

LENGTH OF TRAIL SECTION:

1.2 MILES

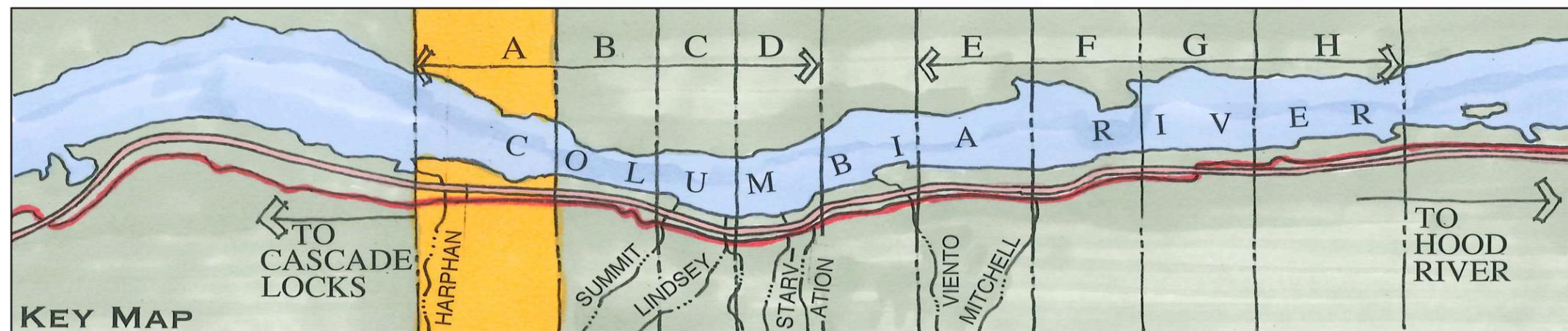
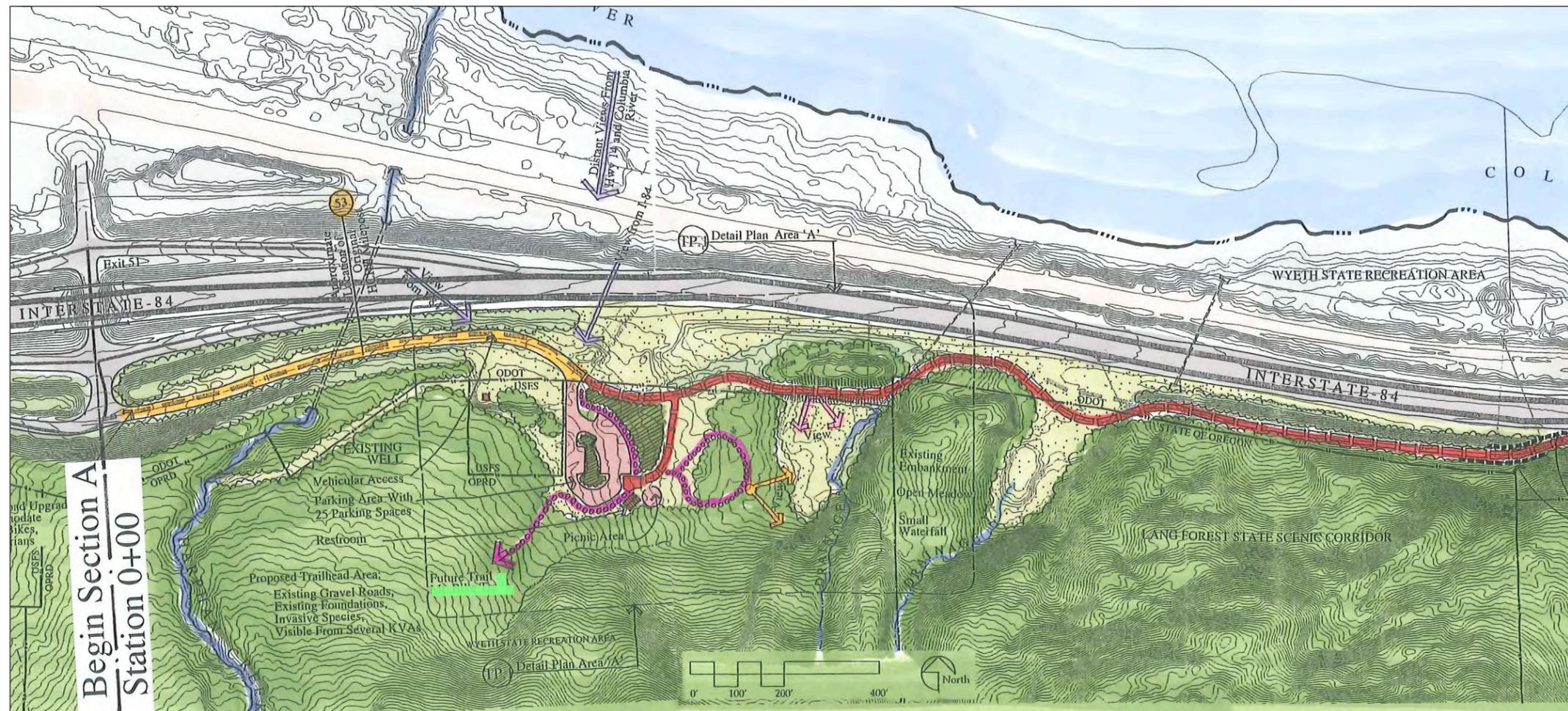
LEVEL OF DIFFICULTY:

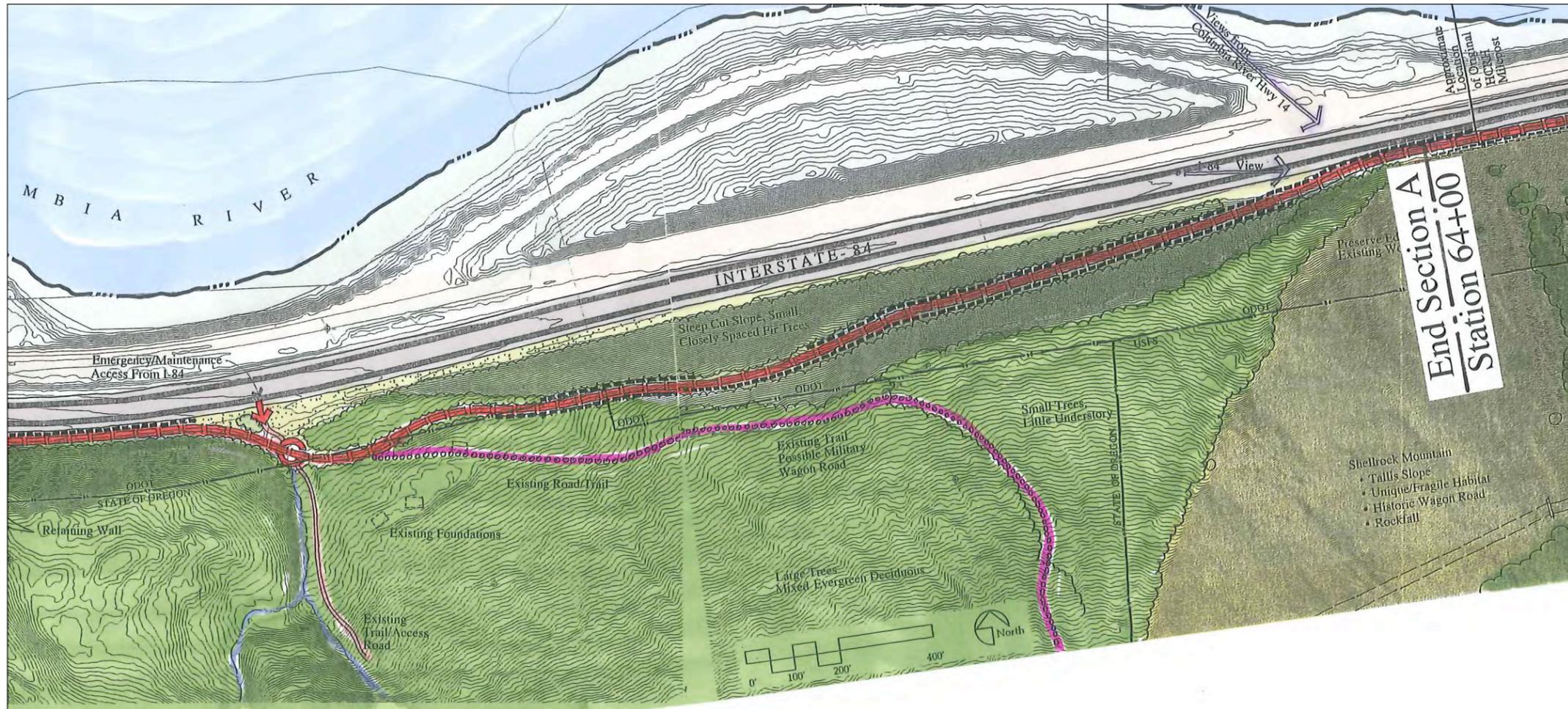
EASY TO MODERATE

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

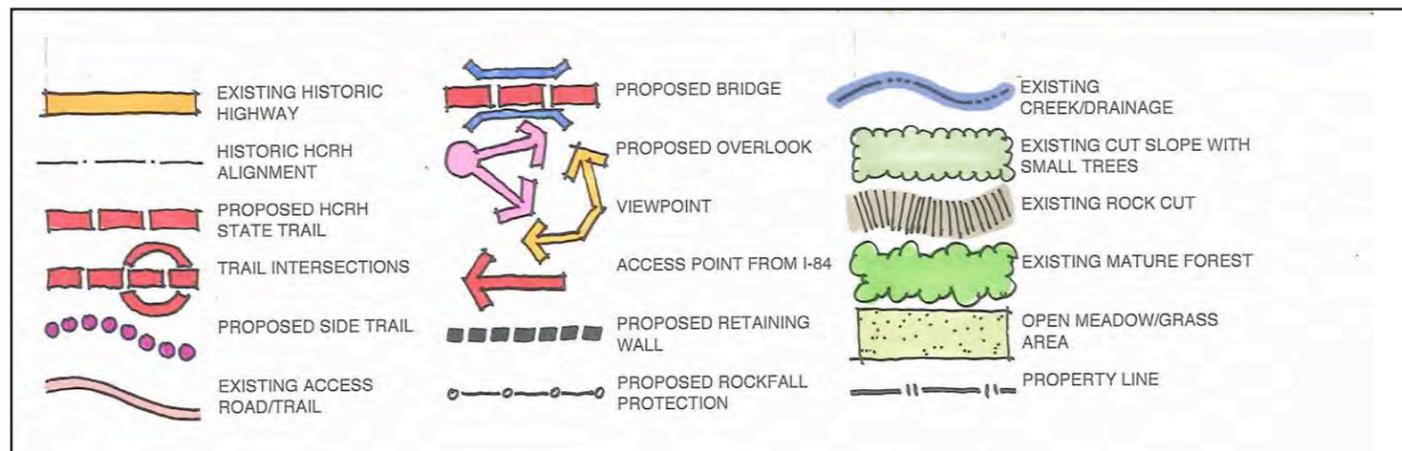




slope views of the talus slope. There are several building foundations that would also be visible from this side trail. This section of Trail would end behind the existing metal bin wall at Shellrock Mountain. A new wall would need to be extended from the existing bin wall and west, to support the new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

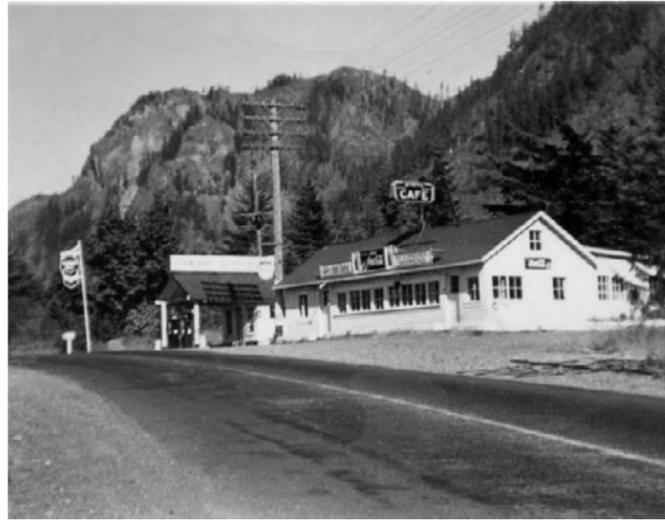
TRAILHEAD AMENITIES:

- 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
