



Figure 17. *Viento Segments, 1939 aerial photograph. Extant HCRH shown in yellow.*

## Viento

### Location (Lat.,Long.)

Start: 45.6970, -121.6652

End: 45.6991, -121.6458

### Summary

This section consists of four short fragments of HCRH, which begin just east of Viento State Park. In this area the old wagon road wound around a series of very steep rocky points jutting out into the Columbia River. The historic highway stayed close to the railroad and water level, using the course of the old wagon road around these points. As a result, most of the roadway was lost to the water-level highway, leaving only a few short “ox-bows” where the old road curved into the draws. These fragments in general have considerable damage due to the construction of the new freeway, with piles of debris, earth and old pavement common. They are badly deteriorated, overgrown with vegetation,

and washed out by flooding. Very few features were found to inventory in this section, all but one of them in the first and longest fragment.

### *Buildings and Structures*

The roadbed east of the Viento State Park maintenance yard has what may be a very badly deteriorated battered stone retaining wall in places on its north side. Some of the stone here may simply be rubble fill forming the roadbed. There is a contemporary wire and steel post fence along the road edge, in fair condition most of its length with areas of poor condition. According to the historic road log, there was no masonry parapet in this area, only standard guard fence.

### *Topography*

The first segment of road runs through a relatively flat area at the base of the rocky point to the east of Viento Creek. At the start of the segment is a rock cut associated with this point. It is in poor condition, with debris and boulders slumping into the roadway and vegetation filling in the road edges. The rock cut forms the north side of

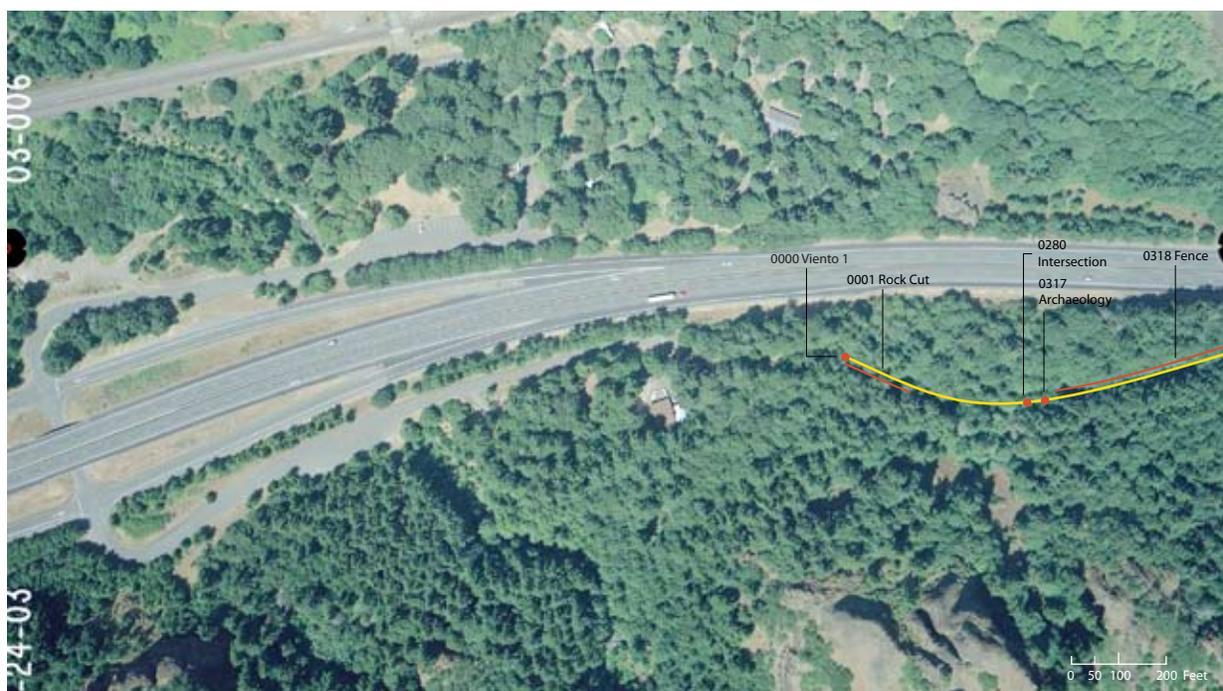


Figure 18. *Viento features, 2003 aerial photograph*

a cut-through, of which the right edge, a soil bank, is eroded and overgrown. The road then continues on fill just above the toe slope through a broad, shallow draw. The third fragment also begins at its western end with a cut-through and rock cut. This rock cut is on the north side, with a soil cut on the south side. Both are in poor condition and overgrown with vegetation.

