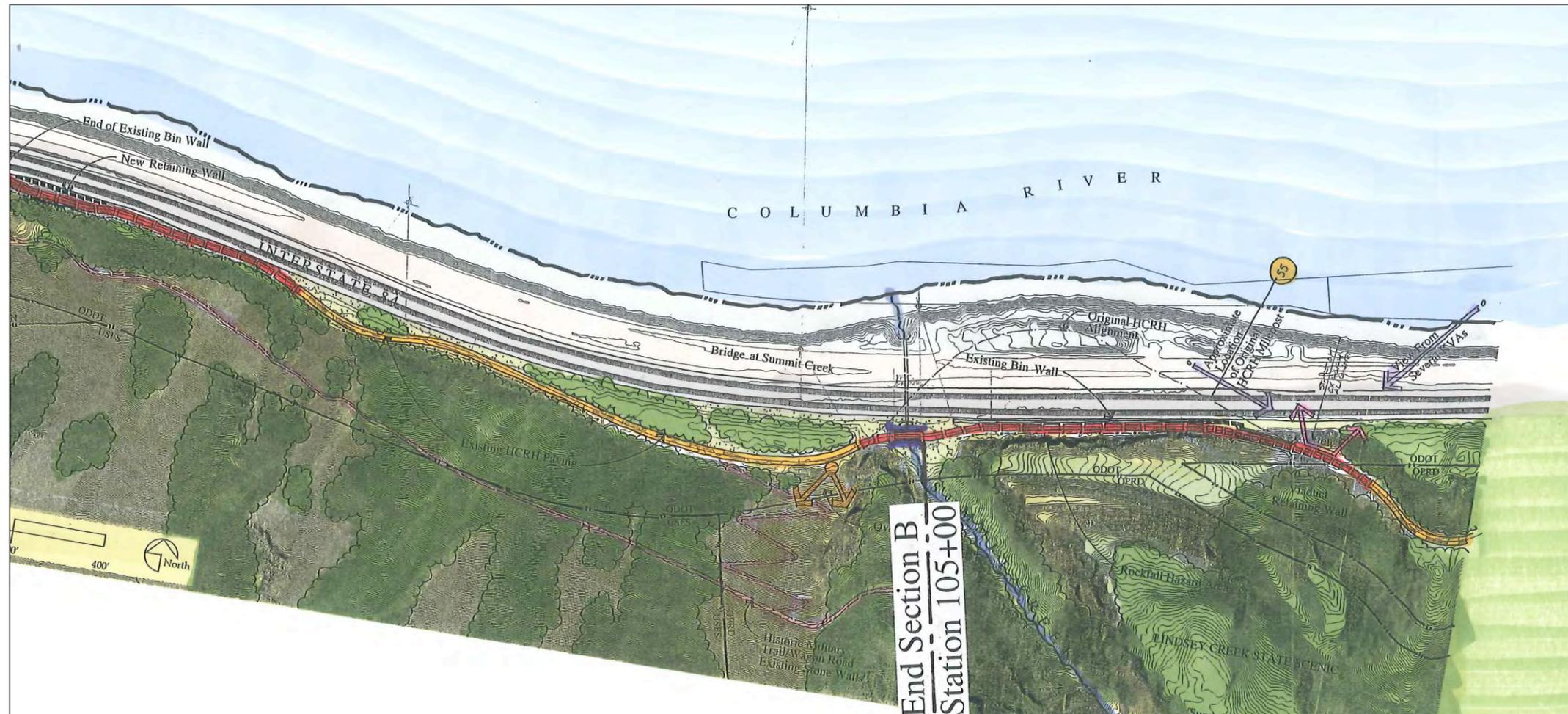
DESCRIPTION:

- **Station 64+00 – 84+25:** The Shellrock Mountain Crossing would be located behind the existing metal bin wall that runs along I-84. This is the approximate location and elevation of the Historic Highway, and in several areas, masonry walls and a historic roadbed are still visible. The Trail would be built on fill with a gabion wall to support the relocated rockfall fencing. The wall would also protect and allow existing sections of HCRH masonry wall to be visible from the new trail. The Trail would have scenic views of both Shellrock Mountain and the Columbia River.
- **Station 84+25 – 85+50:** At a gap in the existing bin wall, a new wall and fill is required to bridge an existing rock cut. A section of historic pavement exists in this area and could be incorporated into the new trail.



Historic masonry wall at Shellrock Mountain.





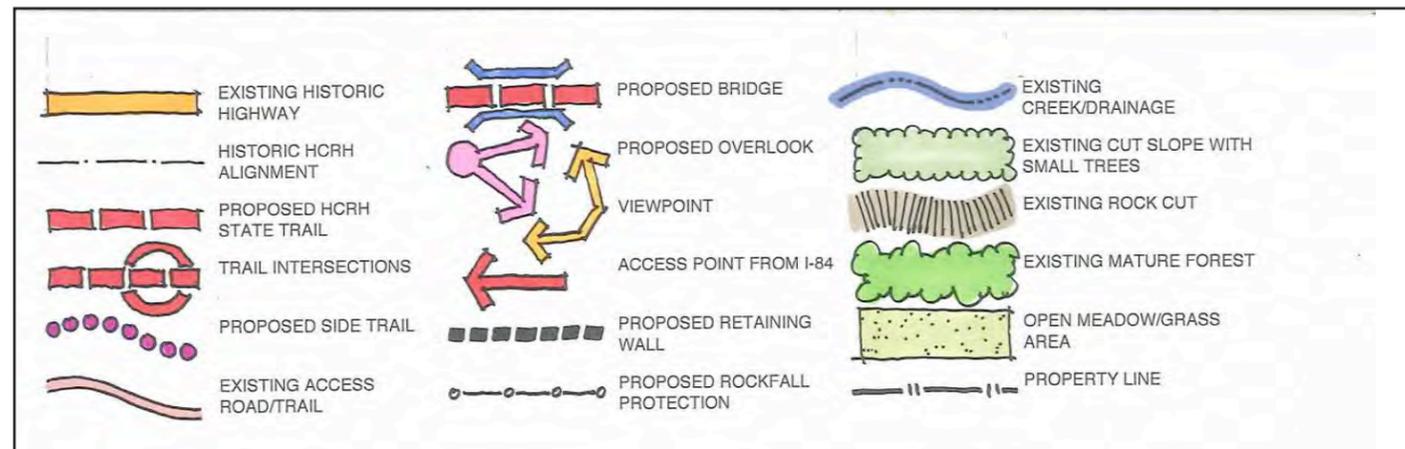
• **Station 85+50 – 105+00:** Several sections of existing HCRH are located at the east end of Shellrock Mountain. An interpretive overlook is located at the east end of this section and would provide a good location to view the historic wagon road that is visible uphill of this section. The overlook would also provide a turnaround for maintenance or emergency vehicles. This section ends at a new bridge over Summit Creek.



View of I-84 and the Columbia River near Summit Creek.

**TRAIL SEGMENT HIGHLIGHTS:**

- Views of Shellrock Mountain
- Interpretive signage depicting the history of road building across Shellrock Mountain
- Views of historic wagon road
- Unique talus slope habitat
- Views of the Columbia River and Washington State
- New Bridge at Summit Creek



Existing section of Historic Highway at metal bin wall.



“Shellrock Mountain, as the name implies, is a mountain of shellrock extending in a uniform slope for about 1,500 feet above the river and being 4000 feet around on the highway.

The O-W.R.R.& N. Co. track is located at the foot of this mountain. At the west end the railroad company operated a steam shovel for some time excavating the toe. Here there is ample clearance for both railroad and highway.

It was for building a road around this mountain that Mr. S. Benson gave to the county \$10,000.00. This money was expended for work by convicts. The class of work was of the poorest type giving no evidence of any engineering except a few stakes and hubs. The roadbed was built only 14 feet wide in places with no definite width prevailing.”

1914 Elliott Report

In 1872 the State of Oregon built the first continuous road through the gorge from Sandy to The Dalles. This wagon road was known for its sharp turns and very steep grades. Much of the route was destroyed when the Oregon Railway and Navigation Company constructed a water-level track through the Gorge in 1882-83.

2010 Cultural Landscape Inventory  
Shellrock Mountain to Ruthton Point



View of historic wagon road at Shellrock Mt.



Historic photo of Shellrock Mountain - note masonry wall.



Historic masonry wall at Shellrock Mountain.

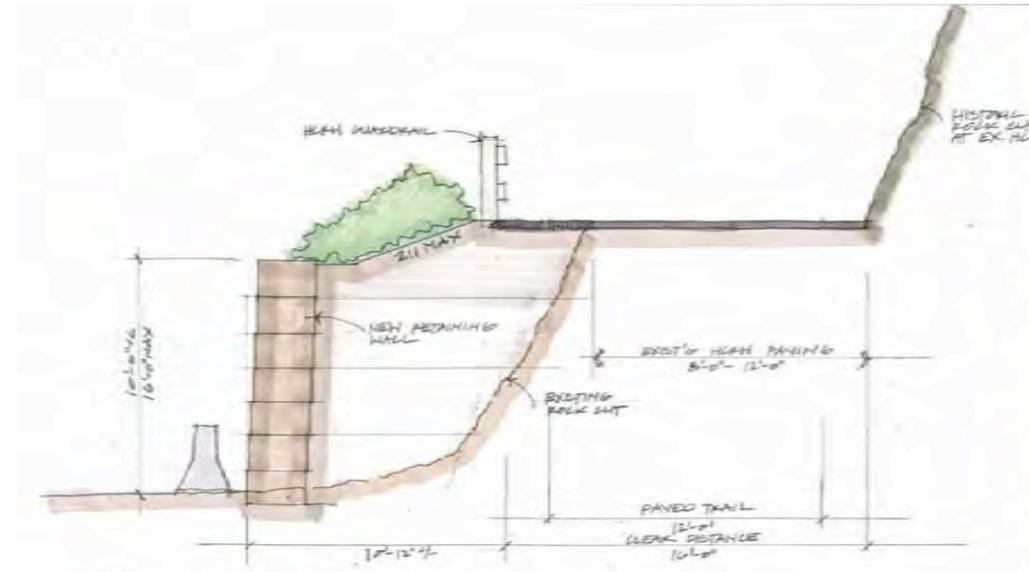
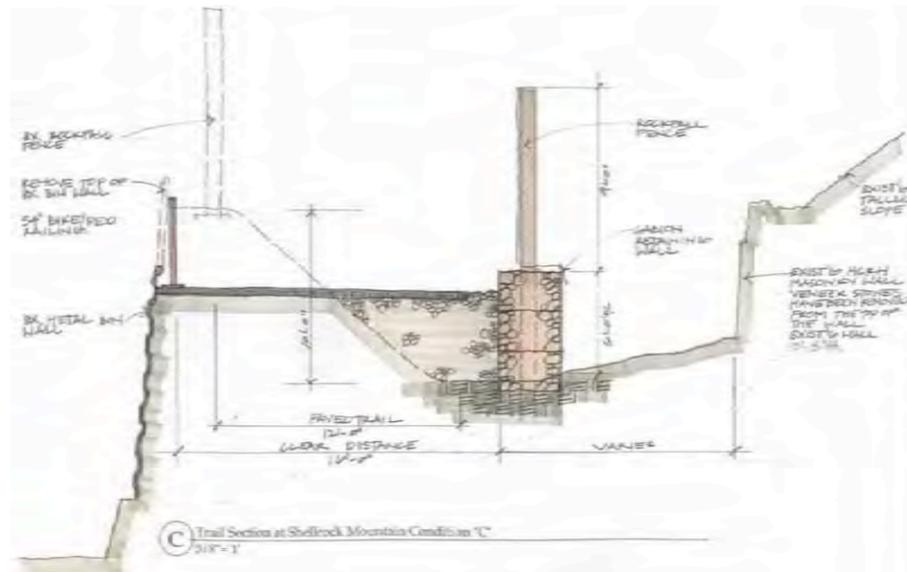


SHELLROCK MOUNTAIN TRAIL PERSPECTIVE



View of Columbia River from top of bin wall.





**SHELLROCK MOUNTAIN PATH SECTIONS**

**SEGMENT B COSTS:**

Site Preparation	\$21,000.00
Grading and Drainage	\$130,000.00
Wall Construction	\$501,000.00
Bridge at Summit Creek	\$250,000.00
Rock Fall Protection	\$1,463,000.00
Trail Construction	\$183,000.00
Misc. Trail Improvements	\$161,000.00
Landscape Improvements	\$130,500.00
<b>Subtotal</b>	<b>\$2,840,000.00</b>
Engineering & Permits (20%)	\$568,000.00
Construction Engineering (15%)	\$426,000.00
Contingency	\$767,000.00
<b>Project Costs (2010)</b>	<b>\$4,601,000.00</b>
<b>Project Costs (2014)</b>	<b>\$5,429,000.00</b>

**ISSUES FOR FURTHER STUDY:**

- Stability of Shellrock Mountain
- Rockfall protection for the Trail
- Larch Mountain Salamander survey
- Access to the historic wagon road
- Develop a plan to manage the historic resource



Existing rockfall fence and back of bin wall.



Historic view of Shellrock Mountain and Historic Highway.



Talus slope.



Existing condition behind bin wall.



LENGTH OF TRAIL SECTION:

1.2 MILES

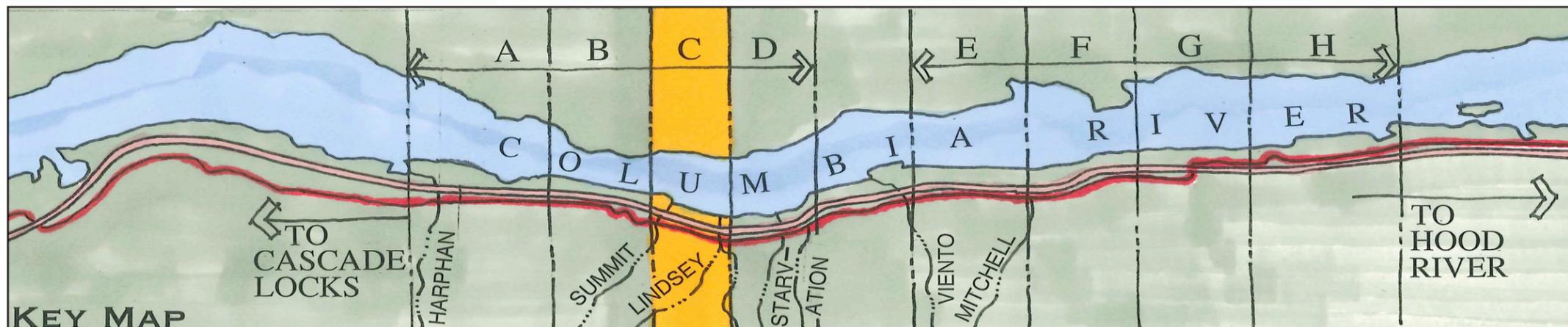
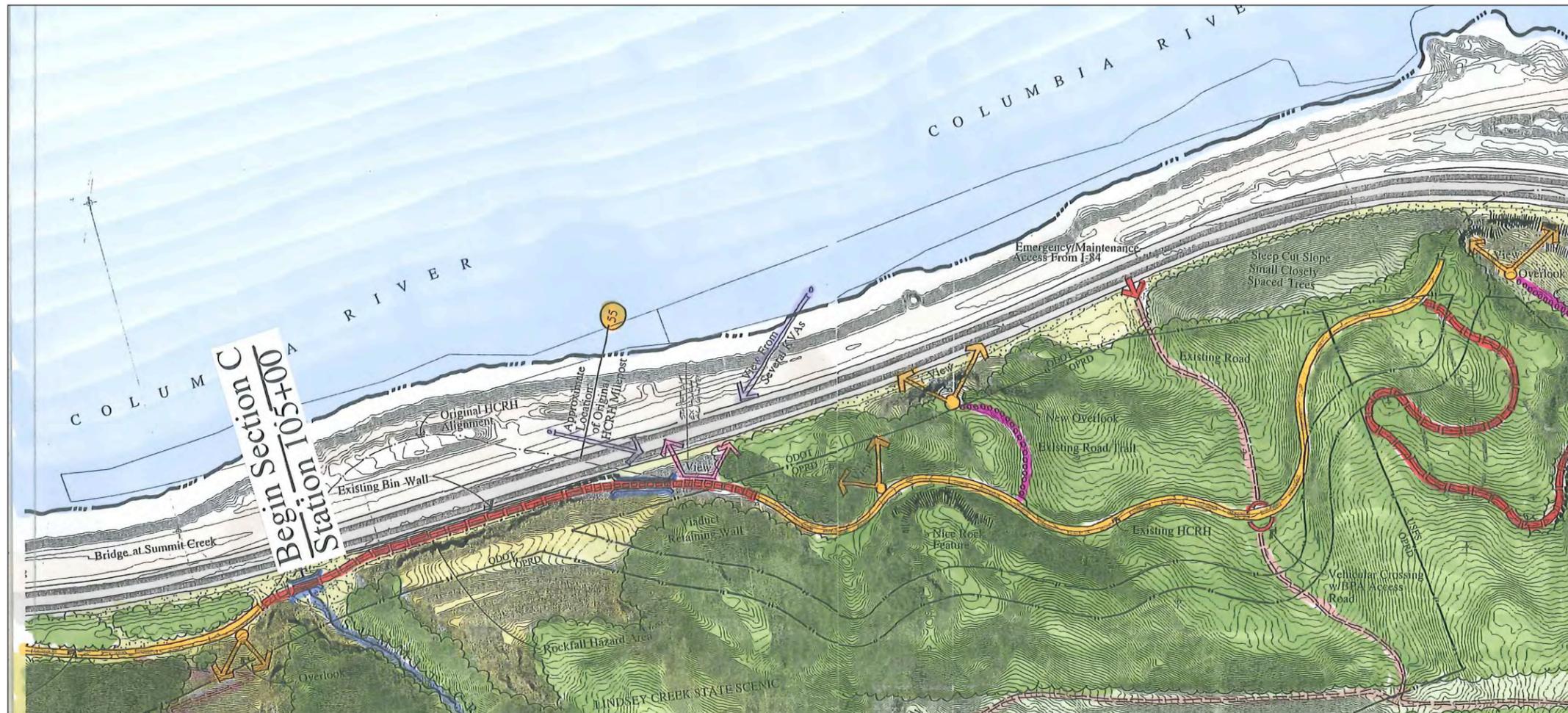
LEVEL OF DIFFICULTY:

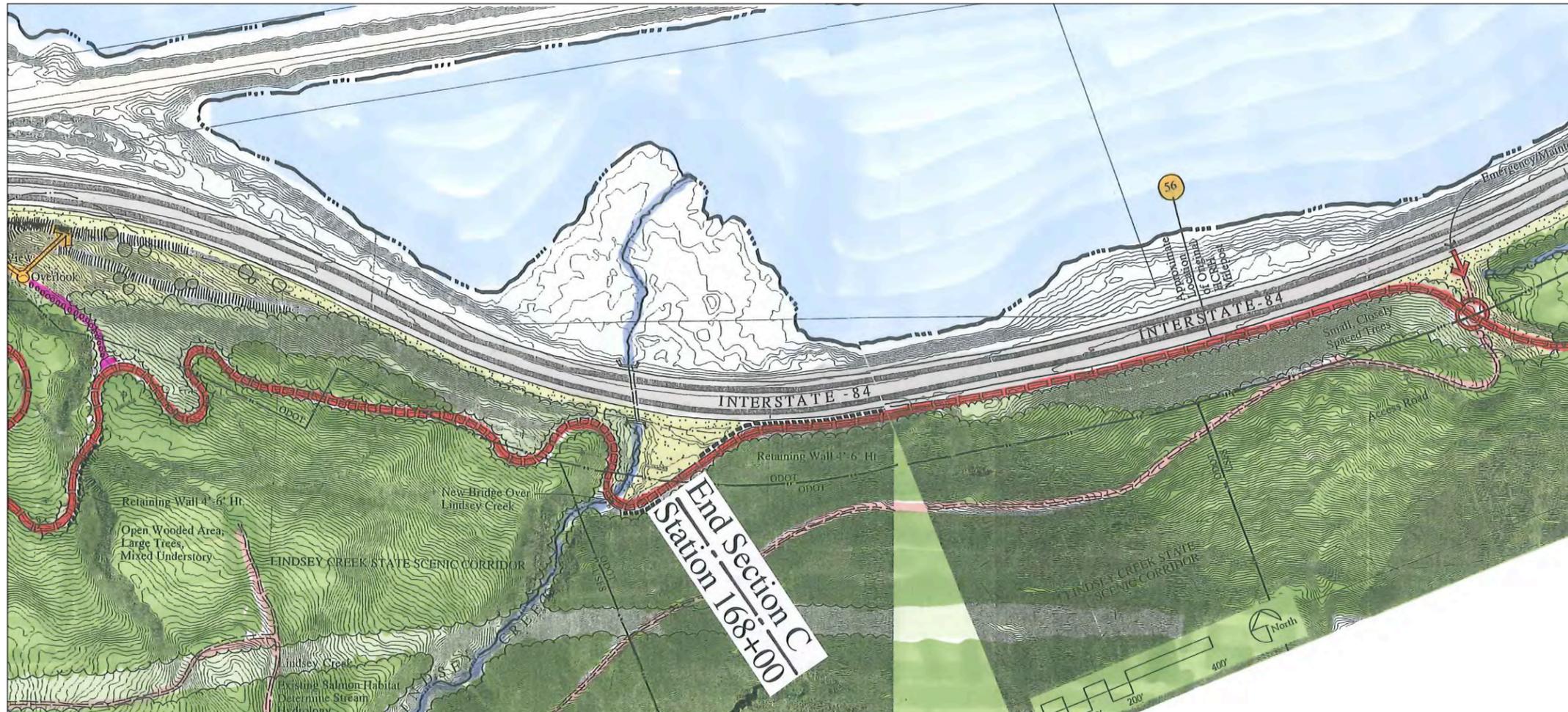
MODERATE TO DIFFICULT

SLOPES NOT EXCEEDING 10%

DESCRIPTION:

- **Station 105+00 – 115+00:** This section contains the longest existing stretch of Historic Highway in the reconnection project. A 1,000-foot section of new trail would connect from the new bridge at Summit Creek to the existing Lindsey Creek section of the Historic Highway, climbing 45 feet to meet up with the existing Historic Highway. Starting just past the new bridge at Summit Creek, the Trail would start climbing at a 5% grade. The Trail would then run behind an existing concrete bin wall where the Trail would continue at a 5% grade using the bin wall to support the new fill. A new retaining wall would be needed to support the Trail as it climbs above the bin wall. To make the final connection from behind the bin wall to the existing Historic Highway, a concrete viaduct would be needed due to the elevations above existing grade and the visibility of this area from several Key Viewing Areas. A small section of pavement may need to be removed so that the area can be cut to accommodate the grade change. The original alignment of the Historic Highway would be preserved. The grade at the viaduct will be 8%.
- **Station 115+00 – 133+35:** This is an existing section of Historic Highway. It is generally in good condition and would need minimal repair work. An overlook is proposed along this section to take advantage of some great views of the Columbia River, and a second overlook would be located along a short spur trail that allows for a 180 degree panoramic view of the Columbia River. At the end of this section, a



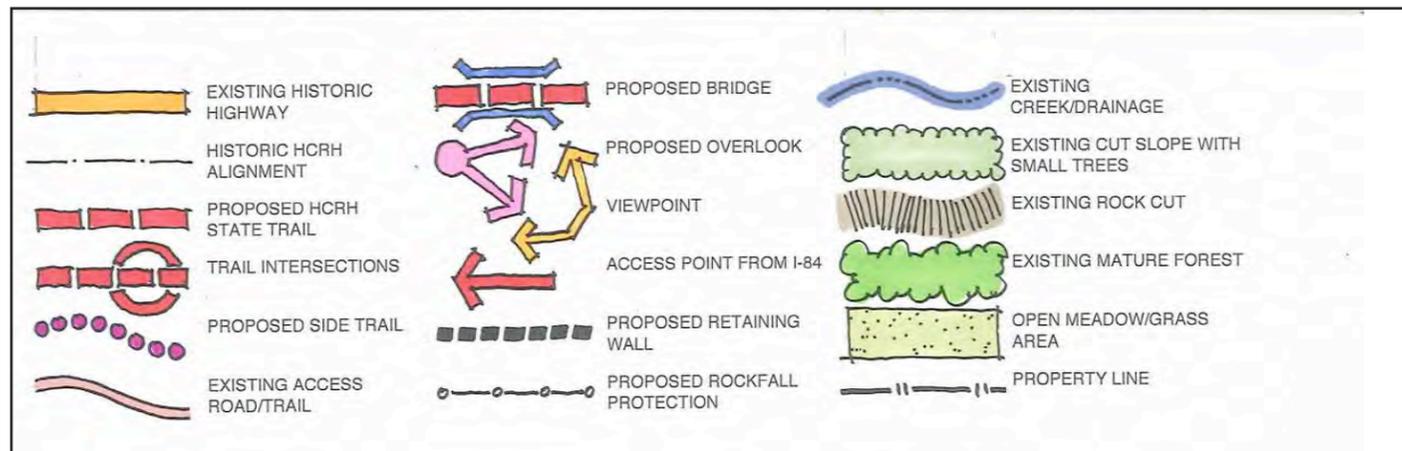


short segment of existing Historic Highway could be preserved in its current moss covered condition to show how the Historic Highway was cut off when I-84 was constructed.