Subtotal	\$1,336,000.00
Engineering & Permits (20%)	\$267,000.00
Construction Engineering (15%)	\$200,000.00
Contingency	\$360,000.00
Project Costs (2010)	\$2,163,000.00
Project Costs (2014)	\$2,553,000.00

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
Subtotal	\$524,000.00
Engineering & Permits (20%)	\$105,000.00
Construction Engineering (15%)	\$79,000.00
Contingency	\$142,000.00
Project Costs (2010)	\$850,000.00
Project Costs (2014)	\$1,000,000.00

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

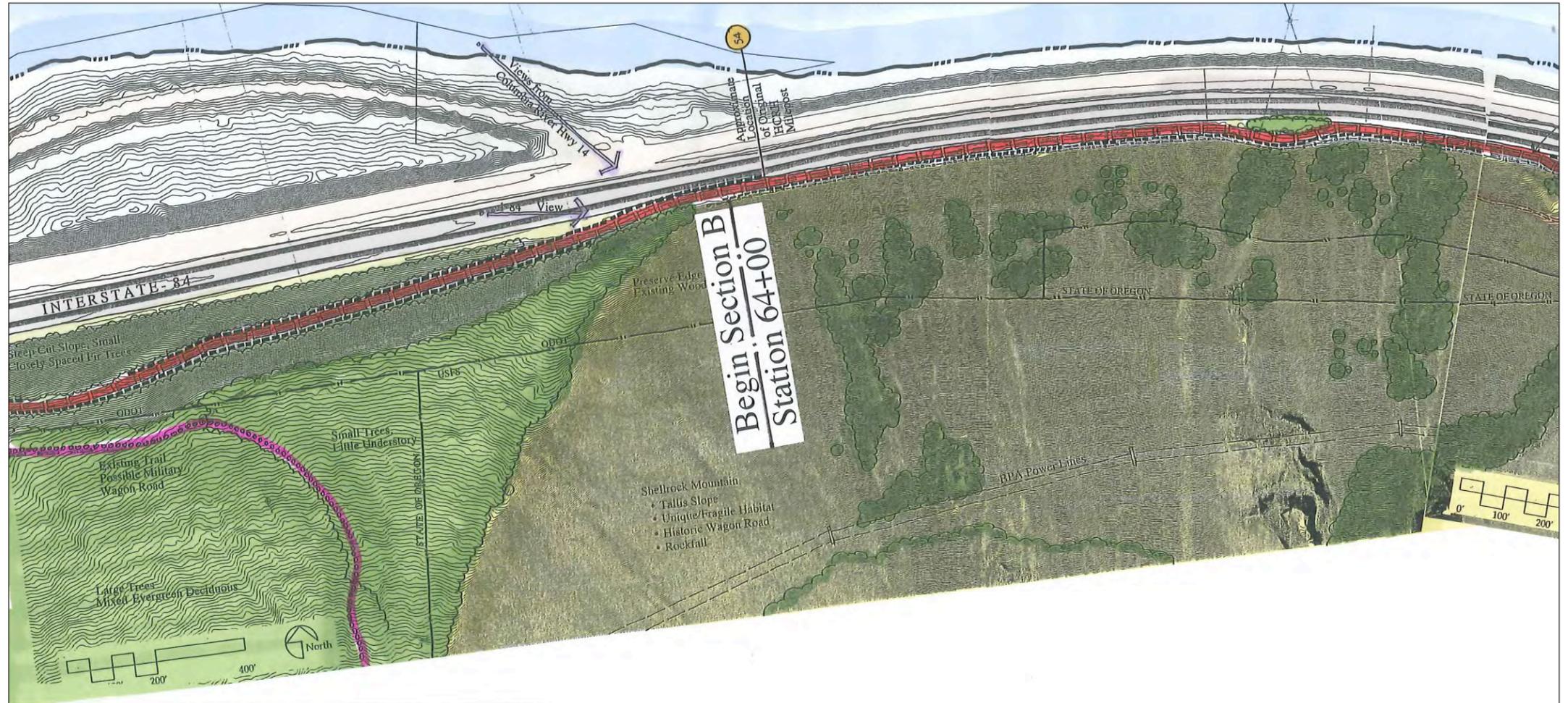
LEVEL OF DIFFICULTY:

EASY TO MODERATE

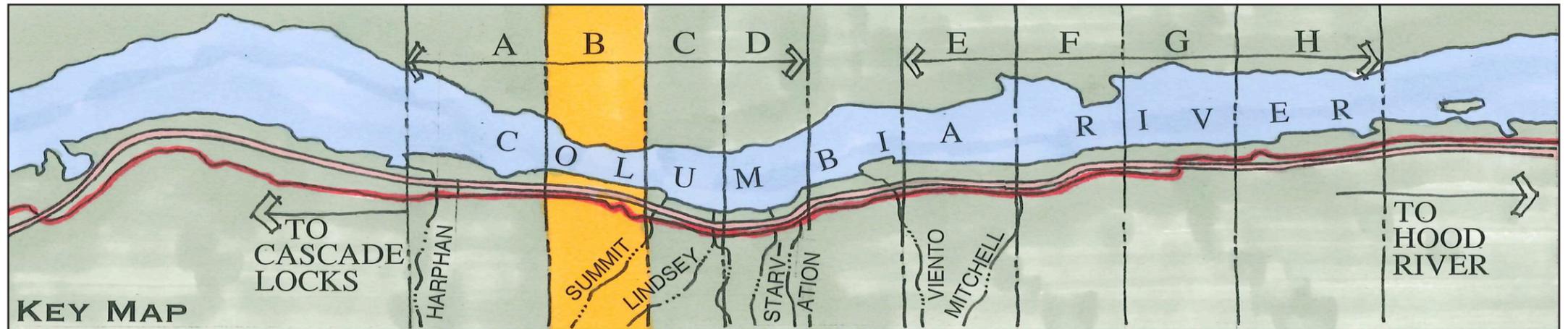
SLOPES NOT EXCEEDING 5%

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.