### **Circulation**

In this section, the historic highway pavement is cut off at the western terminus at the rock cut/cut through described above. There is 436 feet of pavement in fair to poor condition, covered in duff, mud, and gravel. Washouts due to clogged drainage structures have destroyed much the road surface from this point to the end of the segment. The roadbed has been partly cleared of mud, leaving deep banks of it on either side, so that the edge of the road could not be located.

A dirt access or logging road intersects this segment, forming a tee intersection. It connects

to the Viento maintenance yard to the east, and an unknown destination to the southwest.

The second Viento segment has a heap of old asphalt pavement and debris at its western end. The roadbed in this segment is overgrown with trees and shrubs, and covered in duff and debris. It was difficult to find the actual alignment of the road.

The third segment also had a heap of asphalt debris at its western end and was thick with trees and brush, with a badly damaged or missing road surface. The fourth Viento fragment was unusually wide, and we were unable to locate pavement. On the 1939 aerial, there is in fact an unusually wide piece of road that corresponds to the fourth Viento segment. This fragment too was overgrown with vegetation, and buried in duff. No other trails or road were evident intersecting these short fragments.

### **Views and Vistas**

No views or vistas were identifiable from these very overgrown segments tucked back into draws.



Figure 19. *Viento segments 2 and 3, 2003 aerial photograph.*



Figure 20. *Viento segment 4, 2003 aerial photograph*

- Key
-  HCRH Fragment
  -  Linear Feature Location
  -  Feature Location



*Cut through with rock cut, Viento Segment 1.*



*Intersection with maintenance road, Viento Segment 1*



*Washed out, buried road bed, Viento Segment 1. Contemporary wire fence on right.*



*Battered stone retaining wall/ rubble fill. Viento Segment 1.*



*Pile of asphalt and rubble from removed roadbed, Viento Segment 3. The roadbed in the background has buried, fragmented pavement in poor condition, overgrown vegetation.*



*Rock Cut, associated with cut-through, Viento Segment 3. The roadbed is piled with asphalt.*



Figure 21. Perham Creek (Mitchell Point 1), Mitchell Point 2, and Mitchell Point 3, 1939 aerial photograph. Extant HCRH fragments shown in yellow.

## Mitchell Point

### Location (Lat., Long.)

Start: 45.6993, -121.6385 (Perham Creek)  
End: 45.7037, -121.6188 (Mitchell Point)

### Summary

This section contains three fragments of the historic highway between Perham Creek, on the west end, and Mitchell Point to the east. The short segment at Perham Creek is a remnant left where the historic highway curved south around a rocky point, away from the water line into the mouth of the Perham Creek draw. Historically, the highway then rose along the basalt rock shelf above the railroad, following the course of the old wagon road to Mitchell Point. At Mitchell Point the highway diverged from the wagon road over the point, going through Mitchell Point tunnel instead. There are basalt cliffs and some areas of overgrown talus

slides to the south of the road. The vegetation in this section is Douglas fir-western hemlock forest. When the inventory was being conducted, there were salmon running in Perham Creek.

As with other parts of the highway, the 1939 aerial indicates a more open and settled landscape than is present today. There were fewer trees, more cleared or farmed areas, more buildings and roads connected to the highway. An old stone sign post, in the style of the CCC, remains near the crossing of Perham Creek. Oral history testimony, naturalized plants in the area, and the 1939 aerial indicate a development of some sort here; further research may reveal what it was.

The segment of highway approaching Mitchell Point terminates on the west near a settlement of several buildings, visible on the historic aerial photograph, and now seen as a few foundations and an intersection with a dirt road that is still in use. There was a small lumber community called “Sonny” in this area during the historic highway era (Williams 1923). Sonny also appears on a 1930s Forest Service map in this approximate location. The 1939 aerial also shows settlement to the north of the highway,