- **Station 133+35 – 150+00:** Close to the east end of the of the existing section of Historic Highway, the Trail would leave the Historic Highway and climb the hill over an existing ridge and go through an area of mature trees. The trail would have a 6% grade in this section with a minimum 42 foot inside radius on the curves. At the highpoint of the Trail, a short spur trail would allow access to an overlook with spectacular 270 degree views of the Columbia River.
- **Station 150+00 – 168+00:** The Trail descends from the highpoint as it crosses the ridge. The Trail descends to Lindsey Creek in a series of switch backs with trail grades of 8%. As the Trail approaches Lindsey Creek it would take a sharp turn following the topography of the ravine to a new bridge crossing at Lindsey Creek.

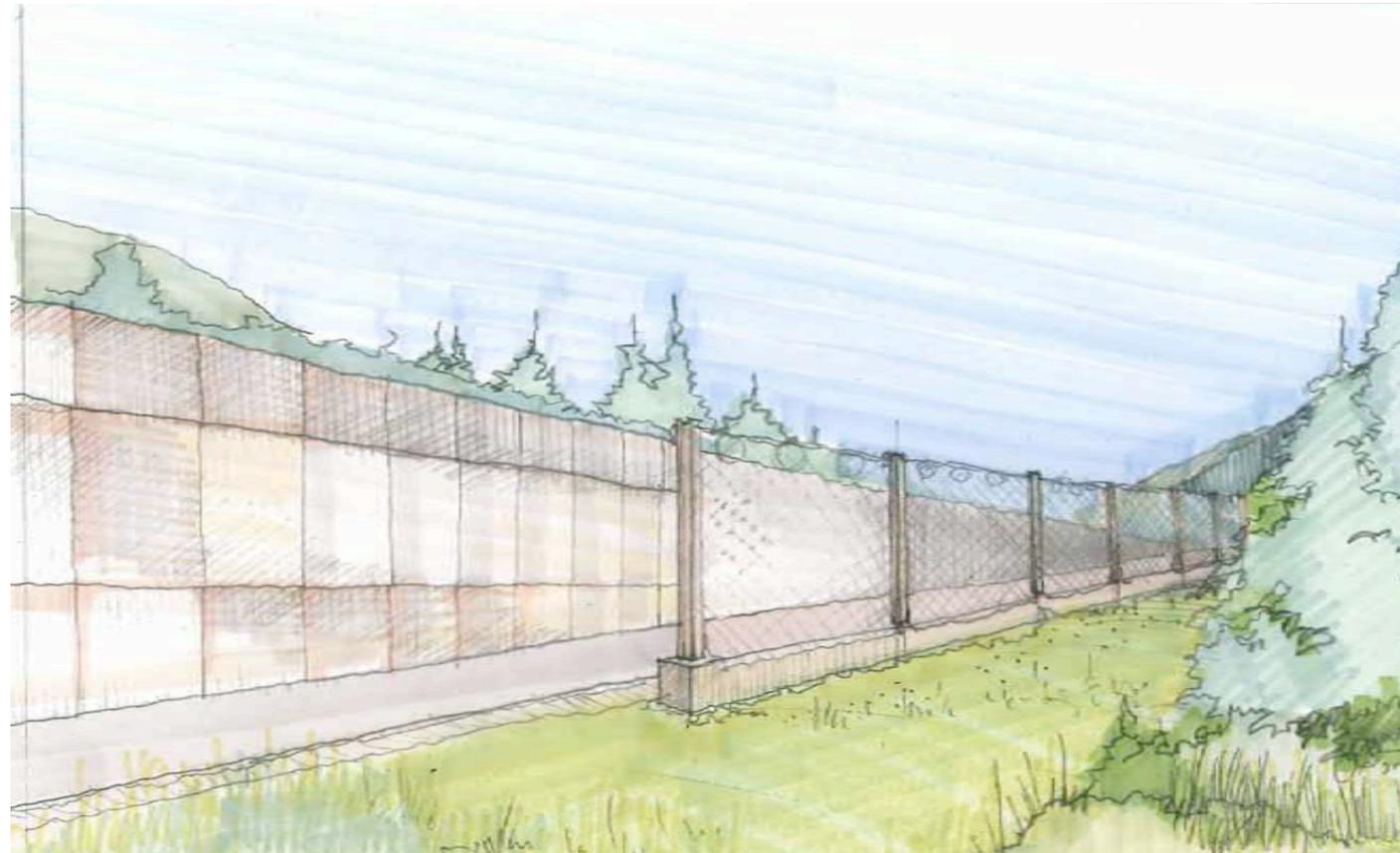
**TRAIL SEGMENT HIGHLIGHTS:**

- **Longest section of existing Historic Highway**
- **Viaduct to connect Shellrock Mountain Section to Lindsey Creek Section**
- **Section of Historic Highway left in current state for interpretive benefits**
- **Overlooks to Columbia River Highway**
- **New Bridge Crossing at Lindsey Creek**
- **Mature forest stand with a diversity of native vegetation**



Lindsey Creek section features carpet-like moss on the abandoned Historic Highway segments.





**BIN WALL TRAIL PERSPECTIVE**



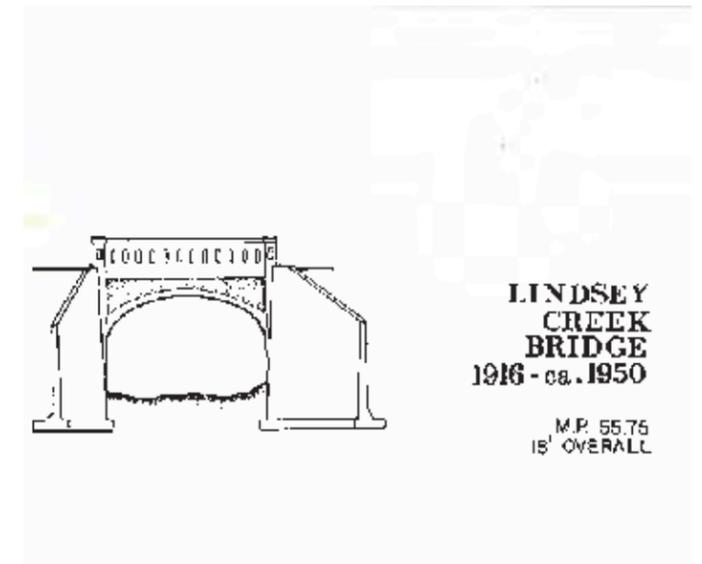
Existing concrete bin wall east of Summit Creek.



**VIADUCT SECTION**



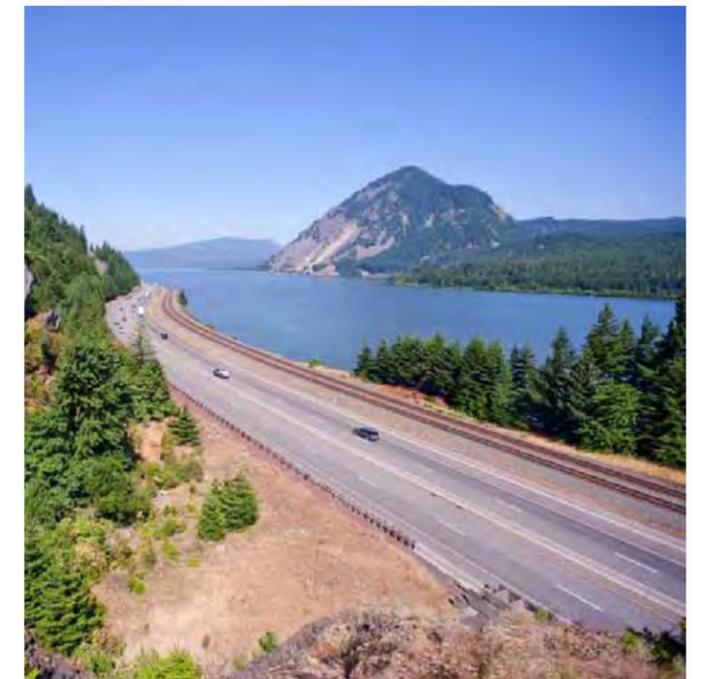
Historic bridge along Historic Highway. Similar to the one that once crossed Lindsey Creek.



**LINDSEY CREEK BRIDGE**  
1916 - ca. 1950  
M.P. 55.75  
18' OVERALL



View of Summit Creek culvert west of bin wall.



View to Wind Mountain from Summit Creek.





Existing condition at proposed viaduct.



Existing Historic Highway, Lindsey Creek section.



End of historic pavement, west end of Lindsey Creek section.



Summit Creek.



Existing Historic Highway alignment.



Existing Historic Highway through Lindsey Creek State Park.

**SEGMENT C COSTS:**

Site Preparation	\$42,500.00
Grading and Drainage	\$410,000.00
Wall Construction	\$416,000.00
Rock Fall Protection	\$250,000.00
Viaduct	\$900,000.00
Bridge at Lindsey Creek	\$250,000.00
Trail Construction	\$306,000.00
Misc. Trail Improvements	\$307,000.00
Landscape Improvements	\$241,000.00
<b>Subtotal</b>	<b>\$3,122,000.00</b>
Engineering & Permits (20%)	\$624,000.00
Construction Engineering (15%)	\$468,000.00
Contingency	\$843,000.00
Project Costs (2010)	\$5,057,000.00
<b>Project Costs (2014)</b>	<b>\$5,968,000.00</b>

**ISSUES FOR FURTHER STUDY:**

- Impacts to Hatfield Wilderness
- Impacts to existing mature forest stand
- Impacts to sensitive habitat at ridge overlook
- Impacts to the riparian habitat at Lindsey Creek
- Identify ways to reduce the length of Trail where slopes exceed 5%
- Look at potential archeological resources associated with the 1870's wagon road that might exist along this alignment



LENGTH OF TRAIL SECTION:

1.3 MILES

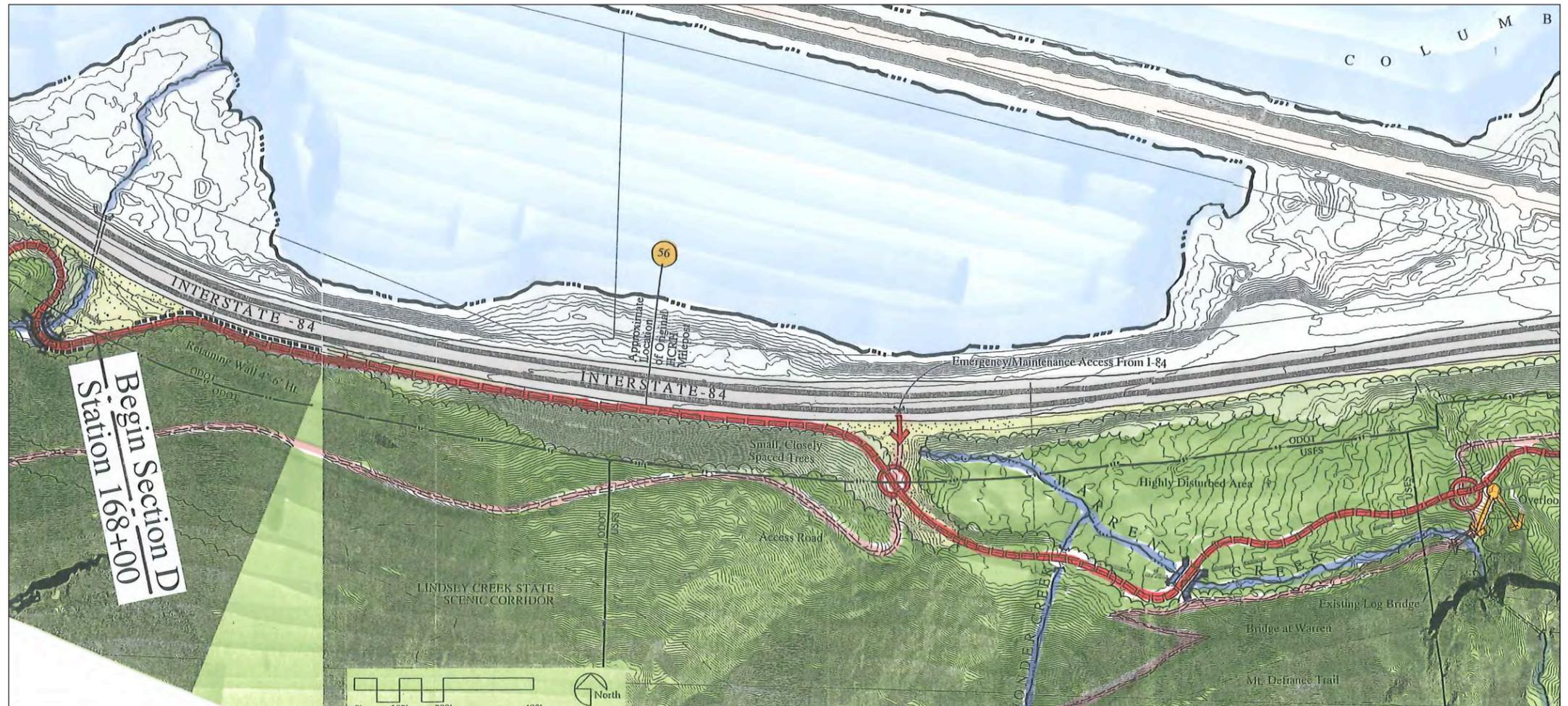
LEVEL OF DIFFICULTY:

MODERATE TO DIFFICULT

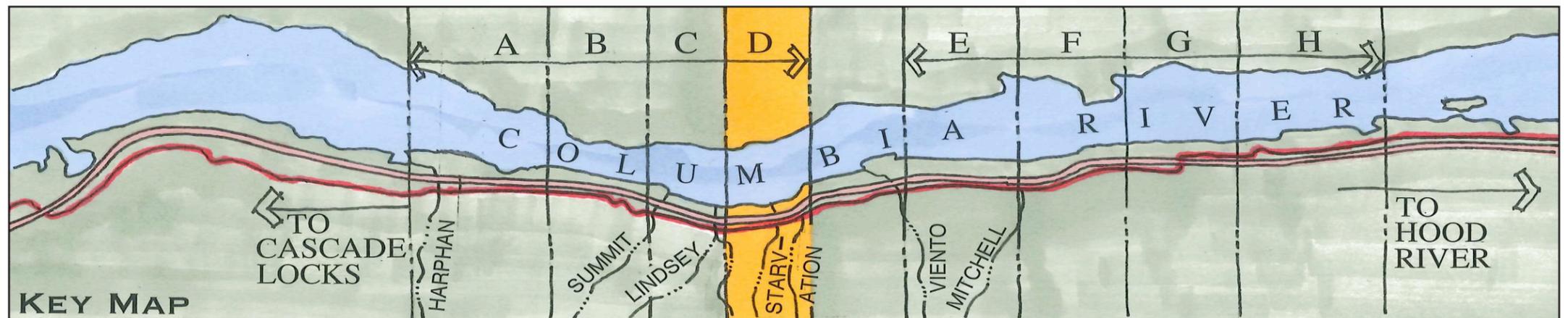
SLOPES UP TO 8%

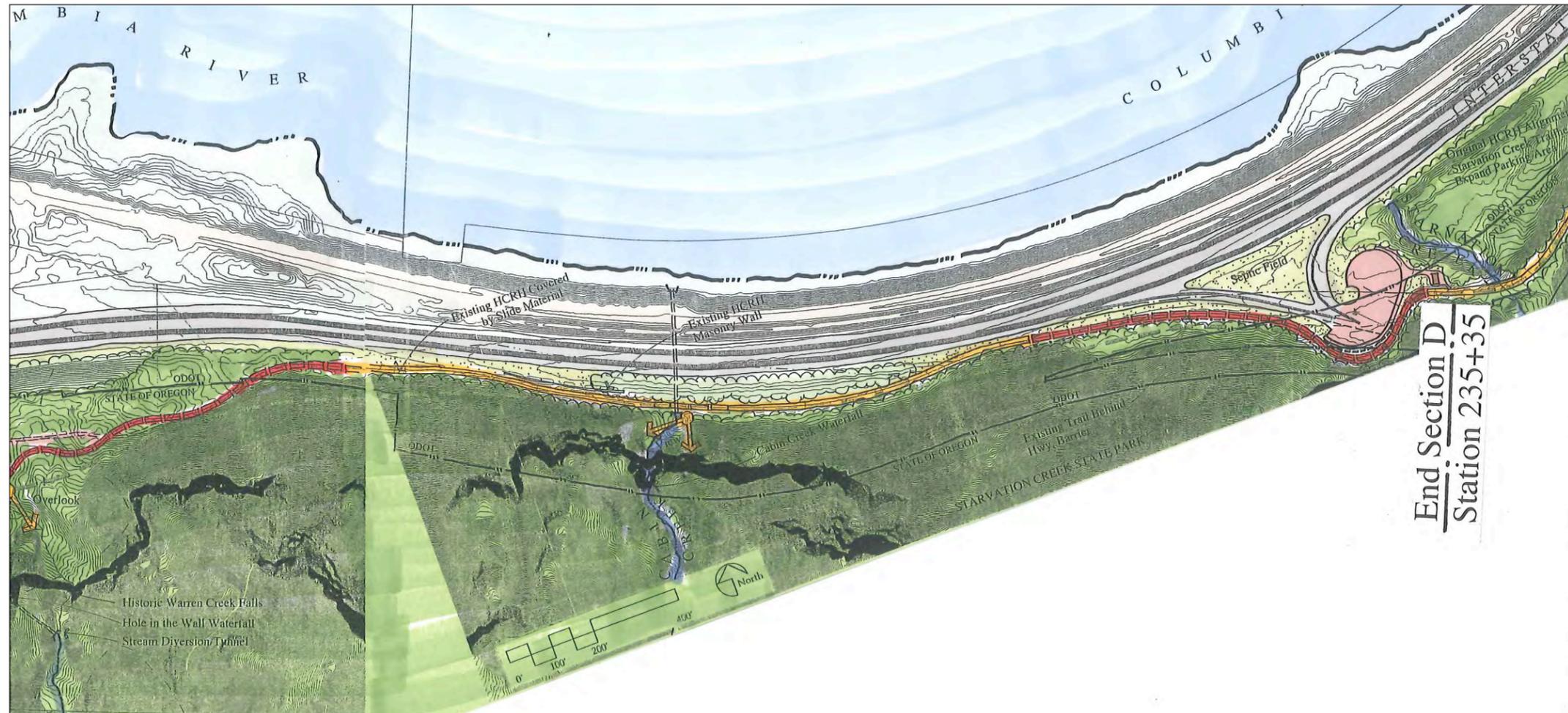
DESCRIPTION:

- **Station 168+00 – 184+00:** Leaving Lindsey Creek, the Trail follows the curve of the hill heading north, then turns and runs for approximately 1,300 feet alongside I-84.
- **Station 184+00 – 193+67:** The Trail then curves south following an existing road cut that runs along the south side of Warren Creek. This section of Trail goes through an area that is highly disturbed at Warren Creek and Wonder Creek. A new bridge would provide a crossing at Warren Creek.
- **193+67 – 216+00:** After crossing Warren Creek, the Trail follows Warren Creek, meandering through an area of primarily deciduous trees. A proposed overlook and trailhead would connect to the existing Hole-in-the-Wall Falls Trail, the Historic Warren Creek Falls site, and the existing Mt. Defiance Trail and its pedestrian log bridge crossing back over Warren Creek. The Trail then meanders northeast and connects back to an existing section of historic pavement that parallels I-84.



Warren Creek.

