



Segment 1 – Warrendale to Moffett Creek

Segment 1 is approximately 8,500 feet long and links John Yeon State Park trailhead at the west end with the historic Moffett Creek Bridge at the east end. Construction of Segment 1, will complete the missing piece of trail between Troutdale and Cascade Locks.

The trail alignment crosses to the north side of Interstate 84 via an existing underpass and then turns east, approximately 1,000 feet to McCord Creek (Photo 1A). The trail turns south under Interstate 84 bridges to a new pedestrian bridge across McCord Creek. From there, the trail climbs up a steep slope to the Interstate 84 shoulder. After a short distance along the shoulder, the trail turns south away from the Interstate into a forested setting. The trails stays upland and away from Interstate 84 for approximately 4,500 feet, and then returns to the Interstate alignment where the trail sits on top of a retaining wall constructed as part of the eastbound Interstate 84 Moffett Bridge OTIA replacement project (Section A/A - Segment 1). Near the new eastbound bridge, the trail will switchback down an embankment to a terrace under the eastbound Interstate 84 Bridge. The trail will cross under the westbound Interstate 84 bridge on a structure, and connect to the west end of the historic Moffett Creek Bridge where the present Historic Columbia River Highway State Trail terminates (Photo 1C). From this point east, trail users will have access to restored highway sections (now the Historic Highway State Trail) into the City of Cascade Locks.