Figure 22. Mitchell Point Segment 1, Perham Creek, 2003 aerial photograph

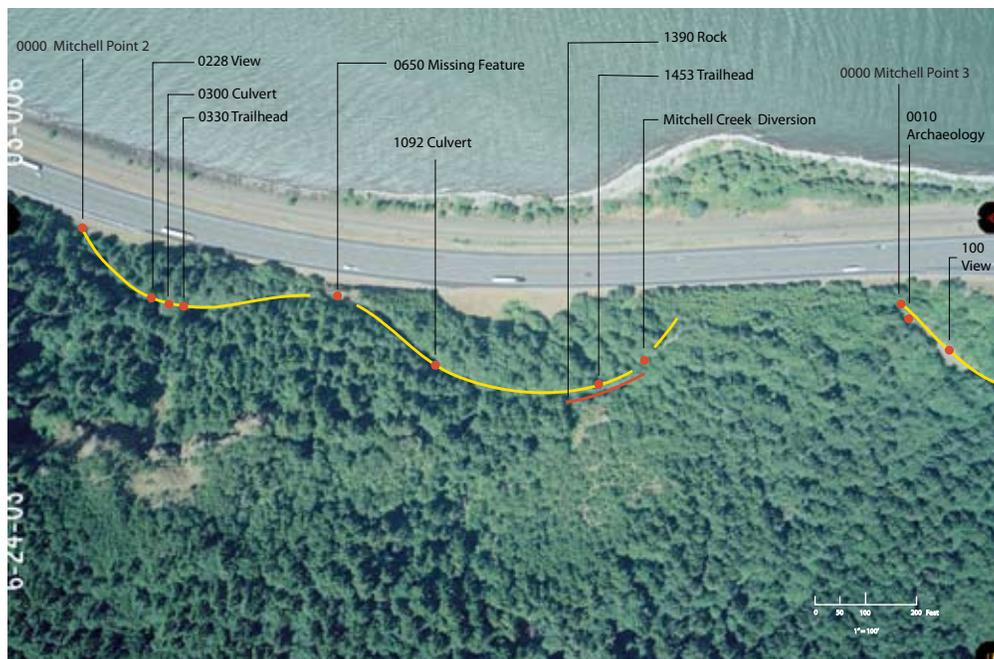


Figure 23. Mitchell Point Segment 2, west end of Segment 3, 2003 aerial photograph

Key

- HCRH Fragment
- Linear Feature Location
- Feature Location

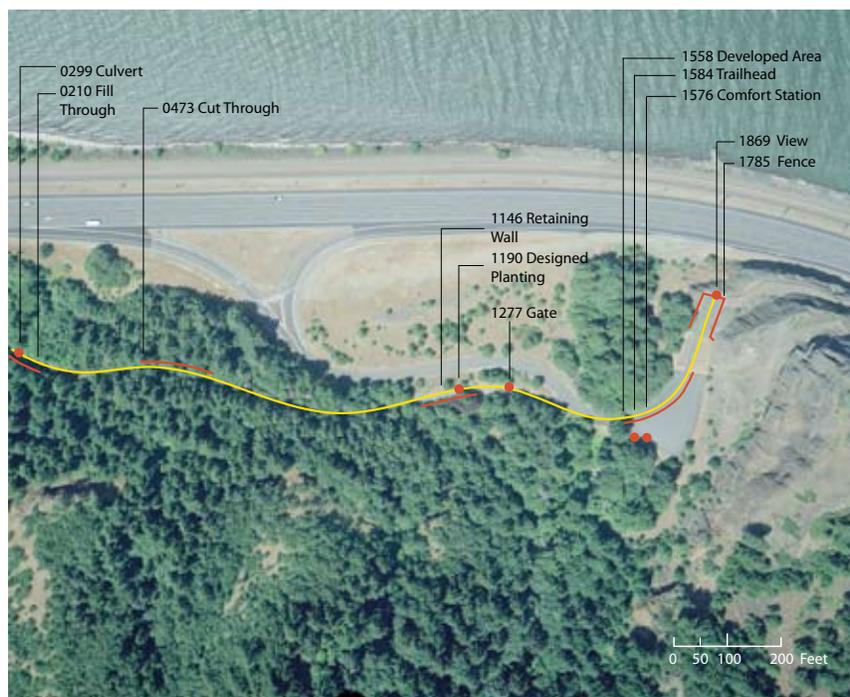


Figure 24. Mitchell Point Segment 3, 2003 aerial photograph

along the river. The roadway continues toward Mitchell Point, where all that remains of the truck stop, hotel and gas station that once stood here are a few retaining walls, rose bushes, and a pair of beech trees. Some of these are in the area of what appears, from the 1939 aerial, to have been a large garden. The present highway remnant ends in the developed area of the parking lot and overlook at Mitchell Point.

This section lies within or borders on three state parks: Wygant, Vinzenz Lausmann, and Seneca Fouts.