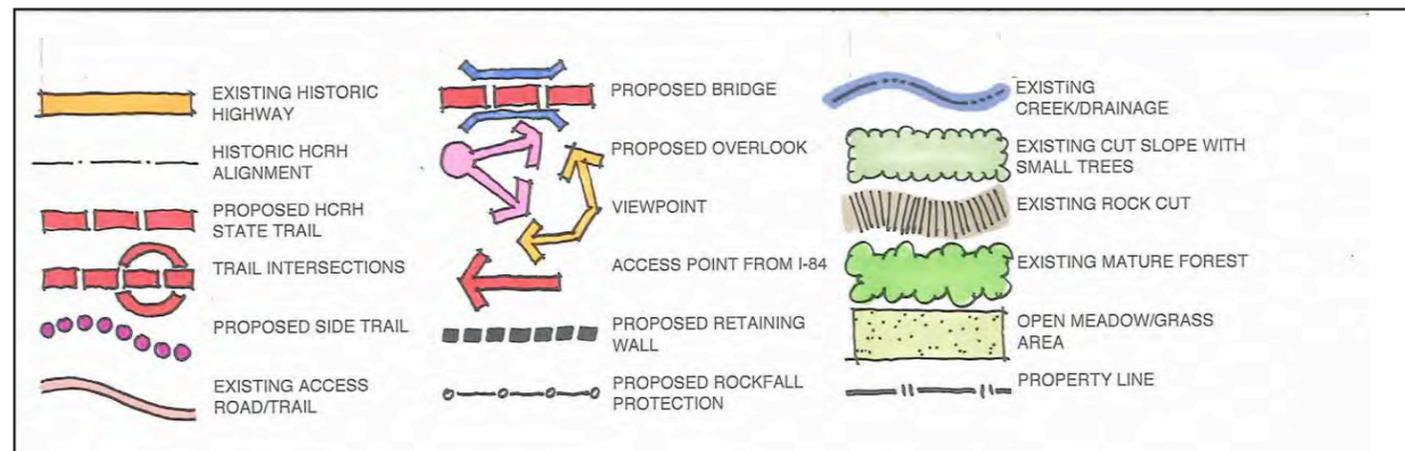




• **216+00 – 235+35:** This existing section of HCRH has considerable material that eroded onto the HCRH from uphill. A new wall and drainage as well as rockfall fencing on the uphill side of the Trail may be needed to control the hillside. An existing masonry wall associated with the HCRH is located on the north side of the Trail. The Trail passes Cabin Creek Falls where a new overlook would provide a place to view the falls and provide protection to the sensitive landscape around the falls. The Trail then follows the existing path alongside the exit ramp to Starvation Creek Trailhead. This portion, built behind a highway barrier wall, would be widened to meet minimum trail widths. This section ends at the existing Starvation Creek Trailhead.

**TRAIL SEGMENT HIGHLIGHTS:**

- Warren Creek
- Hole-in-the-Wall Falls
- Historic Warren Creek Waterfall
- Historic Stone Oven
- Cabin Creek Falls
- Existing Starvation Creek Trailhead



Existing Historic Highway west of Starvation Creek.

**DESIGN/PERMITTING ISSUES:**

- Recreation Intensity Class 4 at trailhead
- Site visible from several Key Viewing Areas: I-84, Columbia River, Highway 14
- Existing rockfall issue
- Limited site area, constrained by existing topography and roads

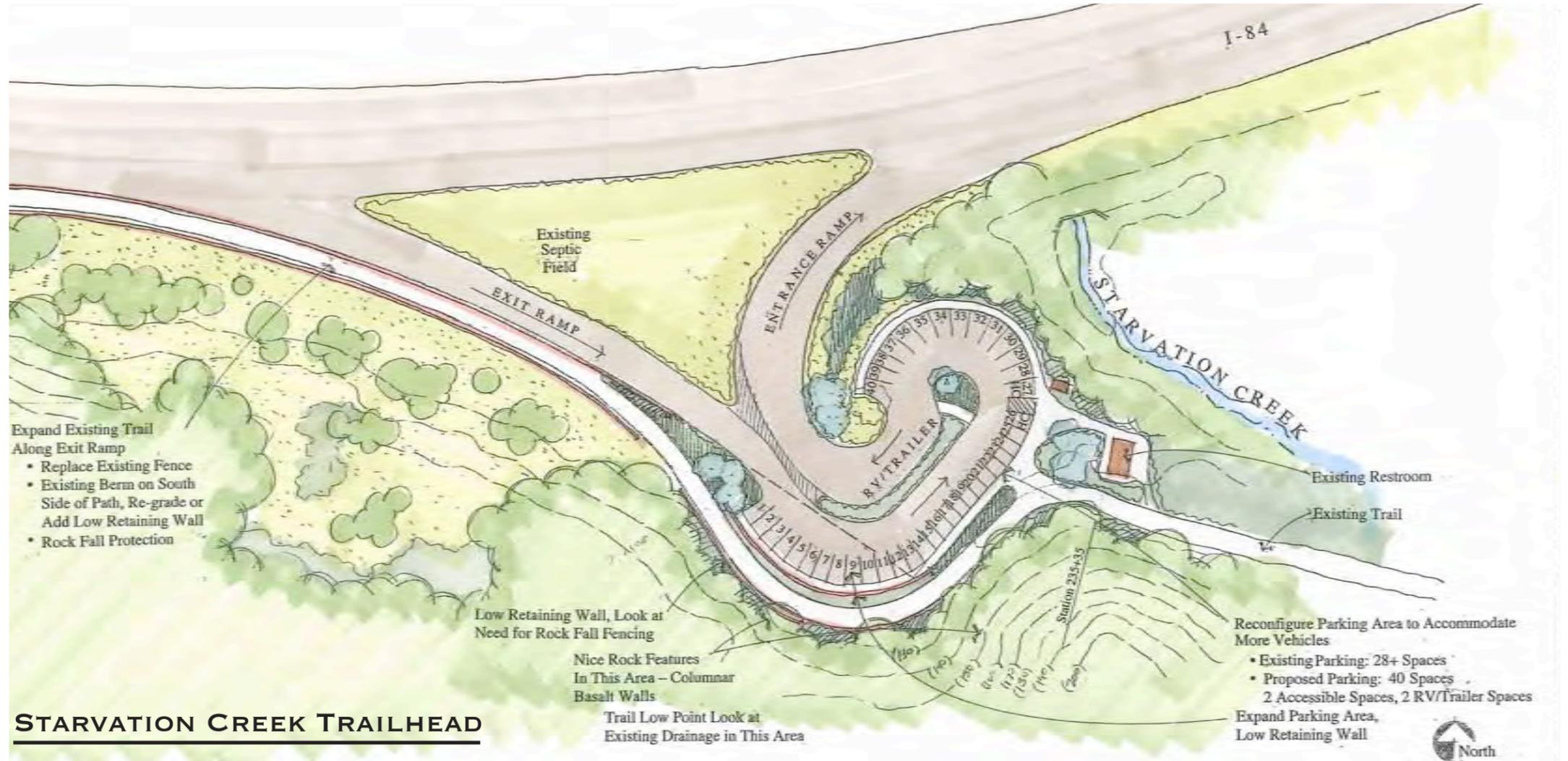


STARVATION CREEK TRAILHEAD DESCRIPTION:

- Existing 28 parking spaces
- Existing bus trailer turnaround
- Existing restroom
- Existing kiosk and signage

TRAILHEAD AMENITIES:

- Expand parking area 10 additional spaces
- Reconfigure parking area to provide for better traffic flow
- Improve trail access through the site



Starvation Creek Trailhead today.



Historic bake ovens near Starvation Creek.



Log bridge at Warren Creek - Mt. Defiance Trail.



Mt. Defiance Trail near Cabin Creek.





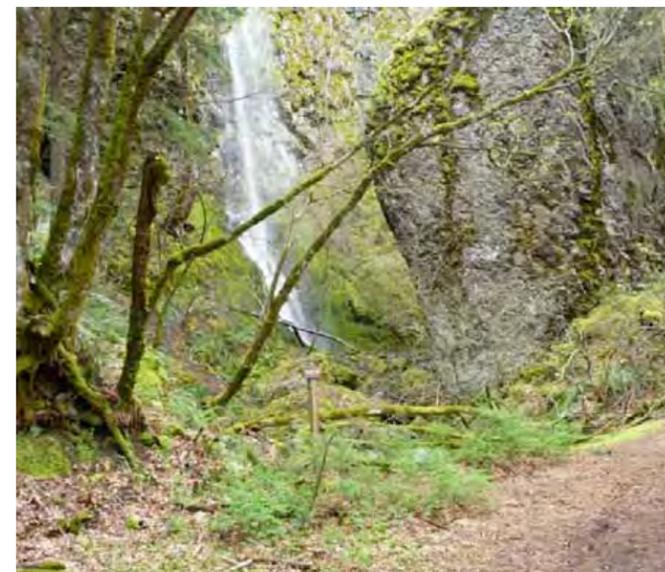
Hole-in-the-Wall Falls.



Site of former waterfall on Warren Creek.



Hole-in-the-Wall Falls.



View of Cabin Creek Falls from the Historic Highway.



CABIN CREEK FALLS PERSPECTIVE

**SEGMENT D COSTS:**

Site Preparation	\$51,000.00
Grading and Drainage	\$75,000.00
Wall Construction	\$552,000.00
Bridge at Warren Creek	\$250,000.00
Rock Fall Protection	\$555,000.00
Trail Construction	\$370,000.00
Misc. Trail Improvements	\$325,000.00
Landscape Improvements	\$261,000.00
<b>Subtotal</b>	<b>\$2,439,000.00</b>
Engineering & Permits (20%)	\$488,000.00
Construction Engineering (15%)	\$366,000.00
Contingency	\$659,000.00
Project Costs (2010)	\$3,952,000.00
<b>Project Costs (2014)</b>	<b>\$4,663,000.00</b>

**STARVATION CREEK TRAILHEAD:**

Site Preparation	\$17,000.00
Grading and Drainage	\$18,000.00
Wall Construction	\$98,000.00
Misc. Improvements	\$60,000.00
Landscape Improvements	\$23,000.00
<b>Subtotal</b>	<b>\$215,000.00</b>
Engineering & Permits (20%)	\$43,000.00
Construction Engineering (15%)	\$32,000.00
Contingency	\$58,000.00
Project Costs (2010)	\$349,000.00
<b>Project Costs (2014)</b>	<b>\$411,000.00</b>

**ISSUES FOR FURTHER STUDY:**

- Management of the proposed Trail with the Mt. Defiance Trail
- Restoration of Historic Warren Creek Falls
- Rockfall and hillside stability issues at Starvation Creek Trailhead
- Preservation of Historic HCRH walls along this section of trail
- Restoration of historic HCRH memorial plaque (now located at Starvation Creek Trailhead) to the original location along trail



LENGTH OF TRAIL SECTION:

2.3 MILES

LEVEL OF DIFFICULTY:

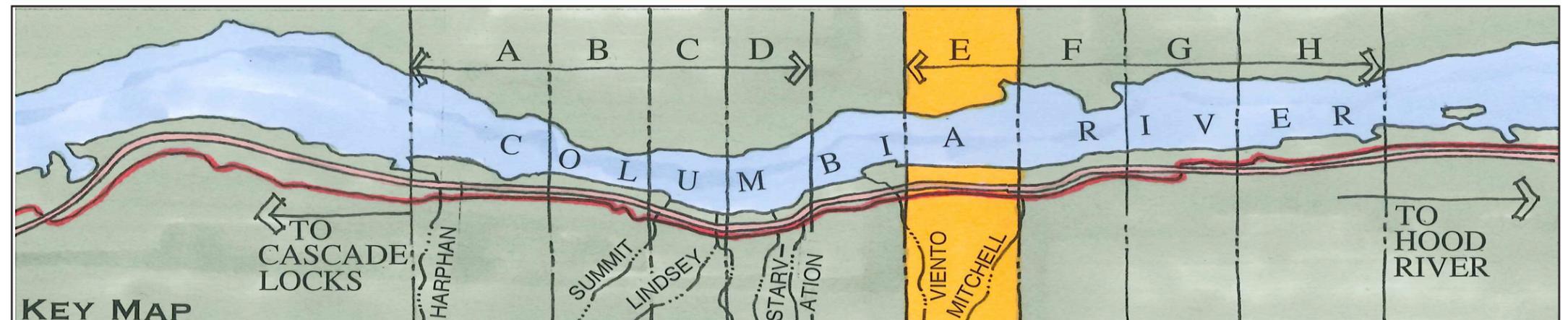
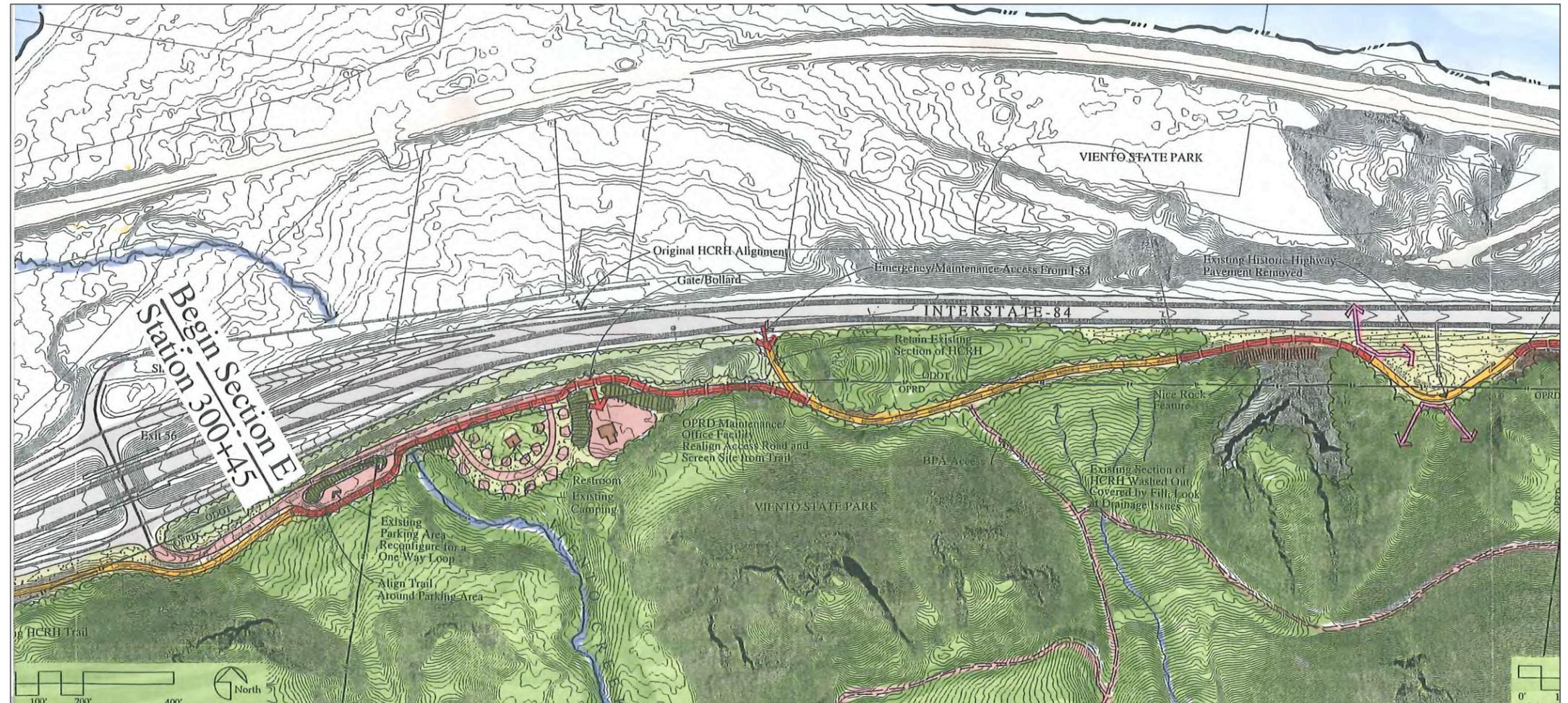
EASY TO MODERATE

SLOPES NOT EXCEEDING 5%

DESCRIPTION:

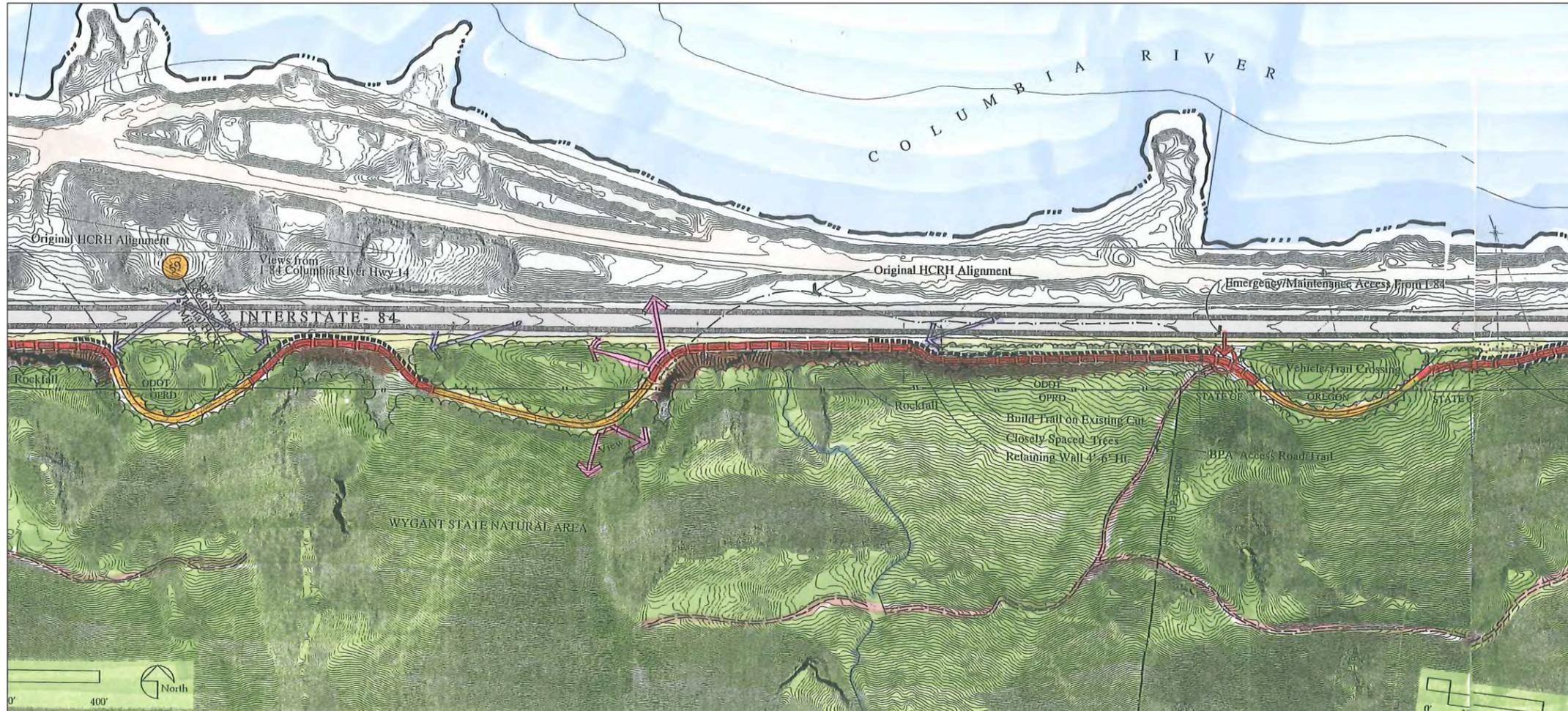
A one mile restored section of Historic Highway State Trail connects from Starvation Creek to Viento.

- **Station 300+45 – 310+33:** The new Trail would continue at the end of the existing section of State Trail and run alongside an existing parking area of the Starvation Creek Trailhead. The parking area would be reconfigured for better vehicular, bike, and pedestrian circulation. The Trail then crosses Viento Creek over the existing culvert alongside the vehicular drive and then past the existing OPRD tent campground and the OPRD Maintenance Office and Shop Yard.
- **Section 310+33 – 325+00:** Leaving the OPRD Shop Yard, the Trail goes over an existing hill. The Trail will cut down through the hill to provide a 5% grade and connect to a level section of existing Historic Highway. The existing section of Historic Highway is also a shared access for the BPA. This existing section of Historic Highway ends at a rock cut and the Trail continues along the face of the cut alongside I-84.

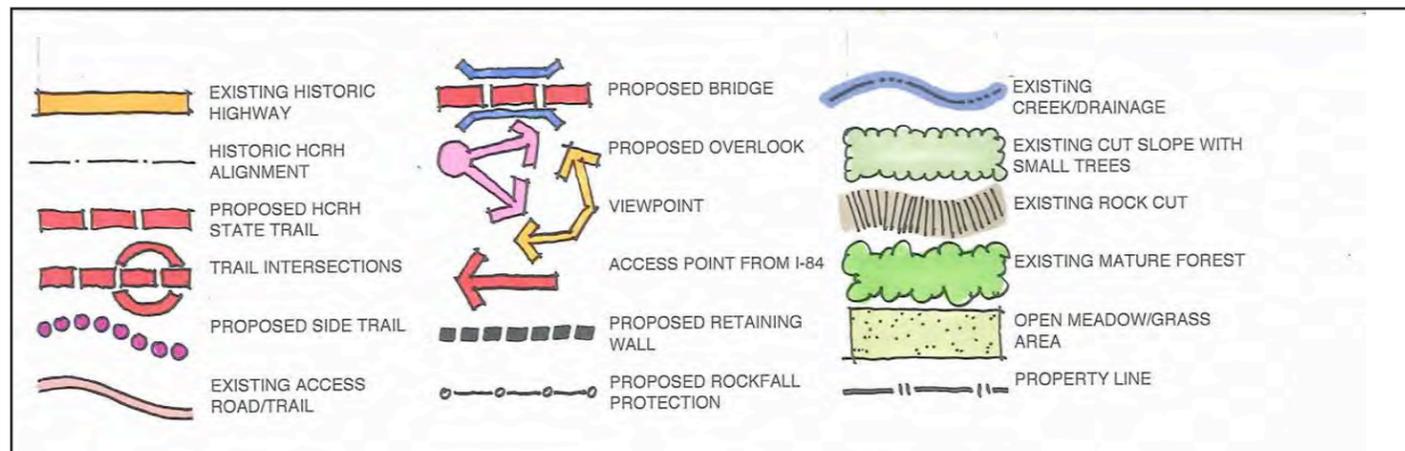


Viento Trailhead.





• **Section 325+00 – 367+00:** This section of Trail has four existing sections of Historic Highway that form a series of “oxbows” where the construction of I-84 cut off the north section of the original curves. The new Trail section will run alongside I-84, connecting these existing oxbows of the Historic Highway together. The rock cuts along I-84 in this section present some significant rockfall challenges. The existing sections of Historic Highway are in good condition, and are all elevated above I-84, providing both visual and sound separation from I-84. The Trail aligns with I-84 and progresses along the base of an existing rock outcropping before rejoining the historic alignment with viewpoints to the Columbia River and surrounding scenery.



Existing section of the Historic Highway.