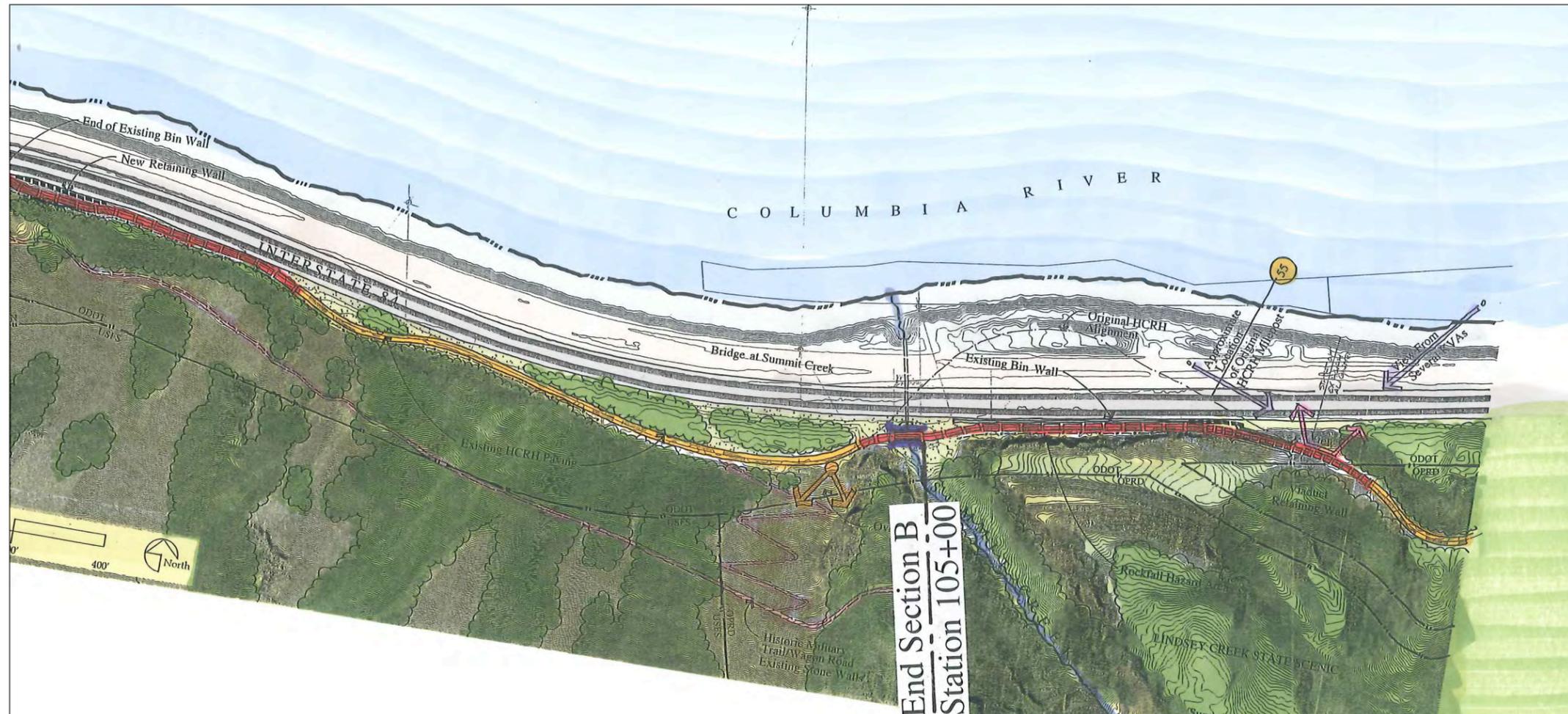


Historic masonry wall at Shellrock Mountain.



THE HISTORIC COLUMBIA RIVER HIGHWAY STATE TRAIL





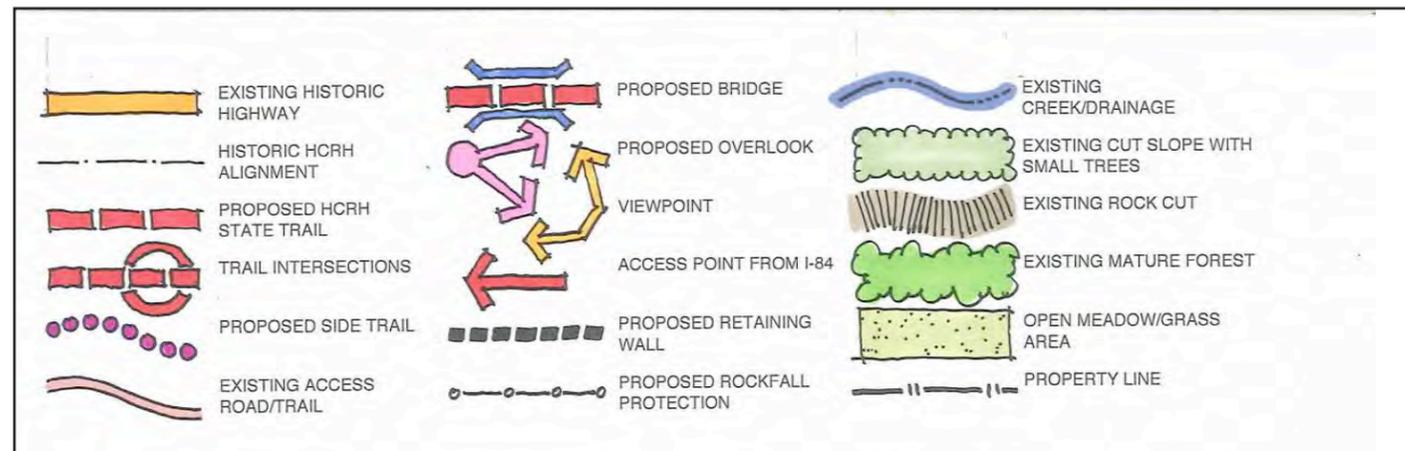
• **Station 85+50 – 105+00:** Several sections of existing HCRH are located at the east end of Shellrock Mountain. An interpretive overlook is located at the east end of this section and would provide a good location to view the historic wagon road that is visible uphill of this section. The overlook 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.