### **Buildings and Structures**

The inventory relocated three culverts in the Mitchell Point section. All three are in poor condition, with clogged pipes and overgrown vegetation. One was almost completely buried. The other was a 30-inch concrete culvert extended with a steel pipe on the outlet side. A partly collapsed rubble headwall surrounded the outlet. A third

culvert in the Mitchell Point 3 segment was also partially buried, clogged and has a collapsing rubble headwall.

### **Topography**

There are only a few rock cuts in the fragments remaining in this segment. At the west end of the Perham Creek segment is a cut in poor condition, slumping into the road and overgrown with vegetation. In the second Mitchell Point segment, on the approach to Mitchell Creek, a second rock cut about 30 feet high is in fair condition, although compromised by trees establishing at its base. In the third segment, there are no rock cuts. There is a cut-through, in poor condition with filled in gutters and overgrown vegetation. A fill-through carries the highway through a draw.

Mitchell Creek itself was diverted at some time, and cut through the remaining fragment of the Highway, leaving a short stretch of pavement and revealing the broken edge of the Warrenite

pavement above the creek. This diversion is apparent from the washout of the highway and earthworks in the area.

### ***Circulation***

The road surface of the historic highway is in poor condition or missing in much of the Perham Creek segment. A short paved road leading northwest intersects with the highway here. This road breaks off at I-84, a few hundred feet from the highway. At Perham Creek the highway is washed out.

In the middle segment of the HCRH (Mitchell Point 2) the road surface is generally covered in several inches of duff and low vegetation, and the edges of the road are damaged by trees and shrubs filling in the shoulder and gutter areas. There are stretches of intact pavement, some of which may be Warrenite. The pavement in this section has been washed out by Mitchell Creek in one area (wheel 1481 ft.), and taken up and piled on the roadbed during the construction of I 84 in another (wheel 448 – 658 ft.). There was also a lens-shaped turnout or parking area associated with a wide shoulder, which is in poor condition and overgrown with vegetation.

A section of a popular hiking trail from Mitchell Point uses this fragment of the HCRH to connect with the Wygant Loop and Perham Creek trails. It intersects the fragment of historic highway twice. Where this trail crosses the creek, it is eroded and partially washed out. There is no bridge.

The third segment leading to Mitchell Point itself has intact pavement, covered with duff and moss, through most of its length. The centerline can be seen in some spots. The drainage areas are filled in and clogged, and in places larger vegetation is invading the roadbed and filling in the shoulders. Some remnants of old driveways or roads are apparent, overgrown with vegetation, at the western end of the segment. The end of the segment intersects with a dirt road to the south. This road is visible on the 1939 aerial photo. The segment ends in the east in a large, contemporary trapezoidal paved

parking lot at Mitchell Point, a paved and fenced view point, and a paved trail head connecting to the Mitchell Point Trail. In the Mitchell Point area, traces of old paths into the former hotel site remain visible.

### ***Views and Vistas***

During the historic period, the Viento segment provided the first distant views of Mitchell Point, whetting the interest of travellers for this scenic high point (Williams 1923). This is now a characteristic of this section, beginning with a distant view of the point from Perham Creek. The view from Perham Creek also encompasses the gorge to the west, and has potential views back up the canyon of Perham Creek itself. The middle segment (Mitchell Point 2) includes a vista associated with the Wygant Trail, up a rocky, dramatic draw, as well as a view of the gorge to the west. Mitchell Point (section 3) has at its western end a framed view of Mitchell Point, somewhat compromised by vegetation.

### ***Vegetation and Historic Archaeology***

The Mitchell Point segments have a number of areas of old foundations, traces of entry roads, and naturalized plantings. A pair of beech trees mark an old path in to what may have been a garden area at Mitchell Point, and another set of foundations marks a settlement at the west end of this segment. Naturalized rose bushes, invasive English ivy and periwinkle are also common in the third Mitchell Point section.



*CCC sign post, Perham Creek*



*Salmon, Fall 2009, Perham Creek.*



*Stone wall and remnant of trail up draw, Mitchell Point Segment 2*



*Clogged concrete culvert, Mitchell Point Segment 2*



*Mitchell Point Segment 2, Wyzant trail intersection. Overgrown pavement, clogged drainage system.*



*Pavement edge, washout at Mitchell Creek, Mitchell Creek Segment 2*



*Mitchell Point Segment 3, retaining wall and settlement site from parking lot. The wall has failed and been patched with mortar and rubble.*



*Partially missing pavement, contemporary view, Mitchell Point Segment 2.*