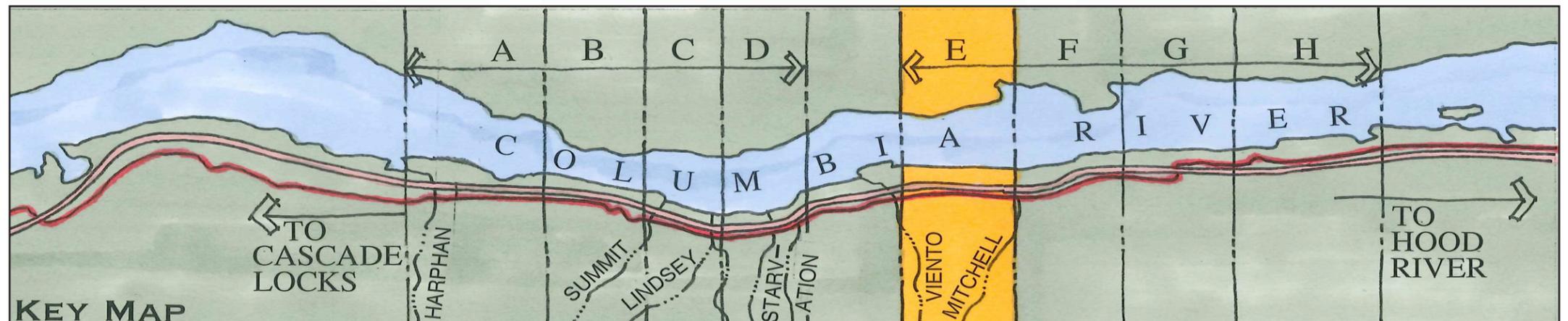
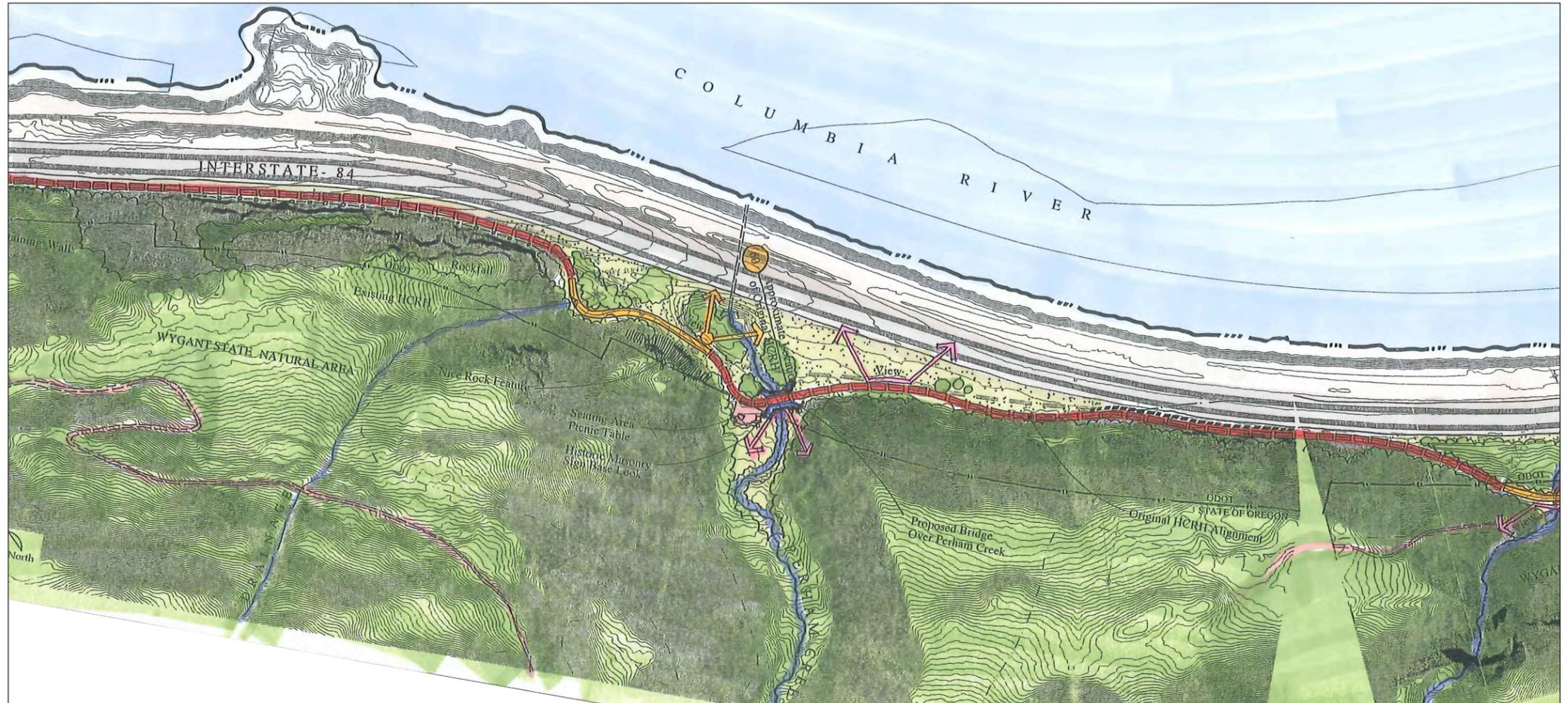
Rockfall along I-84.



- **Section 367+00 – 383+00:** This is a long section of new Trail that runs along the edge of I-84 for 1600 feet. This section has the most significant rockfall and may require significant scaling and rockfall construction.
- **Section 383+00 – 391+00:** The Trail then turns south and connects to another section of Historic Highway in the Perham Creek area. A historic masonry sign base is located along this section of Trail very close to where a new bridge will cross Perham Creek. Once the Trail crosses Perham Creek, it follows its original alignment until it comes back along I-84.
- **Section 391+00 – 420+60:** The Trail continues east along I-84 for 1600 feet and then heads south to where it meets up with an existing section of Historic Highway. This section of Historic Highway is also the access trail for the Wygant Trail. This section ends at a new bridge crossing over Mitchell Creek.



Existing masonry sign base at Perham Creek.

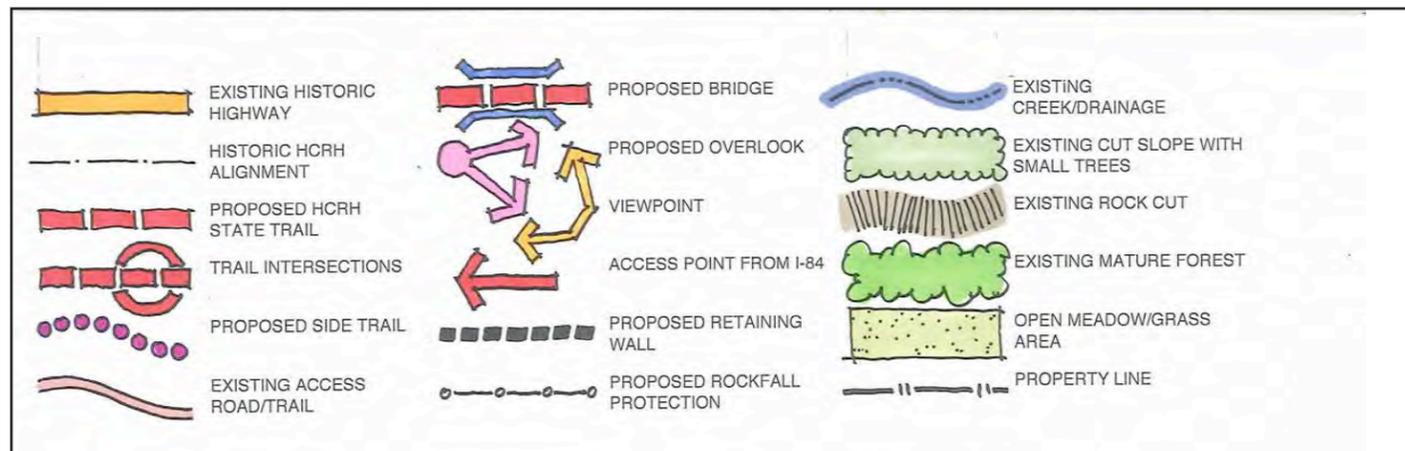




View to Wind Mountain along proposed Trail.

**TRAIL SEGMENT HIGHLIGHTS:**

- Viento Trailhead
- Tent campground with potential for hiker biker sites
- Several sections of existing HCRH
- Spur trail to overlook at rock outcropping
- Perham Creek picnic area
- Historic masonry sign base
- Scenic views to the Columbia River
- Mitchell Creek



Highwater over Historic Highway at Perham Creek.

**DESIGN/PERMITTING ISSUES:**

- Recreation Intensity Class 4 at trailhead
- Site visible from several Key Viewing Areas: I-84, Columbia River, Highway 14
- Creek setbacks/salmon habitat
- Limited site area, constrained by existing topography, creek, and roads
- Privacy and safety for campground and OPRD facility

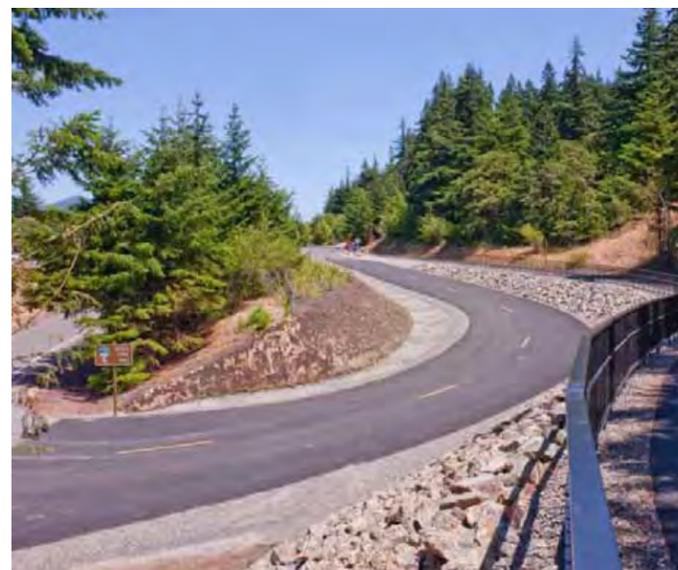


**VIENTO CREEK TRAILHEAD DESCRIPTION:**

- Existing 18 parking spaces
- Existing OPRD campground
- Existing restroom at campground
- Existing OPRD maintenance and office facility
- Viento Creek passes through site

**TRAILHEAD AMENITIES:**

- Reconfigure parking area to provide for better traffic flow and turn around
- Reconfigure existing OPRD maintenance and office facility
- Improve trail access through the site
- Provide trail information and directional signage



Entrance road to Viento with new State Trail alongside.



Existing conditions along I-84.



OPRD Maintenance Facility at Viento.



OPRD maintenance area with existing access road to the east.





Existing Historic Highway near Perham Creek.



PERHAM CREEK DETAIL PLAN



Existing riparian edge at Perham Creek.

**SEGMENT E COSTS:**

Site Preparation	\$47,000.00
Grading and Drainage	\$168,000.00
Wall Construction	\$801,000.00
Bridge at Perham Creek	\$200,000.00
Bridge at Mitchell Creek	\$180,000.00
Rock Fall Protection	\$1,205,000.00
Trail Construction	\$549,000.00
Misc. Trail Improvements	\$185,000.00
Landscape Improvements	\$348,000.00
<b>Subtotal</b>	<b>\$3,683,000.00</b>
Engineering & Permits (20%)	\$737,000.00
Construction Engineering (15%)	\$552,000.00
Contingency	\$994,000.00
Project Costs (2010)	\$5,964,000.00
<b>Project Costs (2014)</b>	<b>\$7,038,000.00</b>

**VIENTO TRAILHEAD:**

Site Preparation	\$32,000.00
Grading and Drainage	\$8,000.00
Wall Construction	\$57,000.00
Paving	\$69,000.00
Misc. Improvements	\$21,000.00
Landscape Improvements	\$32,000.00
<b>Subtotal</b>	<b>\$219,000.00</b>
Engineering & Permits (20%)	\$44,000.00
Construction Engineering (15%)	\$33,000.00
Contingency	\$59,000.00
Project Costs (2010)	\$278,000.00
<b>Project Costs (2014)</b>	<b>\$328,000.00</b>

**ISSUES FOR FURTHER STUDY:**

- Potential for second Trail Host Site located at Viento Trailhead
- Rockfall mitigation strategies
- Conflicts with BPA Access Road(s)
- Historic resources at Perham Creek, including historic alignment of the Historic Highway and evidence of past park facilities
- Determine the extent of wetland/riparian areas at Perham Creek
- Opportunities for side trails to explore unique geologic features located along the Trail



LENGTH OF TRAIL SECTION:

.7 MILES

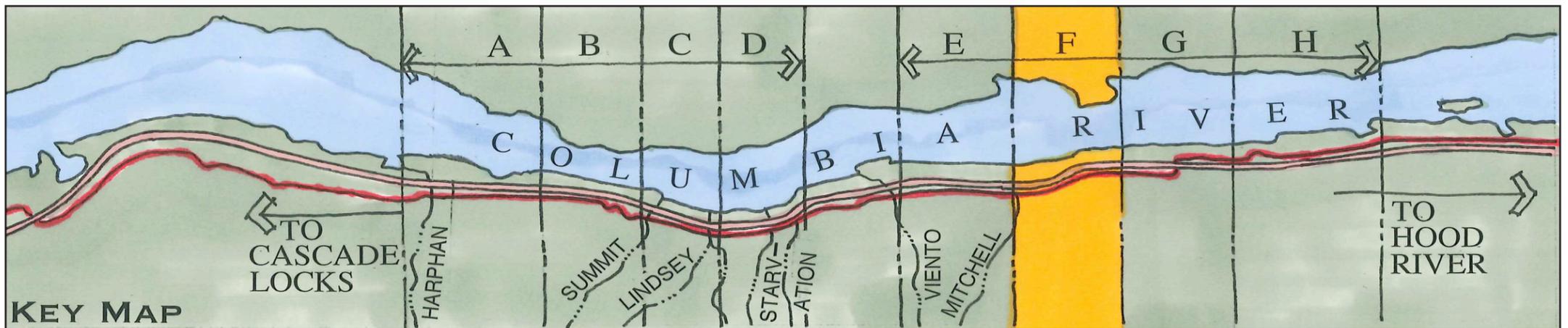
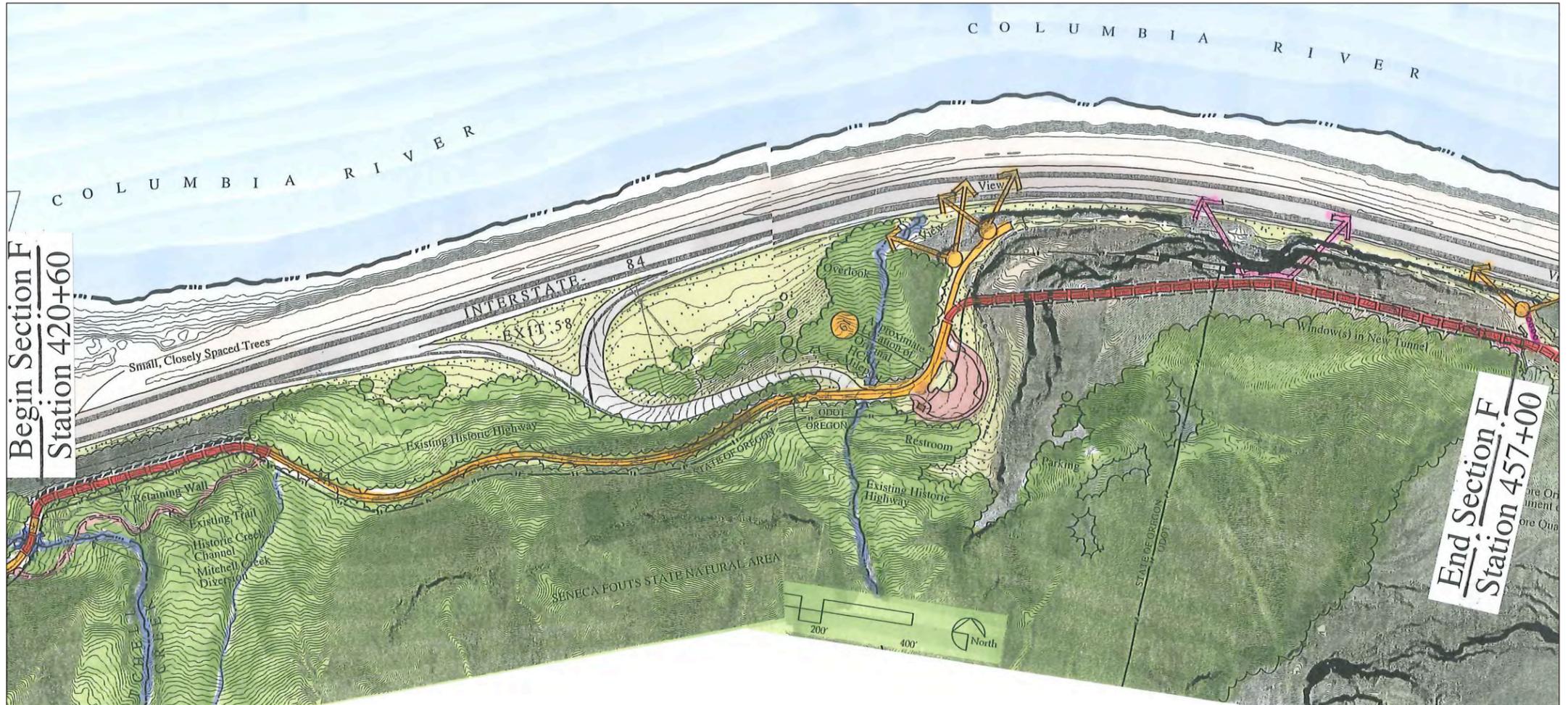
LEVEL OF DIFFICULTY:

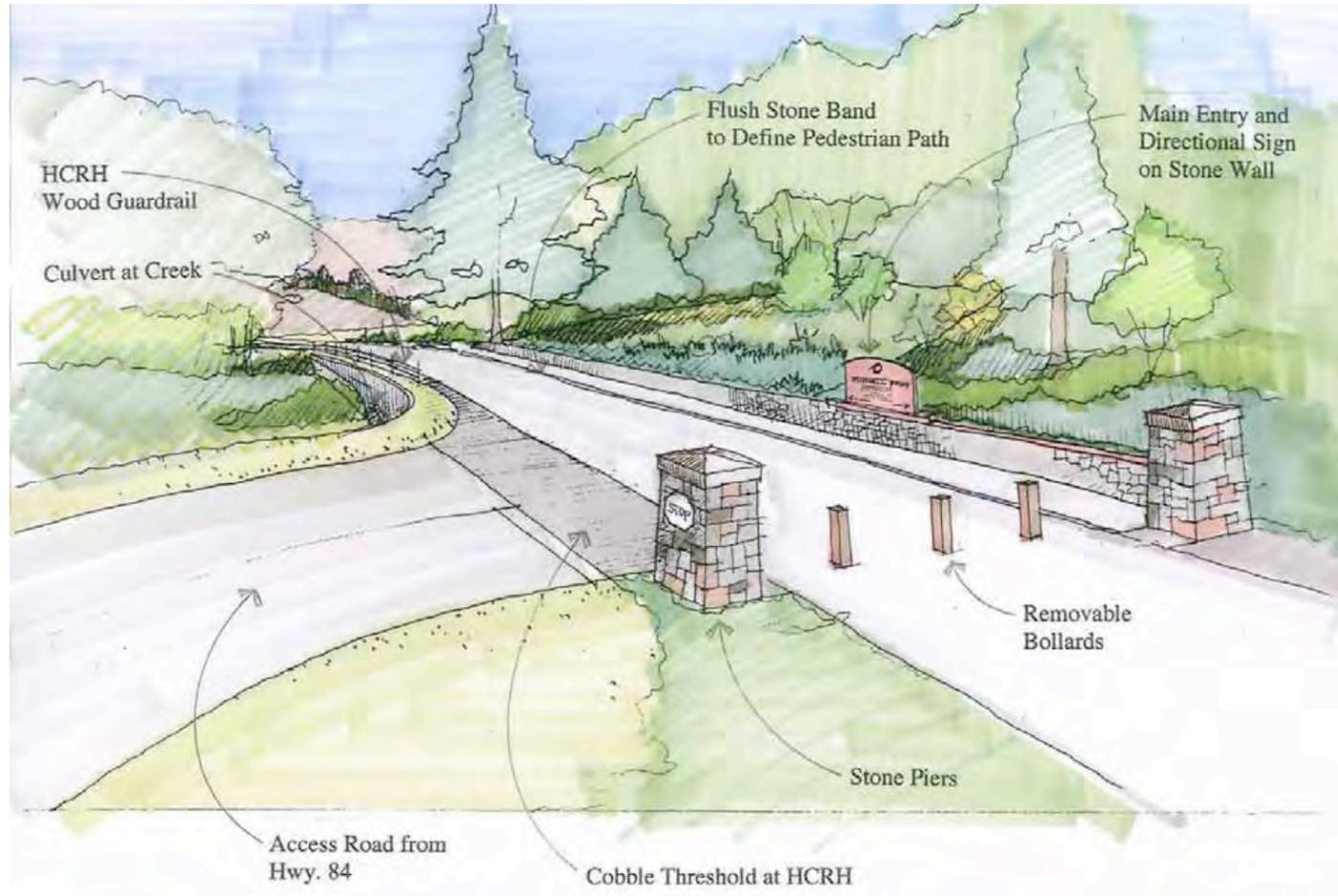
EASY TO MODERATE

SLOPES NOT EXCEEDING 5%

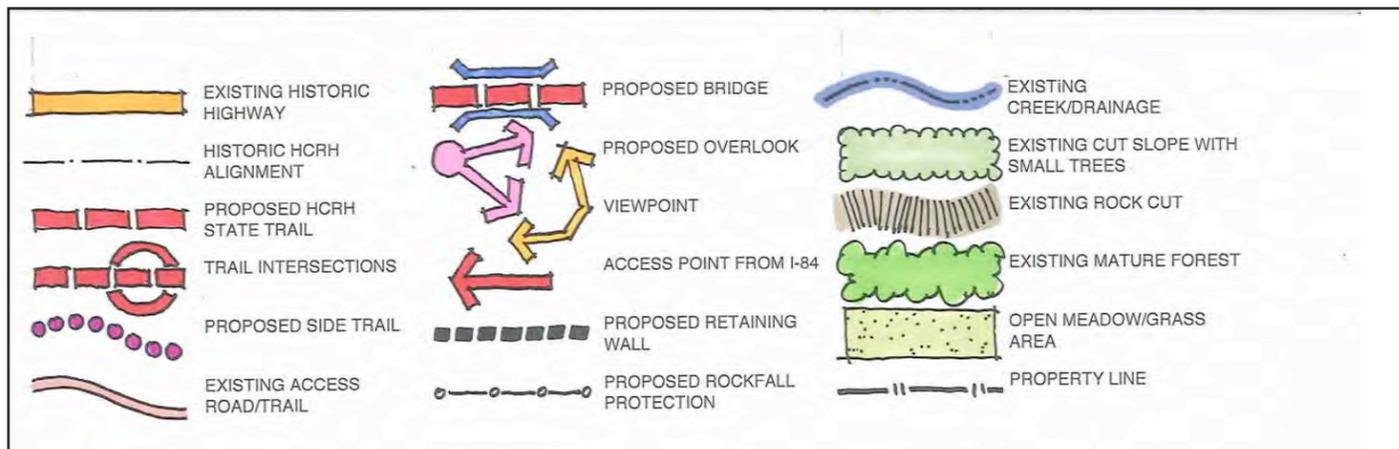
DESCRIPTION:

- **Section 420+60 – 526+50:** The section starts at the new bridge crossing Mitchell Creek. In this area, Mitchell Creek was diverted into a new channel when I-84 was constructed. The new channel cut through the Historic Highway, leaving a small piece of intact road on the north side of the creek. A new bridge is proposed to cross Mitchell Creek and reconnect the Historic Highway. A new section of trail will traverse the top of a cut slope created during the construction of I-84. Along this section of trail, the historic Mitchell Creek Channel is visible.
- **Section 526+50 – 444+44:** The next portion of the Trail follows an existing section of Historic Highway passing I-84 Exit 58 and running through the Mitchell Point West Trailhead. This section of trail also provides access to the Wygant Trail. New overlooks are proposed north of the parking area to allow better access to viewing the original alignment of the Historic Highway. The existing Historic Highway alignment will be preserved through this area and will be better defined by the redesigned parking area.
- **Section 444+44 – 457+00:** A new 1200 foot tunnel will recreate the passage through Mitchell Point. The tunnel will feature windows carved through its side, at the location of the former viaduct, to allow views of the Columbia River and recall the original Mitchell Point Tunnel, "Tunnel of Many Vistas" that had five windows carved in its side. This Section ends at the East Portal of the Tunnel.





