



Historic Columbia River Highway State Trail John B. Yeon State Park to Moffett Creek Segment Fact Sheet

- The new multi-use trail is a paved, 1.6-mile, 12-foot wide path accessible to hikers, walkers, bicyclists, and people using wheelchairs.
- The original Columbia River Highway – now designated the Historic Columbia River Highway – was constructed from 1913 to 1922 and was the nation’s first scenic roadway.
- With the new trail segment opening Sept. 14, pedestrians and cyclists will be able to travel on the Historic Columbia River Highway and the Historic Highway State Trail between Troutdale and Cascade Locks without riding of the shoulder of Interstate 84.
- The highway is owned and maintained by ODOT. The State Trail is managed by the Oregon Parks and Recreation Department.
- There are 1,200 linear feet of new walls along the trail with 220 rock bolts for stability.
- Cost of the new 1.6 mile segment is \$8.1 million with the money coming from state and federal sources.
- The new McCord Creek Bridge, where the Sept. 14 dedication ceremony takes place, is 76 feet long and is designed to reflect the artistry and craftsmanship of the original highway design.
- The Historic Highway’s old Moffett Creek Bridge will be part of the new trail. On the side there’s a distinctive medallion with the letter M for Multnomah County and the date 1915. It sits beside the new Interstate 84 bridges crossing Moffett Creek completed in 2010.
- Since 2000, additional lost segments of the Historic Highway State Trail have opened:
 - Mosier Twin Tunnels completed in 2000.
 - Oneonta Tunnel completed in 2009.
 - Starvation Creek to Viento in 2001.
- Restoration of the Mosier Twin Tunnels at milepost 72 uncovered graffiti from 1921 with the names of people trapped in the tunnel during a snowstorm.

- The State Trail project will one day attempt to restore the distinctive Mitchell Point Tunnel, which had five windows opening the road to dramatic vistas of the Columbia River, Mount Adams and Mount St. Helens. The 18-foot wide tunnel became inadequate for modern use and in the 1950s was filled and the windows bricked up. It was blown up in 1966 during the widening of I-84, although a few sections may remain intact.

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##ODOT##