



4A



4B



4C



4D



4E

Segment 4 – Shellrock to Lindsey Creek

The Shellrock to Lindsey Creek alignment includes several wonderful and intact sections of abandoned historic highway. Starting just east of Shellrock Mountain, the trail follows the old Highway for approximately 1,000 feet. Where the old road alignment runs into Interstate 84, the trail will cross a creek and follow behind a large bin wall constructed in the late 1980s to protect motorists from falling rock debris (Photo 4B). Very little rockfall occurs in this area today because of substantial work ODOT crews did on the upslope area to reduce rockfall hazards. From the end of the bin wall, the trail needs to ascend a steep hillside to bring the trail to the historic roadbed elevation at Lindsey Creek State Park. This segment of abandoned roadway provides a wonderful, park-like setting (Photo 4C). At the end of the Historic section, the trail follows an old logging road to a picturesque viewpoint overlooking the Columbia (Photo 4E). From here, the trail traverses down a gentle slope through USDA Forest Service property to Interstate 84. Here the trail parallels the Interstate shoulder to a new pedestrian/bike bridge over Lindsey Creek in Segment 5.

Trail Segment Highlights:

- Provides access to beautiful undeveloped Lindsey Creek State Park.
- Great interpretive potential with the old Lindsey Creek Inn Site.
- Awesome views overlooking the Columbia River.
- Lovely section of old highway through the forest away from Interstate 84 noise.
- Great views to the 1876 Wagon Road.
- This proposal is less expensive than the long bridge over the railroad and Interstate 84 (year 2000 proposal).

Segment 4 –Preliminary Cost Estimate

Station	Item	Cost
0+00 to 10+00	Historic Road Cleanup -1	\$ 50,000
0+00 to 67+00	Landscape Enhancement	134,000
10+00 to 12+00	Side Slope Construction -1 (Cut and Fill)	48,000
10+00 to 21+50	Trail (3"AC x 12' wide, 10"C.R.Base x 16' wide)	35,000
12+00 to 12+75	Bridge Across Creek	210,000
13+00 to 18+50	Behind I-84 Bin Wall	369,000
13+00 to 18+50	Re-Install 600' of Recycled Cable-mesh	110,000
13+00 to 18+50	Gabion-wire Mesh Suspended on Cable-mesh	9,000
18+50 to 21+50	Side Slope Construction -2 (Fill)	104,000
21+50 to 39+00	Historic Road Cleanup -2	88,000
39+00 to 63+00	New Trail Alignment	79,000
39+00 to 67+00	Trail (3"AC x 12' wide, 10"C.R.Base x 16' wide)	84,000
63+00 to 67+00	Side Slope Construction -3 (Fill)	\$ 11,000

Raw Construction	1,331,000
Engineering & Permits (20%)	266,200
Construction Engineering (15%)	199,650
Sub Total	1,796,850
Contingency @ 40%	718,740
Estimated Project Cost (2008)	2,515,590
Estimated Inflation (2008-10)	251,559
Project Cost Estimate (2010)	\$ 2,767,149

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

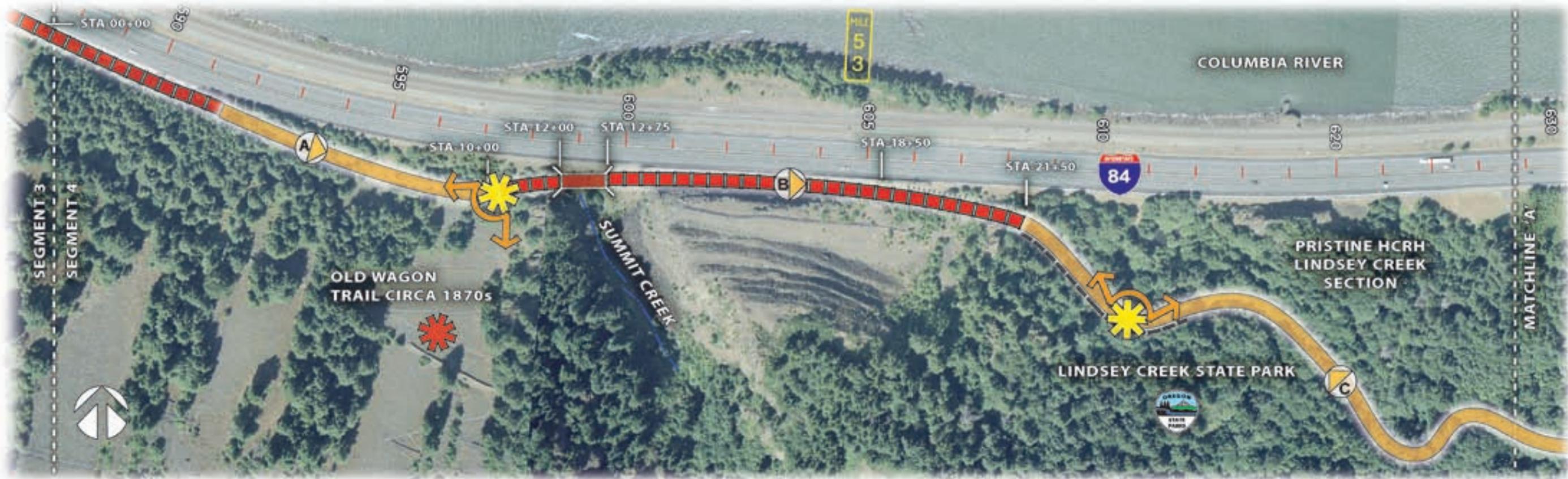
Photo 4A: Section of historic pavement parallels I-84 just east of Shellrock Mountain.

Photo 4B: East view behind bin wall with proposed trail parallel to wall. New wall and rock catchment fence at toe of slope is necessary along this trail section.

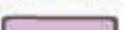
Photo 4C: Moss covers the old pavement in Lindsey Creek State Park. Walking along this pristine section of old road it is easy to imagine what travel along the old highway must have been like.

Photo 4D: Proposed trail follows old logging road as it makes its way through Lindsey Creek State Park.

Photo 4E: Trail users will be treated to breathtaking Gorge views at this proposed overlook.



LEGEND

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

 HCRH Reconnection Strategy
Segment 4
Shell Rock Mountain to Lindsey Creek