**MITCHELL POINT TRAILHEAD APPROACH**



Mitchell Point in the 1940s consisted of the Little Boy Ranch, a gas station and tourist court.



Development at Mitchell Point in the 1950s included a four unit motel.



West approach to historic Mitchell Point Tunnel.

**TRAIL SEGMENT HIGHLIGHTS:**

- 1,200 foot tunnel
- Viewpoints at Mitchell Point West
- Viewpoint at center of viaduct
- Viewpoint at Mitchell Point East
- Quarry floor restoration area
- Peregrine Falcon habitat

**DESIGN/PERMITTING ISSUES:**

- Recreation Intensity Class 2
- Site visible from several Key Viewing Areas: I-84, Columbia River, Highway 14
- Mitchell Point potential Native American sacred site
- Limited site area, constrained by existing topography, creek and roads
- Conflict with vehicular and bike/hike users
- Allow for future expanded use if RIC is changed
- Restore alignment of HCRH, possible location of historic milepost

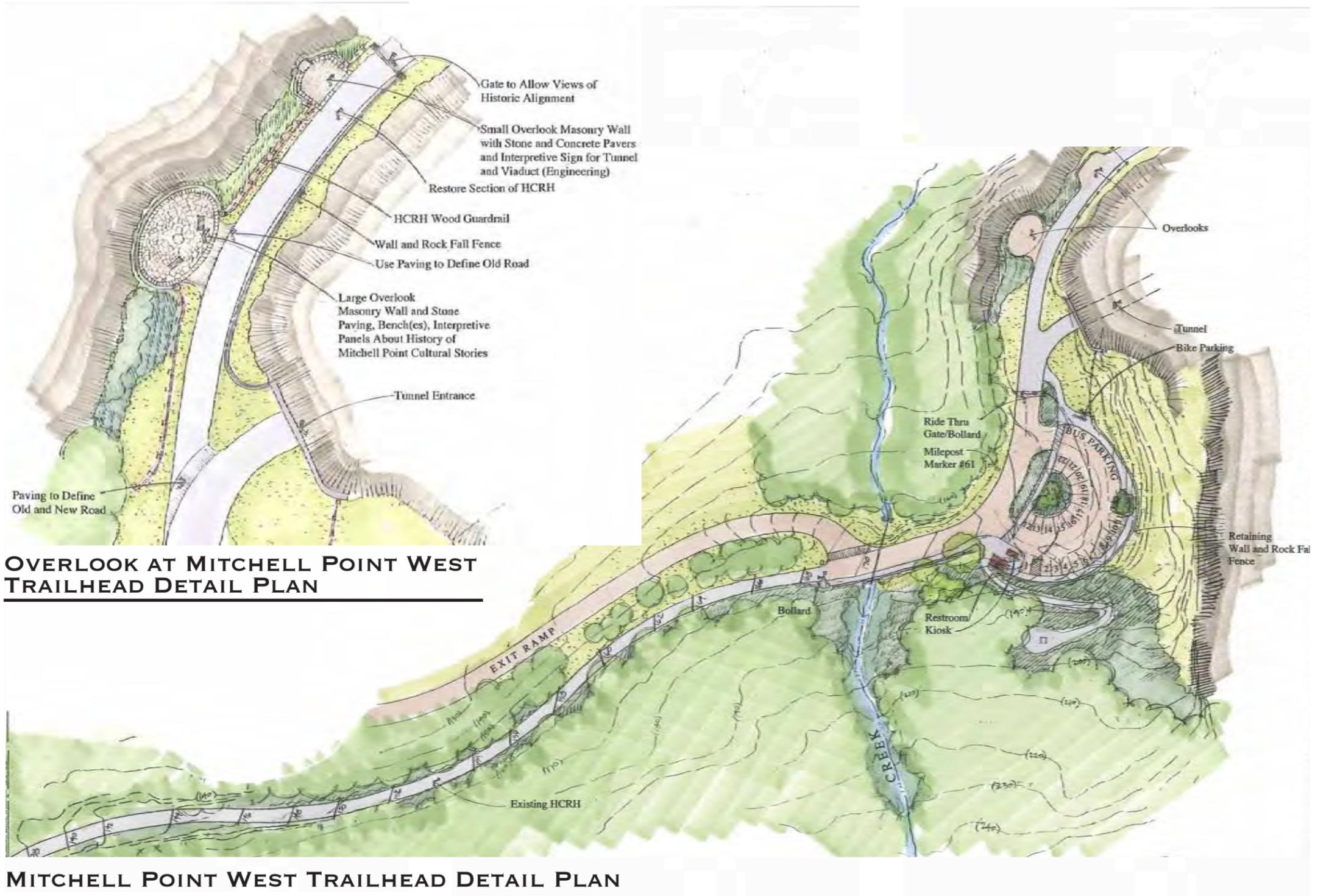


Existing Historic Highway at Wygant Trailhead.



- MITCHELL POINT WEST TRAILHEAD DESCRIPTION:**
- Existing large asphalt parking area
  - No definition of existing HCRH
  - Existing overlook with interpretive sign
  - Chain link fences to protect visitors from fall
  - Existing rockfall into existing parking area
  - Existing restroom
  - Site has various remnants of past commercial development
  - Invasive species and remnant ornamental landscape plantings

- TRAILHEAD AMENITIES:**
- New Tunnel through Mitchell Point
  - Reconfigure parking area to provide for better traffic flow and turnaround
  - Maximum 25 car parking area at existing parking area
  - Provide bike and hike trip staging area
  - New overlooks with interpretive signage
  - Improve trail access through the site
  - Provide trail information, directional signage





Historic view of Mitchell Point from the Columbia River.



West side of Mitchell Point Tunnel after it closed.



Existing view of Mitchell Point Trailhead.



**TUNNEL/OVERLOOK PERSPECTIVE**



West side of Mitchell Point Tunnel, view from viaduct.

**SEGMENT F COSTS:**

Site Preparation	\$9,000.00
Grading and Drainage	\$41,000.00
Wall Construction	\$91,000.00
Trail Construction	\$140,000.00
Rock Fall Protection	\$200,000.00
Tunnel	\$6,180,000.00
Landscape Improvements	\$170,000.00
<b>Subtotal</b>	<b>\$6,841,000.00</b>
Engineering & Permits (20%)	\$1,368,000.00
Construction Engineering (15%)	\$1,026,000.00
Contingency	\$1,847,000.00
Project Costs (2010)	\$11,082,000.00
<b>Project Costs (2014)</b>	<b>\$13,077,000.00</b>

**MITCHELL POINT WEST TRAILHEAD:**

Site Preparation	\$96,000.00
Grading and Drainage	\$31,000.00
Wall Construction	\$78,000.00
Paving	\$120,000.00
Rock Fall Protection	\$200,000.00
Misc. Trail Improvements	\$68,000.00
Landscape Improvements	\$27,000.00
<b>Subtotal</b>	<b>\$665,000.00</b>
Engineering & Permits (20%)	\$133,000.00
Construction Engineering (15%)	\$100,000.00
Contingency	\$179,000.00
Project Costs (2010)	\$1,077,000.00
<b>Project Costs (2014)</b>	<b>\$1,270,000.00</b>

**ISSUES FOR FURTHER STUDY:**

- **Affects of Tunnel Construction on Mitchell Point**
- **Consultation with Native American Tribes on impacts to this significant and culturally important landmark**
- **Effect on Peregrine Falcon Habitat**
- **Rockfall issues at the Trailhead**
- **Additional archeological investigation of HCRH resources that may exist at the Trailhead location**
- **Potential location of a Trail Host Site at Mitchell Point West Trailhead**



LENGTH OF TRAIL SECTION:

1.7 MILES

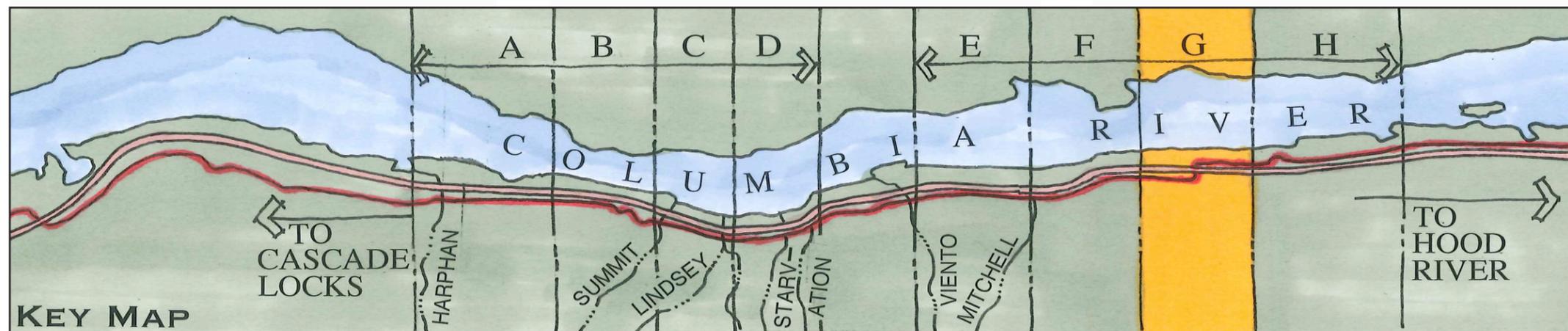
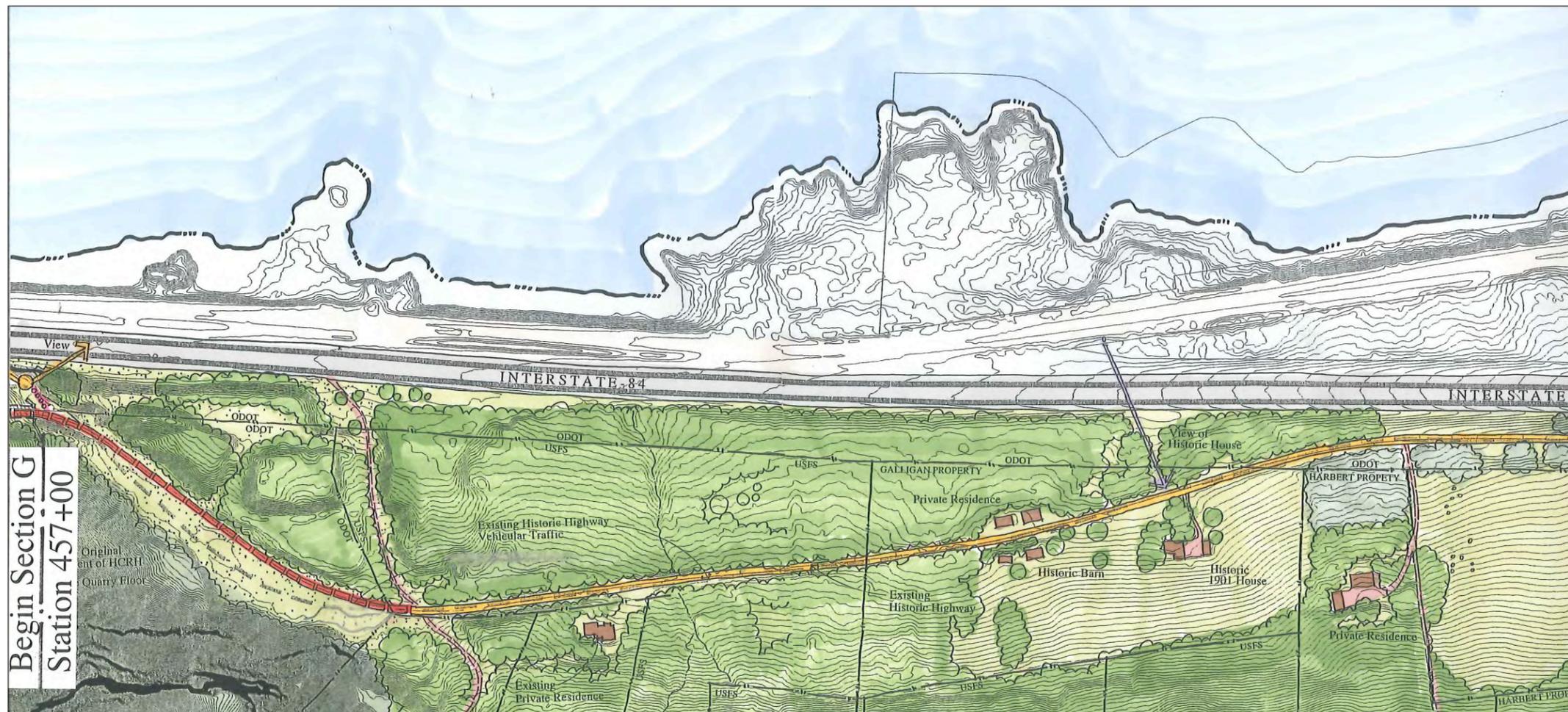
LEVEL OF DIFFICULTY:

EASY TO MODERATE

SLOPES NOT EXCEEDING 5%

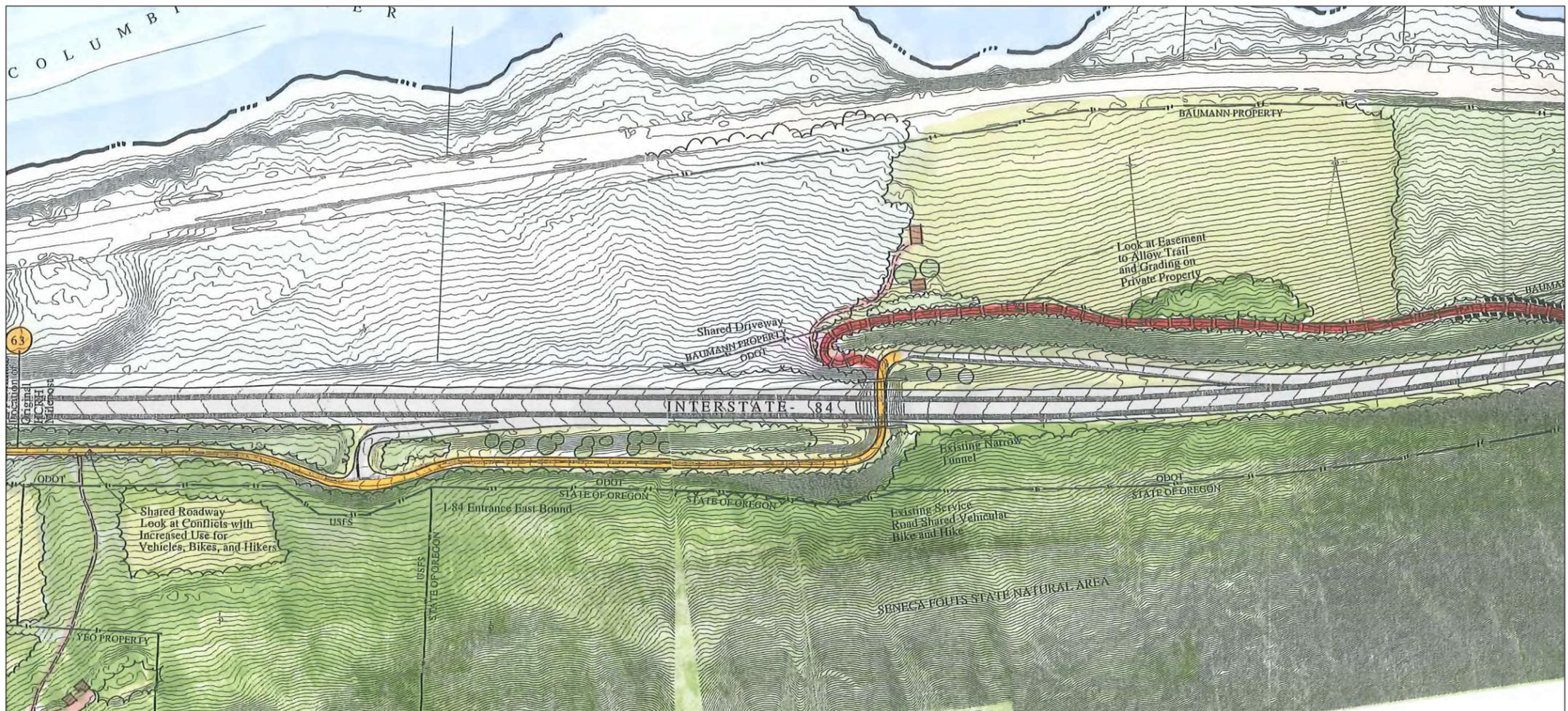
DESCRIPTION:

- **Section 457+00 – 466+00:** The Trail follows the original Historic Highway alignment through the existing quarry area. The quarry will be restored as part of the trail project. Overlooks north of the new tunnel entrance will provide a vantage point to view the original location of the Mitchell Point Tunnel. A vehicular turnaround will be located at the eastern end of the quarry site and will provide an end to the drivable section of Historic Highway that extends east of this site.
- **Section 466+00 – 515+00:** The Trail continues on the existing drivable section of Historic Highway and then follows the existing frontage road alongside I-84. The road/trail serves several private residences including a historic home dating to 1908. An east bound entrance ramp to I-84 is located along this section.
- **Section 515+00 – 546+00:** An existing narrow tunnel crossing underneath I-84 provides access north of the freeway. Due to the narrow width, the tunnel will need to be signalized to provide safe



East side of Mitchell Point Tunnel.

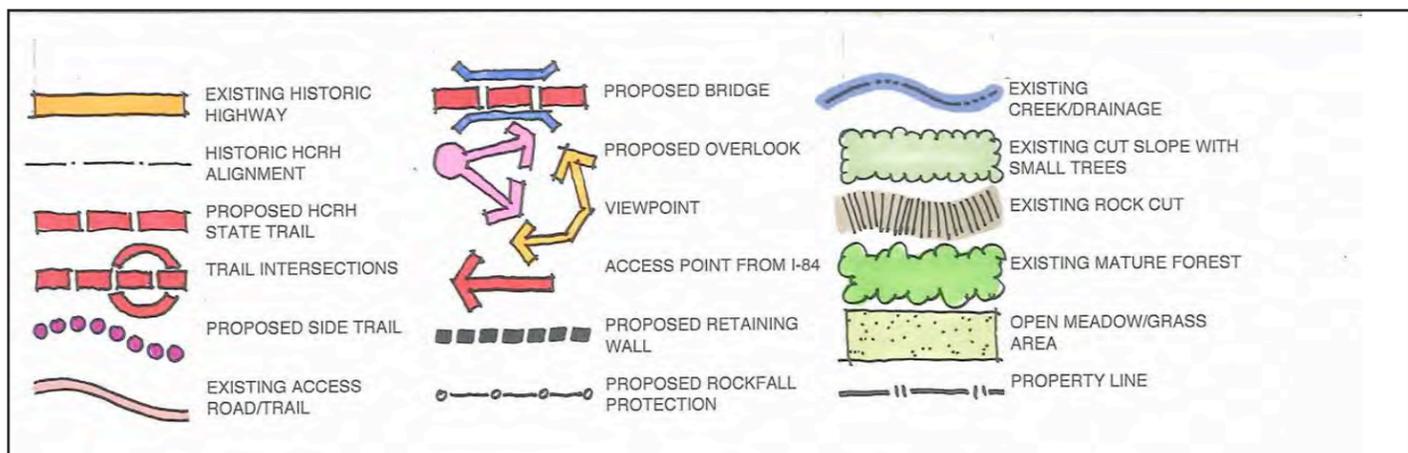




passage for vehicles, bikes and pedestrians. Beyond the tunnel crossing, the proposed trail alignment runs along the north side of I-84, straddling the ODOT right of way and neighboring private property. The Trail then heads uphill and runs adjacent to I-84. The Trail requires retaining walls to navigate between the highway and an extremely steep slope. The section of trail ends at the existing section of Historic Highway at Ruthton Point.

- TRAIL SEGMENT HIGHLIGHTS:**
- Overlooks at the East Side of Mitchell Point that allow views of the historic tunnel alignment
  - Restoration of ODOT quarry on the east side of Mitchell Point
  - Historic Home and Barn
  - Drivable section of the Historic Highway
  - Scenic views from Ruthton Point

- DESIGN/PERMITTING ISSUES:**
- Recreation Intensity Class 2 at trailhead
  - Site visible from several Key Viewing Areas: I-84, Columbia River, Highway 14
  - Mitchell Point is potentially a Native American sacred site
  - Limited site area, constrained by existing topography, creek and roads
  - Conflict with vehicles and cyclists/pedestrians, particularly the tunnel under I-84
  - Peregrine Falcon nesting site
  - Restore alignment of Historic Highway east of Mitchell Point



Existing tunnel under I-84.



**MITCHELL POINT EAST TRAILHEAD DESCRIPTION:**

- Old gravel/rock quarry
- No existing trailhead development
- Remnants of HCRH at historic tunnel location
- Drivable section of the HCRH ends at this site
- Invasive species and remnant ornamental landscape plantings

**TRAILHEAD AMENITIES:**

- New tunnel through Mitchell Point
- Provide bike and hike trip staging area
- New overlooks with interpretive signage
- Improve trail access through the site
- Provide trail information, directional signage



Existing conditions of quarry floor east of Mitchell Point.



• Potential for 25 car parking area. However, no parking lot is identified in the State Trail Plan at this time. Additional study will be necessary prior to siting a parking lot at this location. This study will need to assess access to and from Interstate 84, concerns of the private property owners (vandalism, trespass, and fire), and potential conflicts with pedestrian and bicycle traffic.

**MITCHELL POINT EAST TRAILHEAD DETAIL PLAN**





Existing quarry - east side of Mitchell Point.



"Locke's Highway Place" built in 1908.



Existing historic pavement east of Mitchell Point.



View at proposed overlook at east side of Mitchell Point.



View looking toward location of historic tunnel at Mitchell Point.



Existing residence adjacent to the Historic Highway alignment.