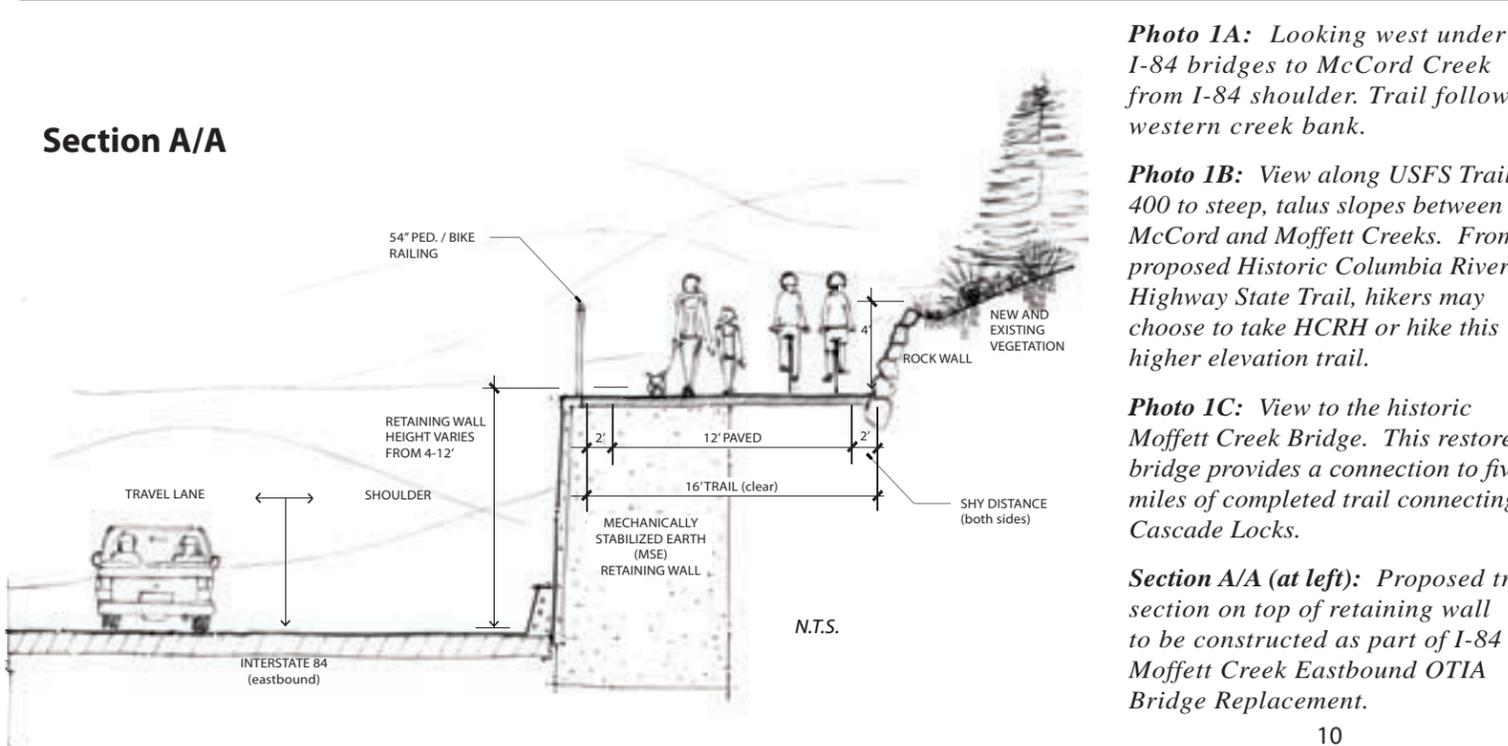


Photo 1A: Looking west under I-84 bridges to McCord Creek from I-84 shoulder. Trail follows western creek bank.

Photo 1B: View along USFS Trail 400 to steep, talus slopes between McCord and Moffett Creeks. From proposed Historic Columbia River Highway State Trail, hikers may choose to take HCRH or hike this higher elevation trail.

Photo 1C: View to the historic Moffett Creek Bridge. This restored bridge provides a connection to five miles of completed trail connecting to Cascade Locks.

Section A/A (at left): Proposed trail section on top of retaining wall to be constructed as part of I-84 Moffett Creek Eastbound OTIA Bridge Replacement.

Trail Segment Highlights:

- The “missing link”: Upon completion trail users will no longer have to use the shoulder of Interstate 84 between Troutdale and Cascade Locks.
- Takes advantage of the existing trailhead at John Yeon State Park.
- Provides access to the historic Moffett Creek Bridge and the HCRH State Trail to Cascade Locks
- Alignment reduces construction cost significantly from the 2000 scoping report.
- Leverages an existing OTIA III (Bundle 209-Moffett Creek Bridge Replacement) project for new trail alignment along the top of a proposed retaining wall.

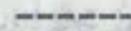
Segment 1 – Preliminary Cost Estimate

Station	Item	Cost
0+00 to 85+00	Trail (3" AC x 12' wide, 10" C. R. Base x 16' wide)	\$ 243,000
0+00 to 85+00	Landscape Enhancement	170,000
0+00 to 85+00	Clear & Grub (3.5 A C)	49,000
10+00 to 15+00	Jersey Barrier w/ 6' Chain Link Fence (R. R. Pinch Point)	28,000
15+00 to 16+50	Fill Under McCord I-84 Bridges	49,000
16+50 to 19+00	Retaining Wall	110,000
19+00 to 20+00	McCord Cr. Bridge (16'wide)	305,000
20+00 to 23+00	MSE Wall (East Side McCord Creek)	292,000
23+00 to 26+50	Rock Scaling (Allowance)	70,000
24+50 to 27+50	Jersey Barrier w/ Railing to 54" High	21,000
28+00 to 35+00	Drain Rock Fill w/ Under-drain	68,000
35+00 to 42+00	Regrade, Excavate, Fill (Up to Former Work Area)	24,000
42+00 to 43+00	MSE Wall (East of Former Work Area)	73,000
48+00 to 64+00	Side Slope Construction (to Moffett Wall) (Cut & Fill)	739,000
64+00 to 77+00	On Top of Moffett Cr. Bridge Retaining Wall	338,000
77+00 to 84+00	Switchback to Under Moffett Bridges	132,000
84+00 to 84+50	I-84 WBND Bridge Under-crossing (150/ft to tie-back)	75,000
84+50 to 85+50	Connect to Historic Bridge (Allowance)	\$ 50,000

Raw Construction	2,836,000
Engineering & Permits (20%)	567,200
Construction Engineering (15%)	425,400
Sub Total	3,828,600
Contingency @ 40%	1,531,440
Estimated Project Cost (2008)	5,360,040
Estimated Inflation (2008-10)	536,004
Project Cost Estimate (2010)	\$ 5,896,044

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

LEGEND

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