**SEGMENT G COSTS:**

Site Preparation	\$34,000.00
Grading and Drainage	\$120,000.00
Wall Construction	\$696,000.00
Quarry Reclamation	\$175,000.00
Trail Construction	\$239,000.00
Misc. Trail Improvements	\$274,000.00
Landscape Improvements	\$174,000.00
<b>Subtotal</b>	<b>\$1,685,000.00</b>
Engineering & Permits (20%)	\$337,000.00
Construction Engineering (15%)	\$253,000.00
Contingency	\$455,069.00
Project Costs (2010)	\$2,730,000.00
<b>Project Costs (2014)</b>	<b>\$3,222,000.00</b>

**ISSUES FOR FURTHER STUDY:**

- Impacts to Peregrine Falcon Habitat at the east side of Mitchell Point
- Traffic and parking study to determine level of service needed at this trailhead
- Engineering Options for Trail along I-84
- Ability to maintain trail along I-84, gravel removal after winter storms
- Trail alignment at Bauman Property, options for easements or land purchase
- Conflicts with private property from increased trail use
- Existing narrow tunnel crossing at I-84
- Addition of west bound highway on ramp at Bauman Property
- Potential location of a Trail Host Site at Mitchell Point West Trailhead
- Landscaping to mitigate invasive plants and grasses



LENGTH OF TRAIL SECTION:

1 MILE

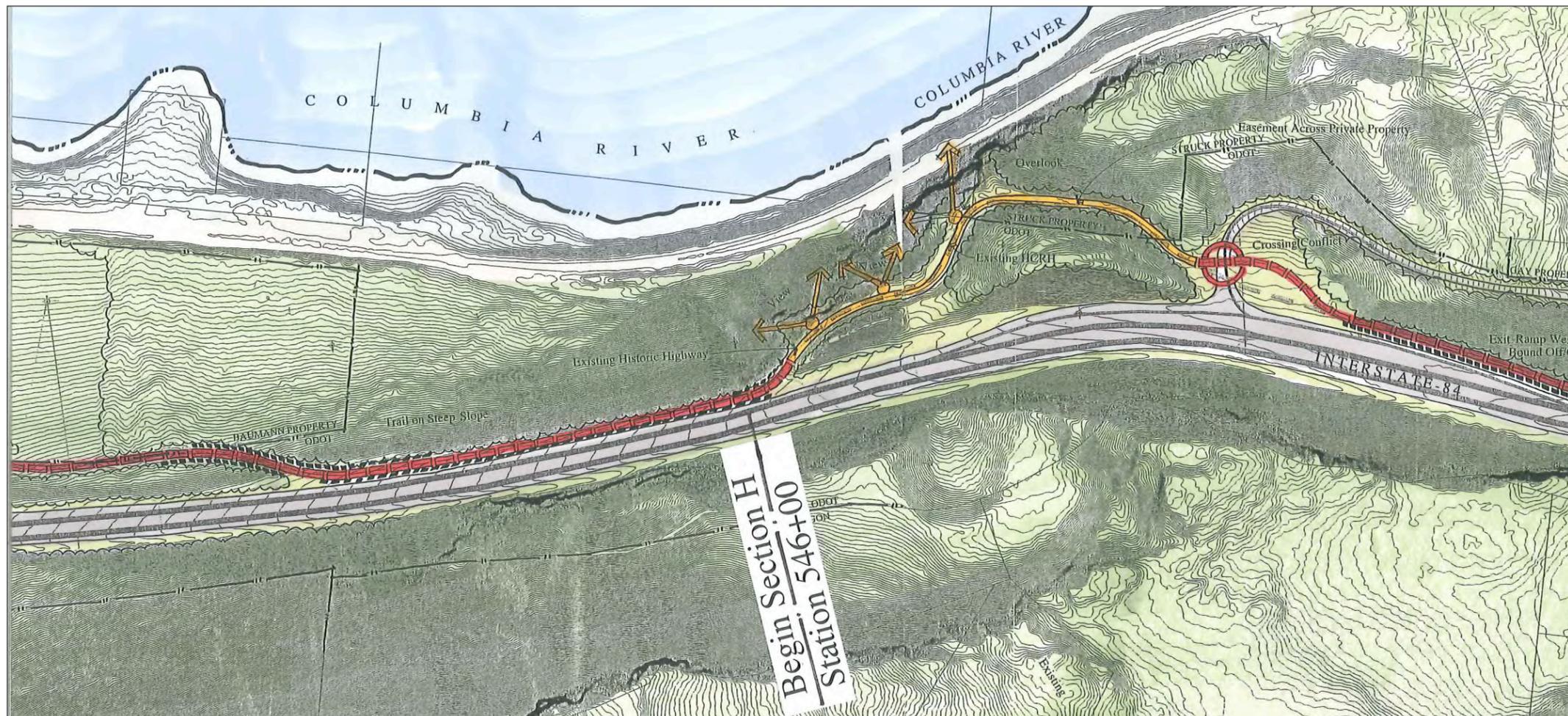
LEVEL OF DIFFICULTY:

EASY TO MODERATE

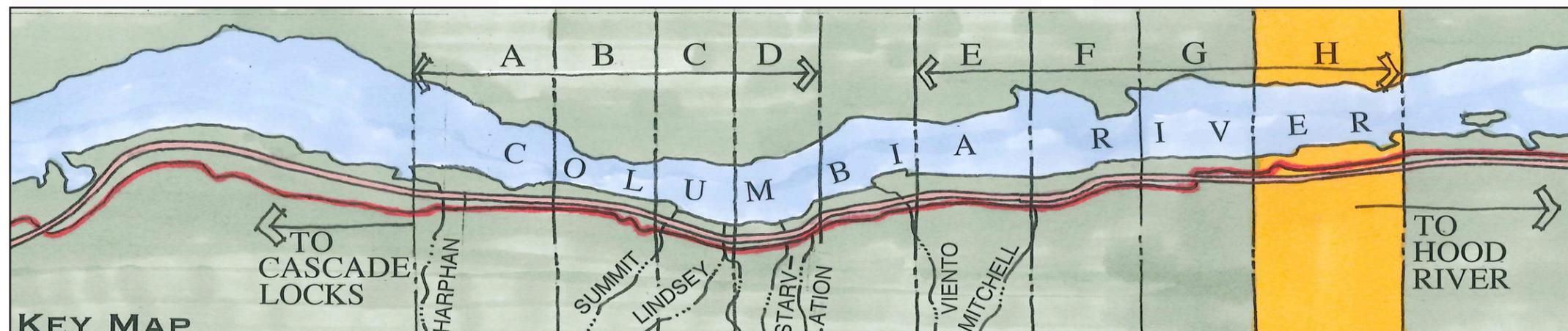
SLOPES NOT EXCEEDING 5%

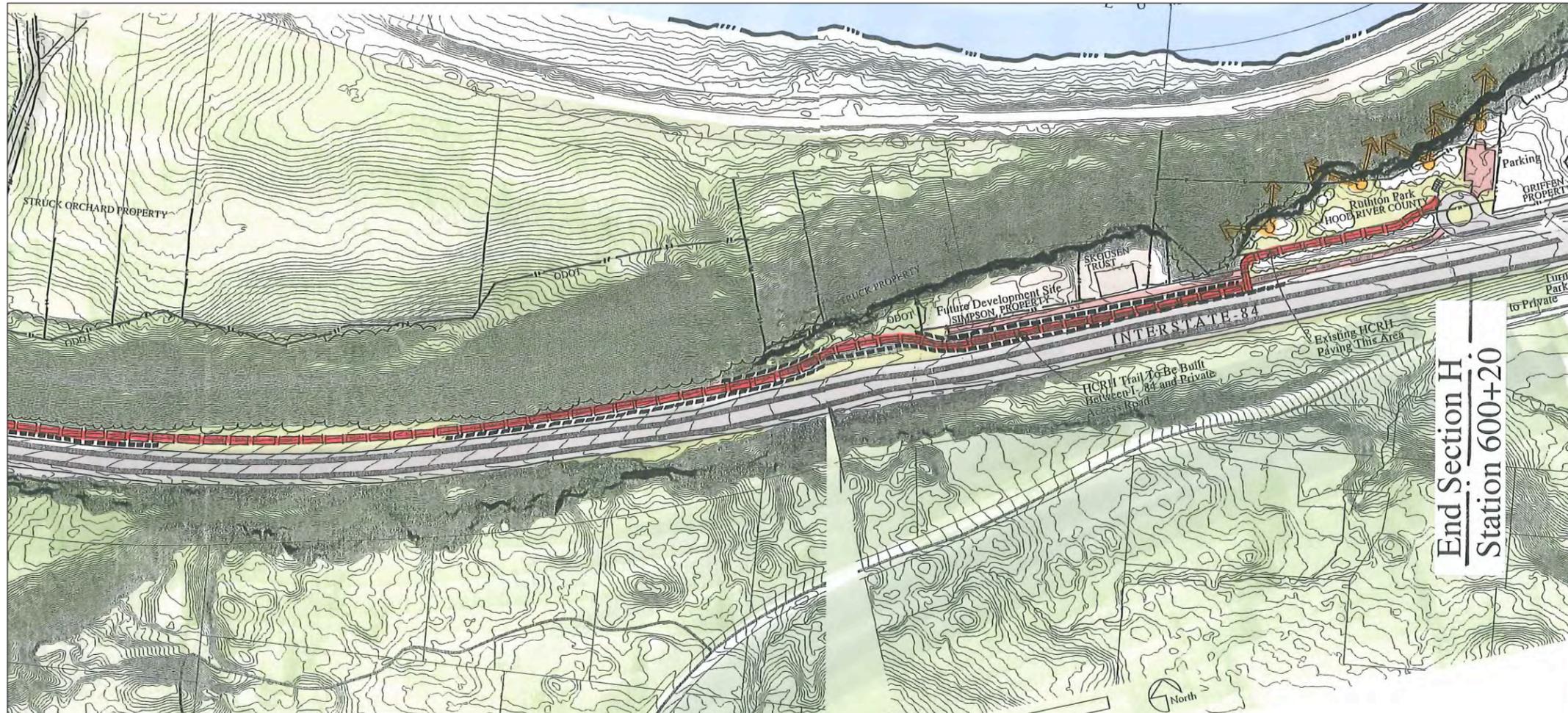
DESCRIPTION:

- **Section 546+00 – 585+00:** The Trail continues around Ruthton Point until it reaches road crossing at the I-84 west bound exit ramp. From this point, the Trail again parallels I-84; then the Trail requires retaining walls to navigate between the highway and extremely steep slopes.
- **Section 585+00 – 600+20:** This section of trail is located between I-84 and several private parcels. The Trail will be located between retaining walls that support the Trail above I-84 and the vehicular access that serves the private parcels. This section of road is the extension of Westcliff Drive. The trail then crosses Westcliff Drive and runs through Ruthton Park. A portion of this section of trail would be located on an existing section of Historic Highway. The Trail then ends at a new turnaround at the east end of Ruthton Park. The bicycle and pedestrian trail would then



Existing Highway viaduct section at Ruthton Point.





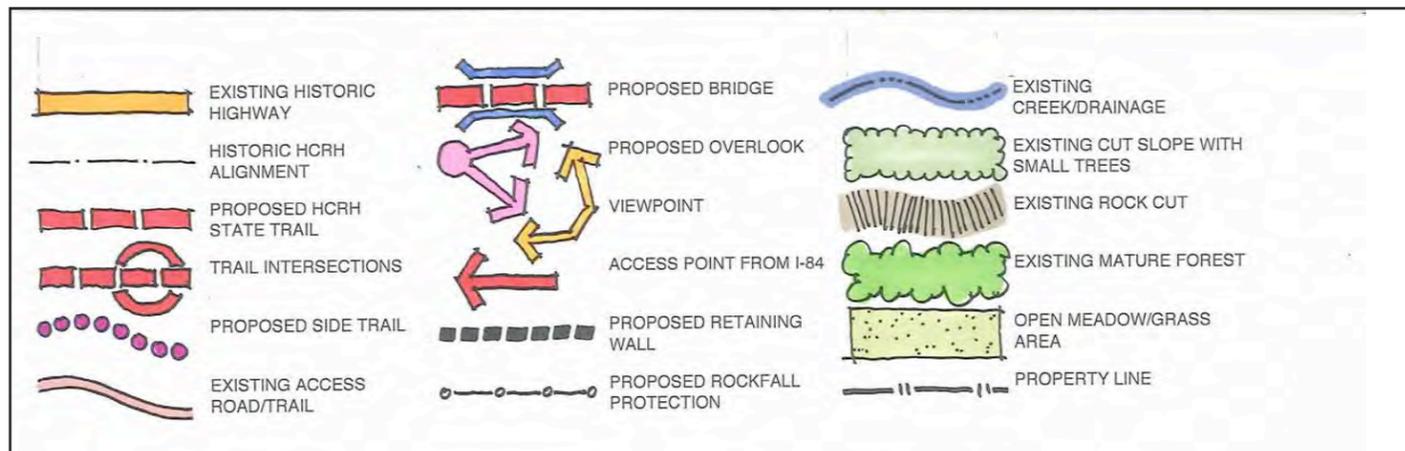
continue east of Ruthton Park along Westcliff Drive before crossing the freeway at Exit 62 where it would continue into Hood River along the original route of the Historic Highway.

**TRAIL SEGMENT HIGHLIGHTS:**

- Scenic views from Ruthton Park
- Historic Ruthton Point Overlook and Viaduct
- Future connection to other recreational resources

**DESIGN/PERMITTING ISSUES:**

- Site located in the urban area
- Limited site area, constrained by existing topography, creek and roads
- Conflict between vehicles and cyclist/pedestrians
- Small section of Historic Highway located in Park
- Potential for future land acquisition to expand Park area
- Work with Hood River County on management of the Park as a staging area for the State Trail
- Maintain access to private irrigation valves located adjacent to I-84, provide access gates as required



Existing conditions at I-84 west of Ruthton Point.

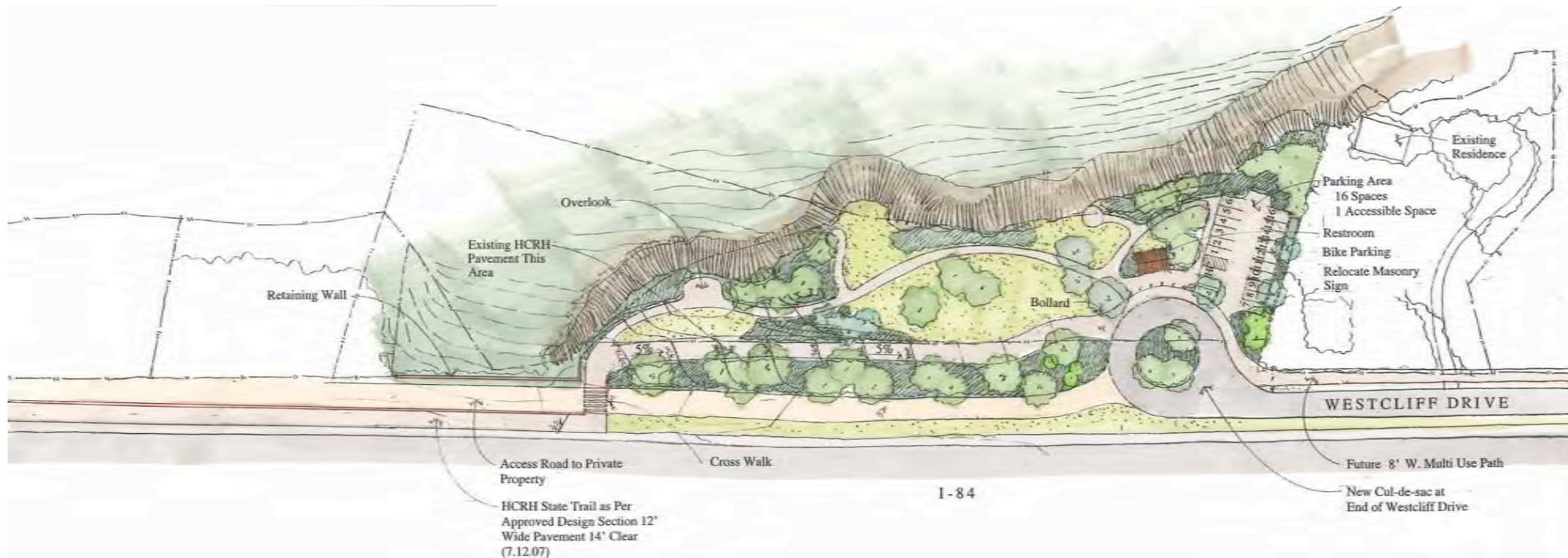


**RUTHTON PARK TRAILHEAD DESCRIPTION:**

- Existing County Park
- Existing parking area
- Great views of the Columbia River
- Picnic areas

**TRAILHEAD AMENITIES:**

- Reconfigure parking area to provide for better traffic flow and turnaround
- Provide bike and hike trip staging area
- New overlooks with interpretive signage
- Improve trail access through the site
- Provide trail information, directional signage



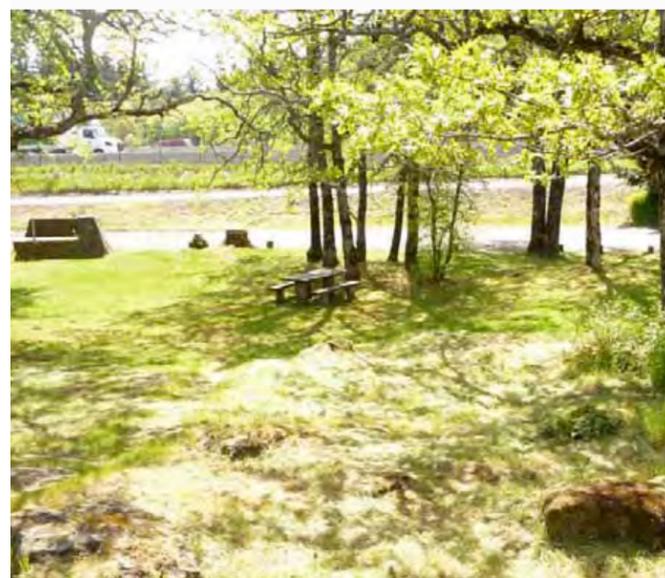
**RUTHTON PARK TRAILHEAD DETAIL PLAN**



View at Ruthton Point.



Existing Historic Highway at Ruthton Point.

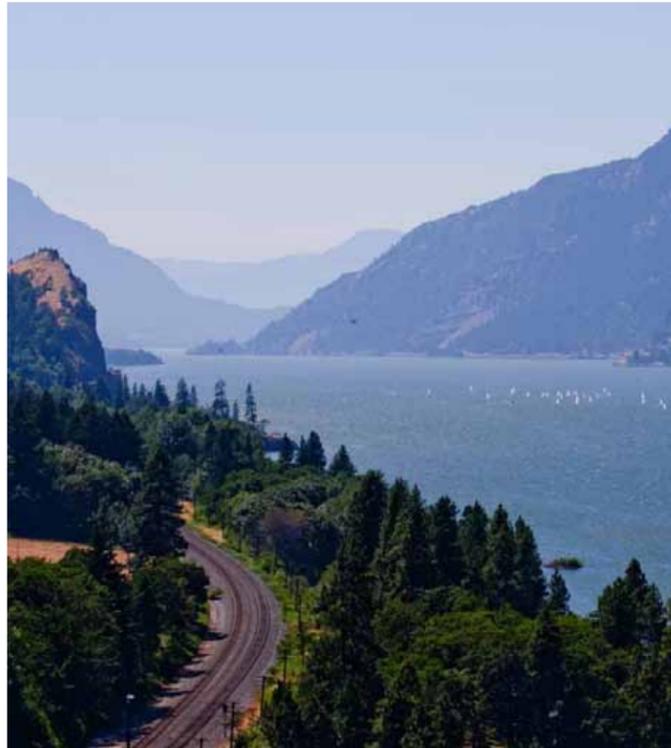


Ruthton Park.

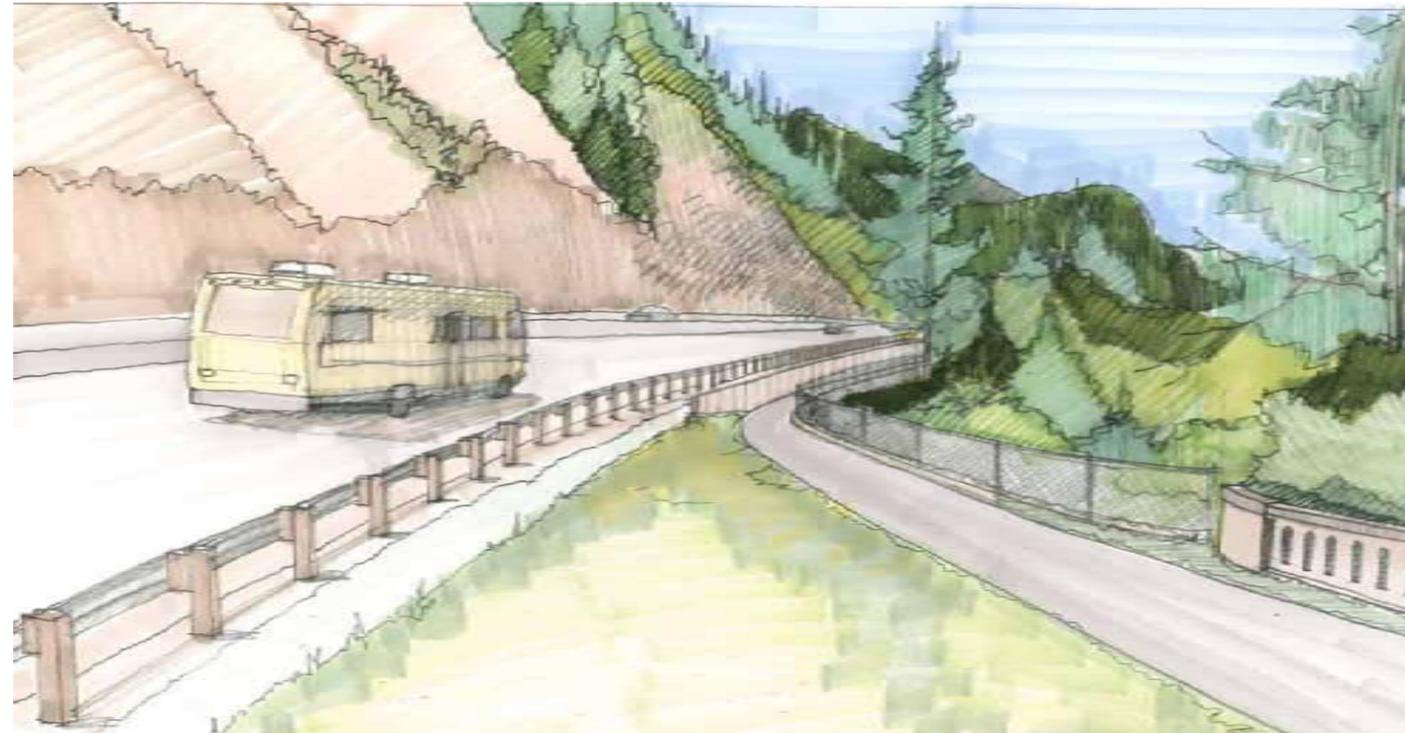


Entrance to Ruthton Park.





View of Columbia River at Ruthton Point.



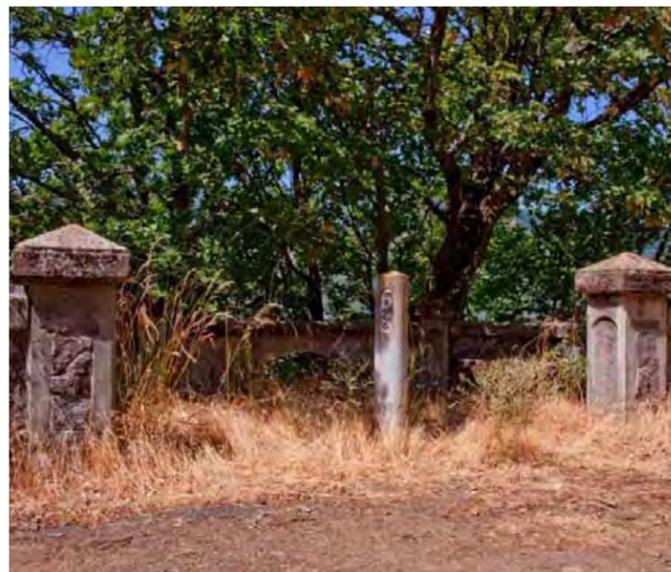
**RUTHTON POINT TRAIL PERSPECTIVE**

**SEGMENT H COSTS:**

Site Preparation	\$21,000.00
Grading and Drainage	\$105,000.00
Wall Construction	\$2,096,000.00
Trail Construction	\$285,000.00
Misc. Trail Improvements	\$171,000.00
Landscape Improvements	\$125,000.00
<b>Subtotal</b>	<b>\$2,803,000.00</b>
Engineering & Permits (20%)	\$561,000.00
Construction Engineering (15%)	\$420,000.00
Contingency	\$757,000.00
Project Costs (2010)	\$4,541,000.00
<b>Project Costs (2014)</b>	<b>\$5,359,000.00</b>

**TRAILHEAD AREA:**

Site Preparation	\$13,000.00
Grading and Drainage	\$20,000.00
Paving	\$88,000.00
Restroom	\$80,000.00
Misc. Improvements	\$58,000.00
Landscape Improvements	\$41,000.00
<b>Subtotal</b>	<b>\$300,000.00</b>
Engineering & Permits (20%)	\$60,000.00
Construction Engineering (15%)	\$45,000.00
Contingency	\$81,000.00
Project Costs (2010)	\$484,000.00
<b>Project Costs (2014)</b>	<b>\$571,000.00</b>



Restored Milepost 63 at Ruthton Point.



Existing Historic Highway alignment at Ruthton Point.



View from Ruthton Park.

**ISSUES FOR FURTHER STUDY:**

- Bike/Pedestrian connection along Westcliff, east of the Park
- Engineering options for Trail along I-84
- Investigate methods to maintain trail along I-84, gravel removal after winter storms
- Address conflicts with private property from increased trail use
- Future development and management of Ruthton Park
- Oak tree preservation plan for Ruthton Park, adjust design to preserve existing trees
- Study of how the bicycles and pedestrians will share Westcliff Drive with vehicles



**DESIGN APPROACH:**

The design team developed several design guidelines for the work of this project. These provided a basic structure for the decision making as we looked at the design of the Trail.

- Respect historic alignment
- Use as much of the existing Historic Highway as possible
- Direct people to the “Beauty Spots”
- Minimize site disturbance - “lay lightly on the land”
- Minimize trail slopes over 5%
- Avoid straight lines
- Respond to the existing topographic features
- Minimize trail sections adjacent to Interstate 84

**DESIGN PROCESS:**

The recently completed LIDAR survey work and GIS data gathered by ODOT provided the planning team with detailed topography to determine the most viable route for the Trail. The survey information also allowed the team to undertake extensive fieldwork to pinpoint on the ground where the alignment will be and to fine tune that layout with information on actual field conditions. This refined alignment will allow the Trail to be field staked. Additional on the ground survey work can document existing trees, walls, old building foundations, edges of roads, etc. not captured by the LIDAR survey to allow further refinements of the alignment as the project moves into future phases of design work.

We conducted a site analysis phase to help identify possible trailhead areas and potential expansions to existing OPRD facilities along the trail alignment. The analysis also looked at how existing topography, vegetation, and cultural resources would affect the trail design. The “Beauty Spots” were also identified as part of this process.

**AGENCY COORDINATION**

Individual Meetings were held with OPRD, ODOT, and USFS to review individual agencies’ particular design and management concerns. The underlining issue shared between all agencies was the need to develop agreements for the design, construction, and management of the State Trail. Negotiations for these agreements between agencies should start immediately so they can be in place as funding becomes available for implementation of the plan.

**PUBLIC INVOLVEMENT**

- Two public open houses (Hood River and Portland)
- Presentation at the Historic Columbia River Highway Advisory Committee

**ENVIRONMENTAL CONSTRAINTS ANALYSIS**

A Preliminary Environmental Constraints Analysis was completed for the trail alignment; no fatal flaws were found in the design. The Environmental Constraints Analysis did identify several issues that will need to be addressed as the project moves forward.

- Cultural resources to be identified, documented, and addressed in the final design
- Existing streams with known salmon habitat
- Potential endangered species issues
- Several areas where wetland determinations need to be done



REQUIRED SMA SCENIC STANDARDS		
LANDSCAPE SETTING	LAND USE DESIGNATION	SCENIC STANDARD
Coniferous Woodland, Oak-Pine Woodland	Forest (National Forest Lands), Open Space	Not Visually Evident
River Bottomlands	Open Space	Not Visually Evident
Gorge Walls, Canyonlands, Wildlands	Forest, Agriculture, Public Recreation, Open Space	Not Visually Evident
Coniferous Woodland, Oak-Pine Woodland	Forest, Agriculture, Residential, Public Recreation	Visually Subordinate
Residential	Residential	Visually Subordinate
Pastoral	Forest, Agriculture, Public Recreation, Open Space	Visually Subordinate
River Bottomlands	Forest, Agriculture, Public Recreation	Visually Subordinate

**COLUMBIA RIVER GORGE NATIONAL SCENIC AREA MANAGEMENT PLAN ANALYSIS**

*“Provide for the restoration and connection of the remaining segments of the Historic Columbia River highway in keeping with its National Register status.”* Special Management Area Goal 4.

The CRGNSA Management Plan lists the completion of the Historic Columbia River Highway State Trail as one of its major goals, allowing development of the State Trail as a reconnection of the Historic Columbia River Highway. But the goal of completion of the Historic Highway State Trail does not eliminate

the need to comply with the other provisions of the Management Plan.

The entire 11 mile Historic Highway State Trail Plan was developed using the Columbia River Gorge National Scenic Area Management Plan as a guide and decision-making tool. The CRGNSA is divided into two management types; the General Management Area (GMA) and the Special Management Area (SMA), which is typically more restrictive. Both management areas protect scenic resources from designated “Key Viewing Areas.” Within each management area are different land use designations. The land use designation and ownership determines the scenic standard which must be met. All development in

GMA land use designations and some SMA land use designations must meet the “Visually Subordinate” scenic standard. Development in some SMA land use designations must meet the more restrictive “Not Visually Evident” scenic standard.

The project study area is primarily located in the SMA with a 1/2 mile section at the east end of the study area located in the GMA. The proposed trail alignment falls within several land use designations including SMA Forest, SMA Open Space and SMA Public Recreation and GMA Large-Scale Agriculture.

The SMA Scenic Standards matrix outlines what scenic standard applies within SMA land use designations.

In addition to land use designations, there are also landscape settings which determine the overall character of that landscape and provide guidance for new development to be consistent with that character. The Trail falls within several landscape settings including Coniferous Woodlands, River Bottom and Pastoral.

The CRGNSA Management Plan also identifies limits on recreational activities as defined by the Recreation Intensity Classification (RIC). RIC determines the types of recreational activities and the intensity of activities that are allowed at any particular location. RIC’s primary impacts on the HCRH State Trail Plan are at the Trailhead locations, where RIC determines how many parking spaces are allowed and what types of amenities can be provided. Each of the proposed trailheads within the plan address the current RIC and are designed within the existing limits.

The CRGNSA Management Plan guided several areas of the trail design:

- The recreation intensity classes affected the types of facilities and the numbers of vehicles that could be

accommodated at the various trailheads. Proposed trailheads are designed to be consistent with these guidelines

- The relationship of the proposed Trail to Key Viewing Areas will affect the final design of the Trail and trail elements such as walls and other structures
- The plan requires various setbacks and relationships to riparian areas and other important natural features and habitat areas
- Protection and Enhancement of Cultural Resources
- Protection and Enhancement of Natural Resources

Large portions of the 11 mile Trail will be visible from one or more Key Viewing Areas (KVA’s). These include the Columbia River, Interstate 84, Highway 14, and the Historic Columbia River Highway. Due to the challenging topography the proposed trail will involve numerous walls, bridges, and other structures, increasing the visibility of the proposed trail from these KVA’s.

Design Guidelines for trail sections visible from KVA’s:

- Walls located within the I-84 ROW will be constructed to the design standards in compliance with I-84 Corridor Design Guidelines as used at the Warrendale section of I-84
- Proposed structures, such as walls, should be non-reflective and use dark earth tones
- New trails and structures should be screened from KVA’s (using existing topography or existing vegetation as a first option followed by use of berms and finally, vegetation)



STATION	TRAIL SEGMENT	PROJECT COST
0+00 - 64+00	Section A Wyeth Trailhead to Shellrock Mountain	\$3,555,672.00
64+00 - 105+00	Section B Shellrock Mountain to Summit Creek	\$5,428,848.00
105+00 - 168+00	Section C Summit Creek to Lindsey Creek	\$5,967,633.00
168+00 - 235+35	Section D Lindsey Creek to Starvation Creek	\$5,074,648.00
300+45 - 420+60	Section E Viento to Mitchell Creek	\$8,372,923.00
420+60 - 457+00	Section F Mitchell Creek to Mitchell Point East	\$14,346,998.00
457+00 - 546+00	Section G Mitchell Point East to Ruthton Point	\$3,221,887.00
546+00 - 600+20	Section H Ruthton Point to Ruthton Park	\$5,929,497.00
<b>Trail Construction Total (2014 costs)</b>		<b>\$51,898,106.00</b>

**SECTION A WYETH TRAILHEAD TO SHELLROCK MOUNTAIN**  
**STATION 0+00 - 64+00 6400 L.F.**

STATION	ITEM	QTY.	UNIT	PRICE PER	TOTAL
<b>Trail Construction</b>					
0+00 - 9+50	Entry Road Rehab	950	L.F.	\$35.00	\$33,250.00
9+50 - 64+00	Site Preparation/Clearing	3	Acre	\$8,500.00	\$25,500.00
9+50 - 64+00	Drainage (allowance)				\$15,000.00
9+50 - 64+00	New Trail (paving, base rock)	5,450	L.F.	\$60.00	\$327,000.00
22+00 - 25+00	Grading (cut and fill)	2,000	C.Y.	\$12.00	\$24,000.00
30+50 - 32 +00	Retaining Walls (uphill)(8'-10' ht.)	150	L.F.	\$450.00	\$67,500.00
31+50 - 33+90	Retaining Walls (downhill)(6'-8')	240	L.F.	\$300.00	\$72,000.00
33+90 - 37+00	Retaining Wall (downhill) (3' ht.)	310	L.F.	\$230.00	\$71,300.00
31+50 - 37+00	Railing	550	L.F.	\$65.00	\$35,750.00
38+50 - 46+00	Grading (cut and fill)	4,000	C.Y.	\$25.00	\$100,000.00
46+00 - 61+00	Sideslope Construction	1,500	L.F.	\$160.00	\$240,000.00
46+00 - 61+00	Railing	1,500	L.F.	\$50.00	\$75,000.00
62+50 - 64+00	Extend Bin Wall (10'-12')	150	L.F.	\$500.00	\$75,000.00
9+50 - 64+00	Landscape Enhancements	12,000	S.Y.	\$14.50	\$174,000.00
Subtotal					\$1,335,300.00
<b>Trailhead Improvements</b>					
	Site Preparation/Clearing				\$5,000.00
	Grading	600	C.Y.	\$12.00	\$7,200.00
	Drainage				\$30,000.00

Parking Area	17,200	S.F.	\$5.50	\$94,600.00
Misc. Paving	3,000	S.F.	\$8.50	\$25,500.00
Trail Paving (12' wide, multi-use)	200	L.F.	\$42.00	\$8,400.00
Day Use Trail (6'-0" wide)	400	L.F.	\$30.00	\$12,000.00
Stripping (allowance)				\$3,500.00
Signage (allowance)				\$25,000.00
Landscape	6,000	S.Y.	\$22.50	\$135,000.00
Bollards	2	EA.	\$800.00	\$1,600.00
Curbs	400	L.F.	\$15.00	\$6,000.00
Tire Stops	25	EA.	\$150.00	\$3,750.00
Picnic tables	2	EA.	\$1,500.00	\$3,000.00
Benches	2	EA.	\$1,200.00	\$2,400.00
Bike Rack				\$1,800.00
Kiosk				\$15,000.00
Restroom (vault style)				\$80,000.00
R.V. Space with Full Hook Ups				\$65,000.00
Subtotal				\$524,750.00

Raw Construction	\$1,860,050.00	
Engineering & Permits (20%)	\$372,010.00	
Construction Engineering (15%)	\$279,007.50	
Subtotal		\$2,511,067.50
Contingency	\$502,213.50	
Estimated Project Cost (2010 Dollars)	\$3,013,281.00	
Estimated Project Cost (2014 Dollars)	\$3,555,671.58	

**SECTION B SHELLROCK MOUNTAIN CROSSING TO SUMMIT CREEK**  
**STATION 64+00 - 105+00 4100 L.F.**

STATION	ITEM	QTY.	UNIT	PRICE PER	TOTAL
<b>Trail Construction</b>					
64+00 - 105+00	Site Preparation/Clearing	3	Acre	\$8,500.00	\$21,250.00
64+00 - 105+00	Drainage (allowance)				\$15,000.00
64+00 - 90+25	New Trail (paving, base rock)	2,625	L.F.	\$60.00	\$157,500.00
64+00 - 76+00	Gabion Wall	1,200	L.F.	\$350.00	\$420,000.00
64+00 - 76+00	Grading/Fill	4,600	C.Y.	\$25.00	\$115,000.00

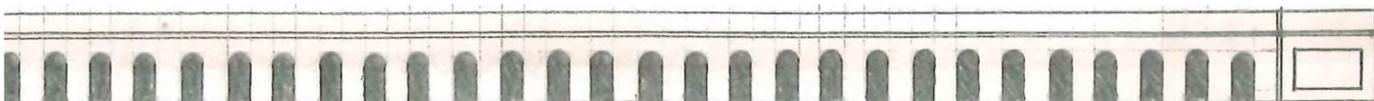


64+00 - 76+00	Railing	1,200	L.F.	\$65.00	\$78,000.00	115+00 - 133+35	Existing HCRH Renovation	1,835	L.F.	\$20.00	\$36,700.00	
	Salvage Existing Rockfall Fence				\$150,000.00	118+30	Overlook					
64+00 - 90+25	Rockfall Protection	2,625	L.F.	\$500.00	\$1,312,500.00		Masonry Wall	60	L.F.	\$350.00	\$21,000.00	
84+25 - 85+50	Retaining Wall (10' ht.)	125	L.F.	\$650.00	\$81,250.00		Paving	400	S.F.	\$30.00	\$12,000.00	
84+25 - 85+50	Railing	125	L.F.	\$50.00	\$6,250.00		Bench	1	EA.	\$1,200.00	\$1,200.00	
90+25 - 103+00	Existing HCRH Renovation	1,275	L.F.	\$20.00	\$25,500.00	121+25	Overlook					
102+75	Viewpoint/Overlook						Trail to Overlook (6' wide)	240	L.F.	\$30.00	\$7,200.00	
	Masonry Wall	60	L.F.	\$350.00	\$21,000.00		Masonry Wall	60	L.F.	\$350.00	\$21,000.00	
	Masonry Paving	500	S.F.	\$30.00	\$15,000.00		Paving	460	S.F.	\$30.00	\$13,800.00	
	Bench	1	EA.	\$1,200.00	\$1,200.00		Bench	1	EA.	\$1,200.00	\$1,200.00	
	Interpretive Signage				\$40,000.00	133+35 - 166+25	New Trail (paving, base rock)	3,290	L.F.	\$60.00	\$197,400.00	
104+31 - 104+90	Bridge at Summit Creek				\$250,000.00	133+35 - 166+25	Grading (cut and fill)	15,000	C.Y.	\$12.00	\$180,000.00	
64+00 - 105+00	Landscape Enhancements	9,000	S.Y.	\$14.50	\$130,500.00	147+00 - 149+00	Retaining Wall (4' -6' ht.)	200	L.F.	\$240.00	\$48,000.00	
					Subtotal	150+00	Overlook					
							Masonry Wall	60	L.F.	\$3,500.00	\$210,000.00	
					Raw Construction		Trail to Overlook	260	L.F.	\$30.00	\$7,800.00	
					Engineering & Permits (20%)		Interpretive Signage				\$20,000.00	
					Construction Engineering (15%)		Fencing	200	L.F.	\$18.00	\$3,600.00	
					Subtotal		Bike parking	1	EA.	\$1,800.00	\$1,800.00	
							Bench				\$1,200.00	
					Contingency		Retaining Wall (4' -6' ht.)	325	L.F.	\$240.00	\$78,000.00	
							Bridge at Lindsey Creek				\$250,000.00	
					<b>Estimated Project Cost (2010 Dollars)</b>		New Trail (paving, base rock)	125	L.F.	\$60.00	\$7,500.00	
					<b>\$4,600,719.00</b>		Retaining Wall (4' -6' ht.)	125	L.F.	\$240.00	\$30,000.00	
					<b>Estimated Project Cost (2014 Dollars)</b>		Landscape Enhancements	16,600	S.Y.	\$14.50	\$240,700.00	
											Subtotal	\$3,121,800.00

**SECTION C SUMMIT CREEK TO LINDSEY CREEK**  
**STATION 105+00 - 168+00 6300 L.F.**

STATION	ITEM	QTY.	UNIT	PRICE PER	TOTAL
	<b>Trail Construction</b>				
105+00 - 168+00	Site Preparation/Clearing	5	S.Y.	\$8,500.00	\$42,500.00
105+00 - 168+00	Drainage (allowance)				\$30,000.00
105+00 - 112+00	New Trail (paving, base rock)	700	L.F.	\$60.00	\$42,000.00
105+00 - 112+00	Fill	8,000	C.Y.	\$25.00	\$200,000.00
108+00 - 112+00	Retaining Wall (10' ht.+)	400	L.F.	\$650.00	\$260,000.00
107+00 - 112+00	Rock Fall Protection	500	L.F.	\$500.00	\$250,000.00
112+00 - 113+80	Viaduct	180	L.F.	\$5,000.00	\$900,000.00
113+80 - 115+00	New Trail (paving, base rock)	120	L.F.	\$60.00	\$7,200.00

Raw Construction	\$3,121,800.00
Engineering & Permits (20%)	\$624,360.00
Construction Engineering (15%)	\$468,270.00
Subtotal	\$4,214,430.00
Contingency	\$842,886.00
<b>Estimated Project Cost (2010 Dollars)</b>	<b>\$5,057,316.00</b>
<b>Estimated Project Cost (2014 Dollars)</b>	<b>\$5,967,632.88</b>



**SECTION D LINDSEY CREEK TO STARVATION CREEK**  
**STATION 168+00 - 235+35 6735 L.F.**

STATION	ITEM	QTY.	UNIT	PRICE PER	TOTAL
<b>Trail Construction</b>					
168+00 - 235+35	Site Preparation/Clearing	6	Acre	\$8,500.00	\$51,000.00
168+00 - 235+35	Drainage (allowance)				\$30,000.00
168+00 - 216+00	New Trail (paving, base rock)	4,800	L.F.	\$60.00	\$288,000.00
170+00 - 190+00	Retaining Wall (3' ht.)	2,000	L.F.	\$240.00	\$480,000.00
170+00 - 190+00	Railing	2,000	L.F.	\$65.00	\$130,000.00
170+00 - 174+50	Rockfall Protection	450	L.F.	\$500.00	\$225,000.00
193+67 - 194+00	Bridge at Warren Creek				\$250,000.00
201+00	Overlook at Warren Creek Falls				
	Masonry Wall	50	L.F.	\$350.00	\$17,500.00
	Paving	340	S.F.	\$30.00	\$10,200.00
	Bench	1	EA.	\$1,200.00	\$1,200.00
	Interpretive Signage				\$10,000.00
201+00 - 216+00	Grading (cut and fill)	1,800	C.Y.	\$25.00	\$45,000.00
216+00 - 224+50	Existing HCRH Renovation	850	L.F.	\$20.00	\$17,000.00
217+50	Overlook at Cabin Creek Waterfall				
	Masonry Wall	40	L.F.	\$350.00	\$14,000.00
	Paving	260	S.F.	\$30.00	\$7,800.00
	Bench	1	EA.	\$1,200.00	\$1,200.00
	Interpretive Signage				\$10,000.00
224+50 - 235+35	New Trail (paving, base rock)	1,085	L.F.	\$60.00	\$65,100.00
227+00 - 231+60	Wall at Exist. Berm (3' ht.)	460	L.F.	\$240.00	\$110,400.00
227+00 - 231+60	Rock Fall Fence at Existing Berm	460	L.F.	\$500.00	\$230,000.00
232+00 - 234+00	Retaining Wall at Parking Area	200	L.F.	\$360.00	\$72,000.00
232+00 - 234+00	Railing	200	L.F.	\$65.00	\$13,000.00
232+00 - 234+00	Rock Fall Fence at Parking	200	L.F.	\$500.00	\$100,000.00
168+00 - 235+35	Landscape Enhancements	18,000	S.F.	\$14.50	\$261,000.00
				Subtotal	\$2,439,400.00
<b>Trailhead Improvements</b>					
	Site Preparation	1,400	S.F.	\$4.50	\$6,300.00
	Grading (fill)	500	C.Y.	\$25.00	\$12,500.00
	Drainage (allowance)				\$5,000.00
	Saw Cut Paving	400	L.F.	\$3.00	\$1,200.00

Demo/Remove Existing Paving	1,800	S.F.	\$5.00	\$9,000.00
Retaining Wall	280	L.F.	\$350.00	\$98,000.00
Curbing	160	L.F.	\$15.00	\$2,400.00
Paving (paving and subgrade)	4,000	S.F.	\$6.50	\$26,000.00
Fencing	160	L.F.	\$50.00	\$8,000.00
Striping				\$3,500.00
Signage				\$20,000.00
Landscape	1,600	S.Y.	\$14.60	\$23,360.00
			Subtotal	\$215,260.00

Raw Construction	\$2,654,660.00
Engineering & Permits (20%)	\$530,932.00
Construction Engineering (15%)	\$398,199.00
Subtotal	\$3,583,791.00

Contingency \$716,758.20

**Estimated Project Cost (2010 Dollars)** \$4,300,549.20  
**Estimated Project Cost (2014 Dollars)** \$5,074,648.06

**SECTION E VIENTO TO MITCHELL CREEK**  
**STATION 300+45 - 420+60 12,015 L.F.**

SECTION	ITEM	QTY.	UNIT	PRICE PER	TOTAL
<b>Trail Construction</b>					
300+45 - 420+60	Site Preparation/Clearing	6	Acre	\$8,500.00	\$46,750.00
300+45 - 420+60	Drainage (allowance)				\$30,000.00
300+45 - 313+25	New Trail (paving, base rock)	1,280	L.F.	\$60.00	\$76,800.00
307+25	Gate	1	EA.	\$5,000.00	\$5,000.00
310+00 - 313+00	Grading (cut)	400	C.Y.	\$25.00	\$10,000.00
313+25 - 320+00	Existing HCRH Renovation	675	L.F.	\$15.00	\$10,125.00
320+00 - 326+50	New Trail (paving, base rock)	650	L.F.	\$60.00	\$39,000.00
320+00 - 326+50	Retaining Wall	650	L.F.	\$240.00	\$156,000.00
320+00 - 326+50	Railing	650	L.F.	\$65.00	\$42,250.00
326+50 - 330+00	Existing HCRH Renovation	350	L.F.	\$15.00	\$5,250.00
330+00 - 334+60	New Trail (paving, base rock)	460	L.F.	\$60.00	\$27,600.00



330+00 - 334+60	Rock Fall	460	L.F.	\$500.00	\$230,000.00
334+60 - 338+50	Existing HCRH Renovation	390	L.F.	\$15.00	\$5,850.00
338+50 - 343+00	New Trail (paving, base rock)	450	L.F.	\$35.00	\$15,750.00
338+50 - 343+00	Retaining Wall	450	L.F.	\$360.00	\$162,000.00
338+50 - 343+00	Railing	450	L.F.	\$65.00	\$29,250.00
338+50 - 343+00	Rock Fall Protection	450	L.F.	\$500.00	\$225,000.00
343+00 - 348+50	Existing HCRH Renovation	500	L.F.	\$15.00	\$7,500.00
348+50 - 362+00	New Trail (paving, base rock)	1,350	L.F.	\$60.00	\$81,000.00
352+00 - 354+00	Rock Fall Protection	200	L.F.	\$500.00	\$100,000.00
354+00 - 362+00	Grading	2,000	C.Y.	\$25.00	\$50,000.00
354+00 - 362+00	Retaining Wall	800	L.F.	\$340.00	\$272,000.00
354+00 - 362+00	Railing	800	L.F.	\$50.00	\$40,000.00
362+00 - 366+25	Existing HCRH Renovation	425	L.F.	\$20.00	\$8,500.00
366+25 - 384+00	New Trail (paving, base rock)	1,775	L.F.	\$60.00	\$106,500.00
366+25 - 372+00	Grading	1,500	C.Y.	\$25.00	\$37,500.00
370+00 - 371+25	Retaining Wall	125	L.F.	\$340.00	\$42,500.00
370+00 - 371+25	Railing	125	L.F.	\$65.00	\$8,125.00
372+00 - 385+00	Rock Fall	1,300	L.F.	\$500.00	\$650,000.00
384+00 - 388+50	Existing HCRH Renovation	450	L.F.	\$20.00	\$9,000.00
388+50 - 390+20	New Trail (paving, base rock)	170	L.F.	\$60.00	\$10,200.00
389+80	Interpretive Area at Masonry Sign				\$15,000.00
390+20 - 390+80	Bridge at Perham Creek				\$200,000.00
390+80 - 412+50	New Trail (paving, base rock)	2,170	L.F.	\$60.00	\$130,200.00
398+00 - 407+00	Grading	1,600	C.Y.	\$25.00	\$40,000.00
398+00 - 405+00	Retaining Wall	700	L.F.	\$240.00	\$168,000.00
398+00 - 405+00	Railing	700	L.F.	\$65.00	\$45,500.00
412+50 - 420+20	Existing HCRH Renovation	770	L.F.	\$20.00	\$15,400.00
420+20 - 420+60	New Bridge at Mitchell Creek				\$180,000.00
300+45 - 420+60	Landscape Enhancement	24,000	S.Y.	\$14.50	\$348,000.00
				Subtotal	\$3,681,550.00
<b>Viento Trailhead Improvements</b>					
	Site Preparation	2,500	S.F.	\$4.50	\$11,250.00
	Drainage				\$5,000.00
	Saw Cut	200	L.F.	\$3.00	\$600.00
	Demolition	4,000	S.F.	\$5.00	\$20,000.00
	Retaining Wall (4'-6' ht.)	220	L.F.	\$260.00	\$57,200.00
	Railing	220	L.F.	\$50.00	\$11,000.00
	Grading	250	C.Y.	\$12.00	\$3,000.00

Paving (paving and subgrade)	9,200	S.F.	\$6.50	\$59,800.00
Misc Paving	900	S.F.	\$10.50	\$9,450.00
Striping				\$2,400.00
Signage				\$8,000.00
Landscape	1,400	S.Y.	\$22.50	\$31,500.00
			Subtotal	\$219,200.00

**Improvements at State Park Campground and Shop/Office Site \***

Site Preparation	2,000	S.F.	\$4.50	\$9,000.00
Drainage				\$4,500.00
Saw Cut	120	L.F.	\$3.00	\$360.00
Demolition	2,800	S.F.	\$5.00	\$14,000.00
Grading	800	C.Y.	\$12.00	\$9,600.00
Paving (paving and subgrade)	2,000	S.F.	\$6.50	\$13,000.00
Misc Paving	1,800	S.F.	\$10.50	\$18,900.00
Fencing (automatic gate)	450	L.F.	\$40.00	\$18,000.00
Gate at Shop Area				\$12,000.00
Bollards	4	EA.	\$800.00	\$3,200.00
R.V. Space with Full Hook Ups				\$65,000.00
Landscape	21,500	S.Y.	\$14.50	\$311,750.00
			Subtotal	\$479,310.00

Raw Construction	\$4,380,060.00
Engineering & Permits (20%)	\$876,012.00
Construction Engineering (15%)	\$657,009.00
Subtotal	\$5,913,081.00

Contingency \$1,182,616.20

**Estimated Project Cost (2010 Dollars) \$7,095,697.20**

**Estimated Project Cost (2014 Dollars) \$8,372,922.70**

\* Cost for State Park Campground improvements not included in State Trail and Trailhead budget. Cost provided for reference only.



**SECTION F MITCHELL CREEK TO MITCHELL POINT TUNNEL**

**STATION 420+60 - 457+00 3,640 L.F.**

SECTION	ITEM	QTY.	UNIT	PRICE PER	TOTAL
<b>Trail Construction</b>					
420+60 - 457+00	Site Preparation/Clearing	1	Acre	\$8,500.00	\$8,500.00
420+60 - 457+00	Drainage (allowance)				\$20,000.00
420+60 - 420+88	Existing HCRH Restoration	28	L.F.	\$20.00	\$560.00
420+88 - 426+50	New Trail (paving, base rock)	562	L.F.	\$60.00	\$33,720.00
420+88 - 426+50	Grading	850	C.Y.	\$25.00	\$21,250.00
421+50 - 425+00	Retaining Wall (4'-6' ht.)	350	L.F.	\$260.00	\$91,000.00
426+00 - 443+70	Existing HCRH Restoration	1,770	L.F.	\$20.00	\$35,400.00
443+70 - 444+44	New Trail (paving, base rock)	74	L.F.	\$60.00	\$4,440.00
444+44 - 457+00	Tunnel				\$6,000,000.00
	Paving Through Tunnel	1,256	L.F.	\$60.00	\$75,360.00
	Masonry Tunnel Portals	1,200	F.F.	\$150.00	\$180,000.00
	Rock Fall at West Portal	400	L.F.	\$500.00	\$200,000.00
420+60 - 457+00	Landscape Enhancement	4000	S.Y.	\$14.50	\$58,000.00
	<b>Subtotal</b>				<b>\$6,728,230.00</b>
<b>Viewpoints at Mitchell Point West</b>					
	Masonry Wall	140	L.F.	\$350.00	\$49,000.00
	Paving	860	S.F.	\$30.00	\$25,800.00
	Guardrail	160	L.F.	\$110.00	\$17,600.00
	Signage				\$20,000.00
	<b>Subtotal</b>				<b>\$112,400.00</b>
<b>Trailhead Improvements</b>					
	Site Preparation	15,000	S.F.	\$4.50	\$67,500.00
	Drainage				\$25,000.00
	Saw Cut	300	L.F.	\$160.00	\$48,000.00
	Demolition	5,000	S.F.	\$5.00	\$25,000.00
	Grading	500	C.Y.	\$12.00	\$6,000.00
	Retaining Wall	300	L.F.	\$260.00	\$78,000.00
	Rock fall fence	400	C.Y.	\$500.00	\$200,000.00
	Paving (paving and subgrade)	14,000	S.F.	\$6.50	\$91,000.00
	Misc Paving	2,800	S.F.	\$10.50	\$29,400.00
	Striping				\$3,200.00
	Signage				\$20,000.00

Landscape	1,200	S.Y.	\$22.50	\$27,000.00
Ride Through Gate				\$15,000.00
Bollards	3	EA.	\$800.00	\$2,400.00
Fencing	50	L.F.	\$50.00	\$2,500.00
Bike rack	1	EA.	\$1,800.00	\$1,800.00
Kiosk				\$15,000.00
Benches	4	EA.	\$1,200.00	\$4,800.00
Picnic tables	2	EA.	\$1,500.00	\$3,000.00
			<b>Subtotal</b>	<b>\$664,600.00</b>

Raw Construction	\$7,505,230.00
Engineering & Permits (20%)	\$1,501,046.00
Construction Engineering (15%)	\$1,125,784.50
<b>Subtotal</b>	<b>\$10,132,060.50</b>

Contingency \$2,026,412.10

**Estimated Project Cost (2010 Dollars) \$12,158,472.60**

**Estimated Project Cost (2014 Dollars) \$14,346,997.67**

**SECTION G EAST SIDE OF MITCHELL POINT TO RUTHTON POINT**

**STATIONS 457+00 - 546+00 8900 L.F.**

SECTION	ITEM	QTY.	UNIT	PRICE PER	TOTAL
<b>Trail Construction</b>					
457+00 - 546+00	Site Preparation/Clearing	4	Acre	\$8,500.00	\$34,000.00
457+00 - 546+00	Drainage (allowance)				\$20,000.00
457+00 - 466+40	New Trail (paving, base rock)	940	L.F.	\$60.00	\$56,400.00
457+00 - 466+40	Quarry Reclamation	50,000	S.F.	\$3.50	\$175,000.00
457+00	Overlook				
	Masonry Wall	60	L.F.	\$350.00	\$21,000.00
	Paving	360	S.F.	\$30.00	\$10,800.00
	Trail to Overlook	280	S.F.	\$10.50	\$2,940.00
	Bike Rack	1	EA.	\$1,800.00	\$1,800.00
	Interpretive Signage				\$15,000.00



466+40	Gate/Bollards				\$3,500.00	
466+40	Turnaround				\$15,000.00	
514+00 - 514+60	Ex. Tunnel Signalization				\$50,000.00	
516+00 - 546+00	New Trail (paving, base rock)	3,000	L.F.	\$60.00	\$180,000.00	
516+00 - 536+00	Grading	4,000	C.Y.	\$25.00	\$100,000.00	
519+00 - 525+00	Retaining Wall (4' ht.)	600	L.F.	\$260.00	\$156,000.00	
533+00 - 545+00	Retaining Wall (8'-10' ht.)	1,200	L.F.	\$450.00	\$540,000.00	
519+00 - 545+00	Railing	2,600	L.F.	\$50.00	\$130,000.00	
457+00 - 546+00	Landscape Enhancements	12,000	S.Y.	\$14.50	\$174,000.00	
				Subtotal	\$1,685,440.00	
				Raw Construction	\$1,685,440.00	
				Engineering & Permits (20%)	\$337,088.00	
				Construction Engineering (15%)	\$252,816.00	
				Subtotal	\$2,275,344.00	
				Contingency	\$455,068.80	
				<b>Estimated Project Cost (2010 Dollars)</b>	<b>\$2,730,412.80</b>	
				<b>Estimated Project Cost (2014 Dollars)</b>	<b>\$3,221,887.10</b>	

546+00 - 600+20	Landscape Enhancements	8,600	S.Y.	\$14.50	\$124,700.00	
				Subtotal	\$2,803,150.00	
	<b>Parking Area Improvements</b>					
	Site Preparation	2,800	S.F.	\$4.50	\$12,600.00	
	Drainage				\$15,000.00	
	Grading	400	C.Y.	\$12.00	\$4,800.00	
	Paving (paving and subgrade)	5,400	S.F.	\$6.50	\$35,100.00	
	Cul-de-sac Paving	7,200	S.F.	\$6.50	\$46,800.00	
	Misc. Paving	600	S.F.	\$10.50	\$6,300.00	
	Paths (4'-6' wide)	600	L.F.	\$30.00	\$18,000.00	
	Striping				\$2,400.00	
	Signage				\$10,000.00	
	Landscape	1,800	S.Y.	\$22.50	\$40,500.00	
	Bollards	9	EA.	\$600.00	\$5,400.00	
	Kiosk				\$15,000.00	
	Restroom (vault toilet)				\$80,000.00	
	Bike rack	1	EA.	\$1,800.00	\$1,800.00	
	Relocate Masonry sign				\$5,000.00	
				Subtotal	\$298,700.00	

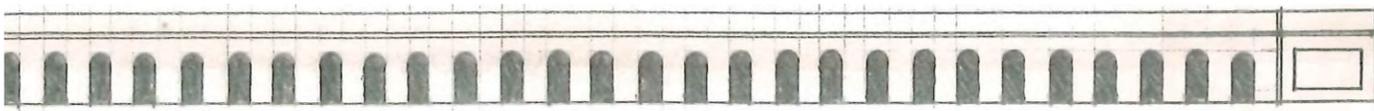
Raw Construction	\$3,101,850.00
Engineering & Permits (20%)	\$620,370.00
Construction Engineering (15%)	\$465,277.50
Subtotal	\$4,187,497.50

**SECTION H RUTHTON POINT TO RUTHTON PARK, HOOD RIVER**  
**SECTION 546+00 - 600+20 5420 L.F.**

SECTION	ITEM	QTY.	UNIT	PRICE PER	TOTAL
	<b>Trail Construction</b>				
546+00 - 600+20	Site Preparation/Clearing	3	acre	\$8,500.00	\$21,250.00
546+00 - 600+20	Drainage (allowance)				\$35,000.00
546+00 - 556+00	Historic Road Rehab	1,000	L.F.	\$20.00	\$20,000.00
556+00 - 600+20	New Trail (paving, base rock)	4,420	L.F.	\$60.00	\$265,200.00
561+00 - 589+00	Grading	2,800	L.F.	\$25.00	\$70,000.00
561+00 - 571+00	Retaining Wall	1,000	L.F.	\$800.00	\$800,000.00
577+50 - 586+50	Retaining Wall	900	L.F.	\$800.00	\$720,000.00
588+00 - 595+20	Retaining Wall	720	L.F.	\$800.00	\$576,000.00
561+00 - 595+20	Railings	3,420	L.F.	\$50.00	\$171,000.00

Contingency \$837,499.50

**Estimated Project Cost (2010 Dollars) \$5,024,997.00**  
**Estimated Project Cost (2014 Dollars) \$5,929,496.46**



**ISSUES FOR FURTHER STUDY AND CONSIDERATION AND NEXT STEPS:**

**COLUMBIA GORGE MANAGEMENT UNIT  
MASTER PLAN UPDATE**

OPRD has recognized the need to update the 1993 Columbia Gorge District Master Plan. The Master Plan could address the following elements or these elements could be addressed in separate planning efforts in partnership with ODOT, USFS and OPRD.

- Development Proposals
- Identify bike camping location
- Identify locations for host sites along the Trail
- Recreational Demand
- Metrics for use
- Day use fees
- Share parking with nearby facilities
- Interpretive Plan
- Incorporate findings from the 2009 Oral History Project
- Sign/Wayfinding Plan
- Signing system and consistent system of mapping will help visitors understand and enjoy the Trail
- Maintenance and Management Plan
- Work with the Cultural Landscape Inventory and Cultural Landscape Report to determine appropriate maintenance activities for the contributing features
- Develop a linear referencing system that could be incorporated in the OPRD “Hub” system
- Revisit the Memorandum of Agreement with ODOT regarding maintenance responsibilities
- Identify appropriate locations for additional host sites

**PARK MANAGEMENT PLAN**

A Natural Resource Management Plan is needed for the State Trail. Listed below are elements identified during the development of the Historic Columbia River Highway State Trail that should be addressed as part of this larger planning effort. This may or may not be part of the OPRD Master Planning effort. As part of this effort, a Natural Resource Management Plan could include the following areas of emphasis:

- Forest Management Plan
  - Many areas of the forest along the Trail are in poor condition
  - The ODOT Right of Way and adjacent public lands have a history of non-management
  - Cut and fill slopes from the construction of I-84 were allowed to re-grow with no subsequent stand management so the slopes are overgrown with small, closely spaced Douglas fir trees, a closed canopy and no significant understory
  - Many areas present a potential fire danger because of closely spaced canopies with lots of dead and dying trees
  - Recent tree clearings adjacent to I-84 near Shellrock Mountain have left “dead” forest edges
  - Lack of understory provides potential for erosion and/or landslide
  - View shed management, restore historic views, maintain current views
- Invasive Species Management Plan
  - New clearing for trail construction could open up large areas to invasive species

- Identify and map invasive species for improved management
- Develop a comprehensive native plant restoration plan
- Ecosystem Plan
  - Habitat plan for terrestrial and aquatic species
  - Identify opportunities for habitat restoration/creation
  - Identify mitigation opportunities for riparian disturbance
  - Coordinate closely with USFW, ODFW, and USFS biologists
  - Map buffers and propose modifications to buffers in coordination with permitting agencies
  - Monitor habitats to determine potential impacts
- Recreational Demand
  - Metrics for use
  - Day use fees
  - Share parking with nearby facilities
- Interpretive Plan
  - Incorporate findings from the 2009 Oral History Project
- Sign/Wayfinding Plan
  - Signing system and consistent system of mapping will help visitors understand and enjoy the Trail
- Maintenance and Management Plan
  - Revisit the MOA between ODOT and OPRD regarding maintenance responsibilities
- Work with CLI and CLR to determine appropriate maintenance activities for the contributing features
- Develop a linear referencing system that could be incorporated in the OPRD “Hub” system
- Identify appropriate locations for additional host sites

**COLUMBIA RIVER GORGE NATIONAL SCENIC AREA ACCESS AND RECREATIONAL DEMAND STUDY**

During the development of the HCRH State Trail Plan, the Historic Columbia River Highway Advisory Committee recognized that the parking areas associated with the trailheads proposed in this plan will never meet the demand during peak periods. Crowding can negatively affect the scenic and natural resources for which the Gorge is so precious, and the visitors’ experience. The Columbia River Gorge National Scenic Area Management Plan dictates the recreation intensities for the parking areas associated with recreation sites.

The trailheads proposed in the HCRH State Trail Plan, with the exception of Ruthton Park, (within the UGA of the City of Hood River) are limited by the Recreation Intensity Class (RIC) designated by the CRGNSA Management Plan. Wyeth, Viento, Mitchell Point West and Mitchell Point East are in RIC Class 2 and are limited to a maximum of 25 vehicle parking spaces. Starvation Creek is located in RIC Class 4 and would be limited to 100 vehicle parking spaces, but due to site limitation can only be expanded to 40 vehicle parking spaces.

As a result of constraints on parking, a comprehensive plan that looks at alternative modes of access is required in the future. During discussion, it was realized that this issue is not isolated to the HCRH State Trail but is a larger issue affecting the entirety of Columbia River Gorge National Scenic Area.

Ideas to be explored in this larger planning study include the following:

- System-wide use of recreational facilities within the Gorge
- Staging areas within the urban areas for trips to the Gorge via bike or shuttle



- Investigate how this research relates to the Gorge Indicators Project
- Need for shuttle bus with park and ride areas.
- Metrics – current and proposed recreational use numbers
- Transportation system impacts – will the added development cause queuing onto the freeway ramps?
- Consider the use of technology to assess crowding and demand – variable message signs with the available parking, spots similar to what is found at airport garages
- Consider the use of an online reservation system for more popular destinations
- Use cameras with online video feeds to allow the public to make informed decisions
- Use of parking fees to discourage peak period use
- Historic vehicle use of the Trail

**COMPREHENSIVE NATIONAL SCENIC AREA PERMIT**

Prior to trail funding it would be helpful to have a better understanding of the scenic, natural, cultural and recreation resources and potential impacts. ODOT is encouraged to work with Hood River County to address early on, as many of the issues related to permitting as possible. This exercise would be helpful as it would inform designers and engineers of important elements that need to be addressed in the Preliminary Engineering Phase. Additionally, this work will make each of the projects increasingly ready for construction upon funding.

**Key elements of the planning effort include:**

**Visual Resource Assessment:**

- Identify Key Viewing Areas in relationship to the Trail
- New trail development shall be visually subordinate or not visually evident
- Propose treatments to walls and bridge structures that are in keeping with the design intent of the Historic Highway while respecting the intent of the National Scenic Area Management Plan
- Refer to the HCRH Trail Guidelines

**Biological Evaluation**

ODOT staff should coordinate with USFS, ODFW and USFW biologists. The biological evaluation should address impacts to habitat buffers and appropriate mitigation strategies. This would follow the standard ODOT outline for a No Effect memo.

**Cultural Resource Report**

- A cultural resource inventory and report will be required for each NSA permit. ODOT

could commission a study of the cultural resources prior to the NSA submittal to help inform design of the Trail

- This would include a pedestrian survey of the Area of Potential Impact and probing if necessary
- This work should be coordinated with the USFS archaeologist and SHPO
- This information could be included in a future No Effect memo and Section 106 compliance report

**Cultural Landscape Report (CLR)**

- In 2009 ODOT prepared the Cultural Landscape Inventory. A Cultural Landscape Report will provide management and maintenance direction. It is recommended that ODOT develop a CLR to help guide design and maintenance activities along the Trail. SHPO and OPRD should be consulted during the development of the CLR

**Rockfall Mitigation Strategy**

- Rockfall is a major issue along the Trail. It is important to develop strategies that meet the NSA standards and address safety. A closer look at what type of strategies need to be implemented prior to trail construction will help the rockfall protection implementation measure comply with NSA standards

**Determination of Property Ownership, Boundary and Easement Issues**

- ODOT should work with OPRD and USFS to determine property ownership, and easement status for the Trail alignment
- Negotiate agreements between OPRD, ODOT and USFS to guide the design, construction and management of the State Trail





# *The* HISTORIC COLUMBIA RIVER HIGHWAY

STATE TRAIL PLAN - WYETH TO HOOD RIVER

PREPARED FOR:

OREGON PARKS AND RECREATION DEPARTMENT  
OREGON DEPARTMENT OF TRANSPORTATION

PREPARED BY:

QUATREFOIL, INC.  
PORTLAND, OREGON

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