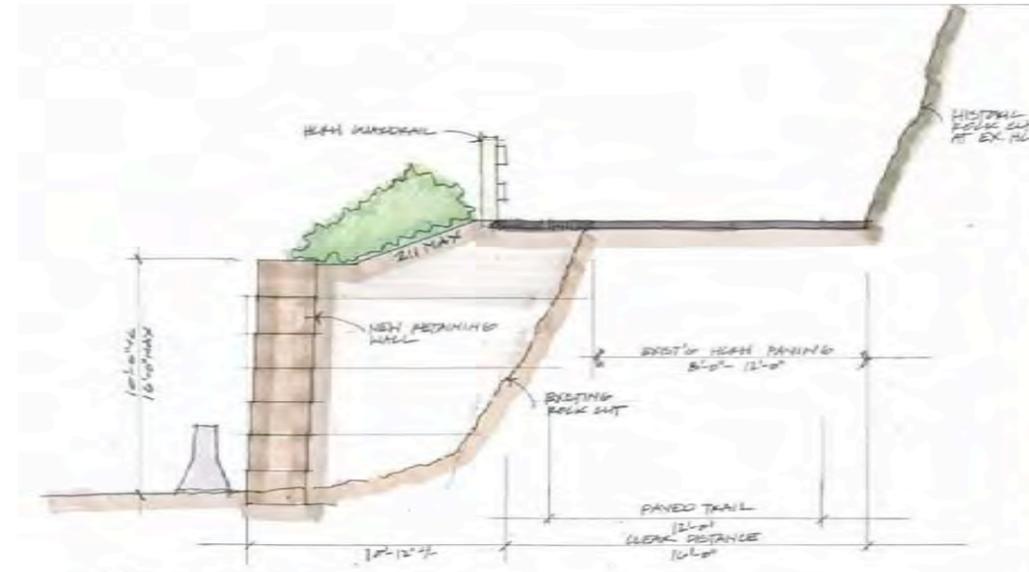
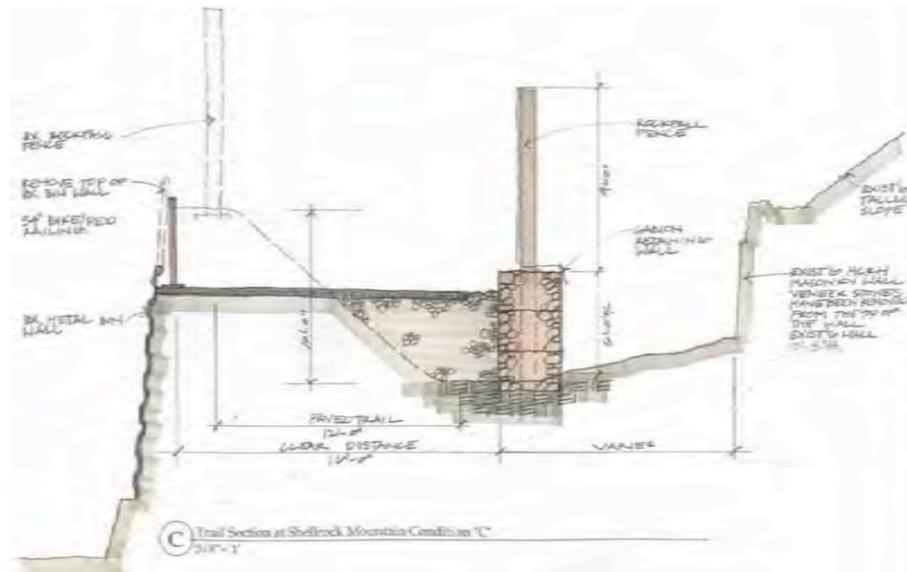


SHELLROCK MOUNTAIN TRAIL PERSPECTIVE



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
Subtotal	\$2,840,000.00
Engineering & Permits (20%)	\$568,000.00
Construction Engineering (15%)	\$426,000.00
Contingency	\$767,000.00
Project Costs (2010)	\$4,601,000.00
Project Costs (2014)	\$5,429,000.00

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.



WYETH TO HOOD RIVER

• **BY 2016**

LENGTH OF TRAIL SECTION:

1.2 MILES

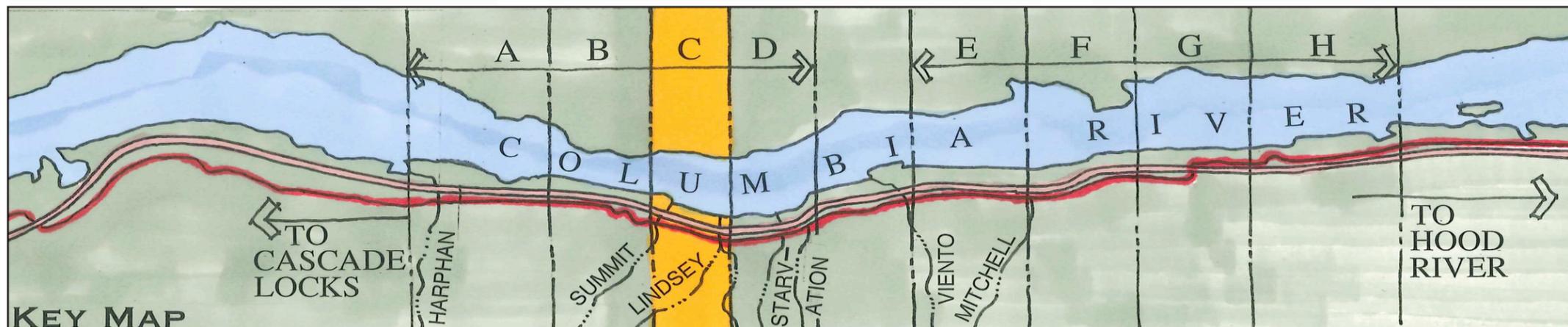
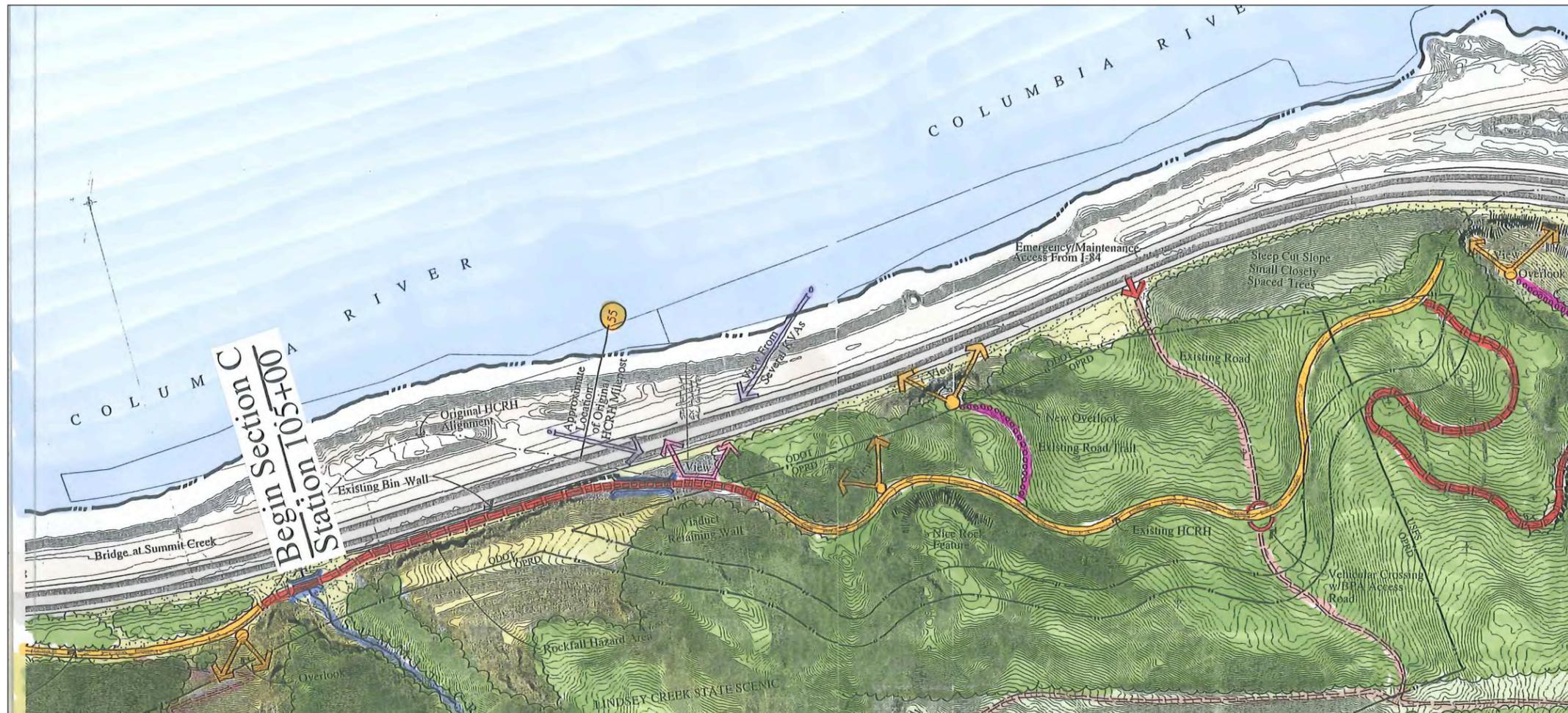
LEVEL OF DIFFICULTY:

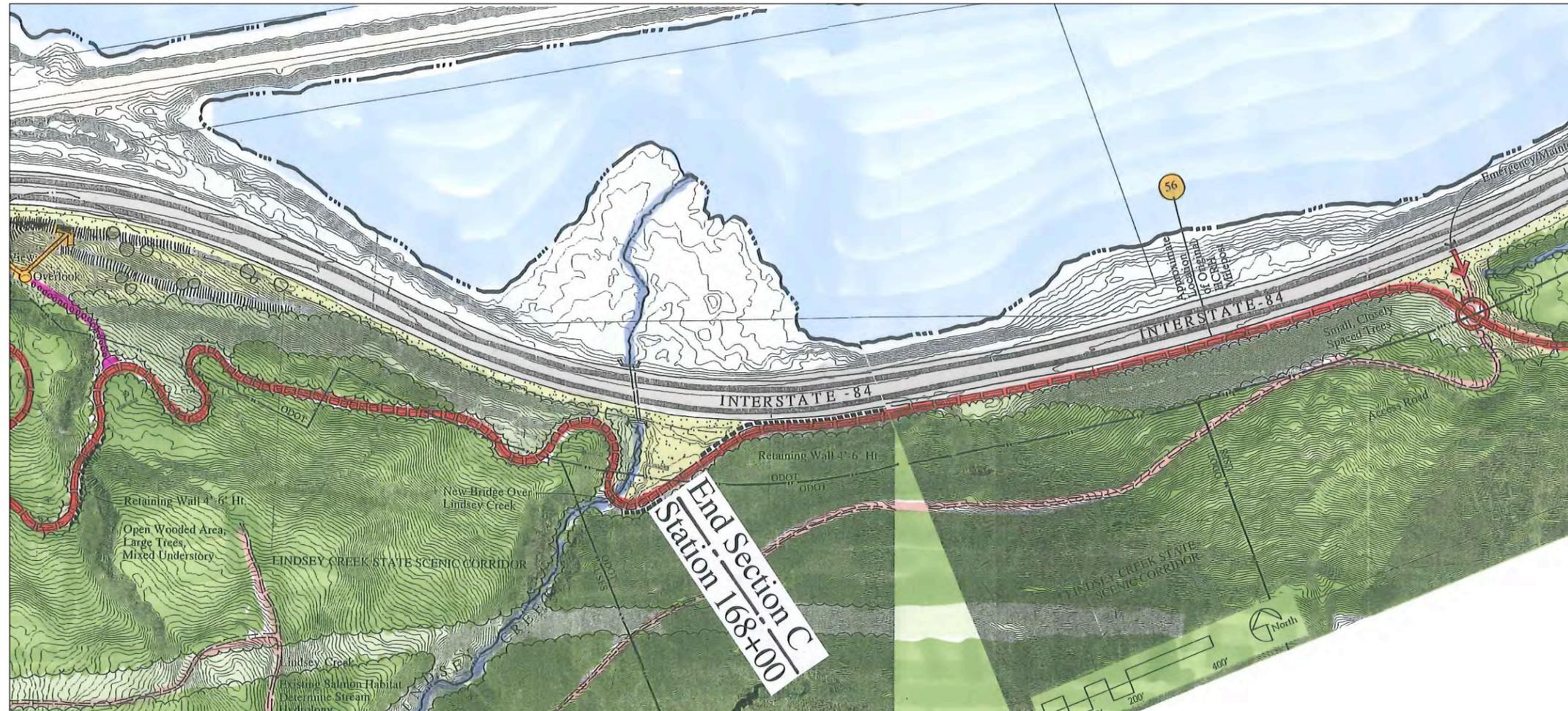
MODERATE TO DIFFICULT

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



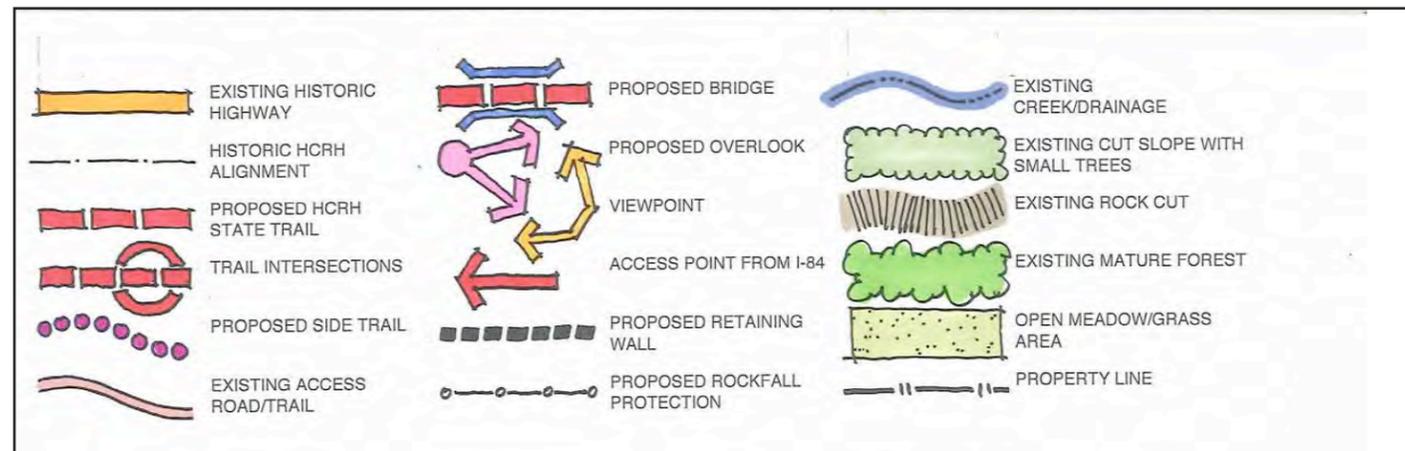


short segment of existing Historic Highway could be preserved in its current moss covered condition to show how the Historic Highway was cut off when I-84 was constructed.

- **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.

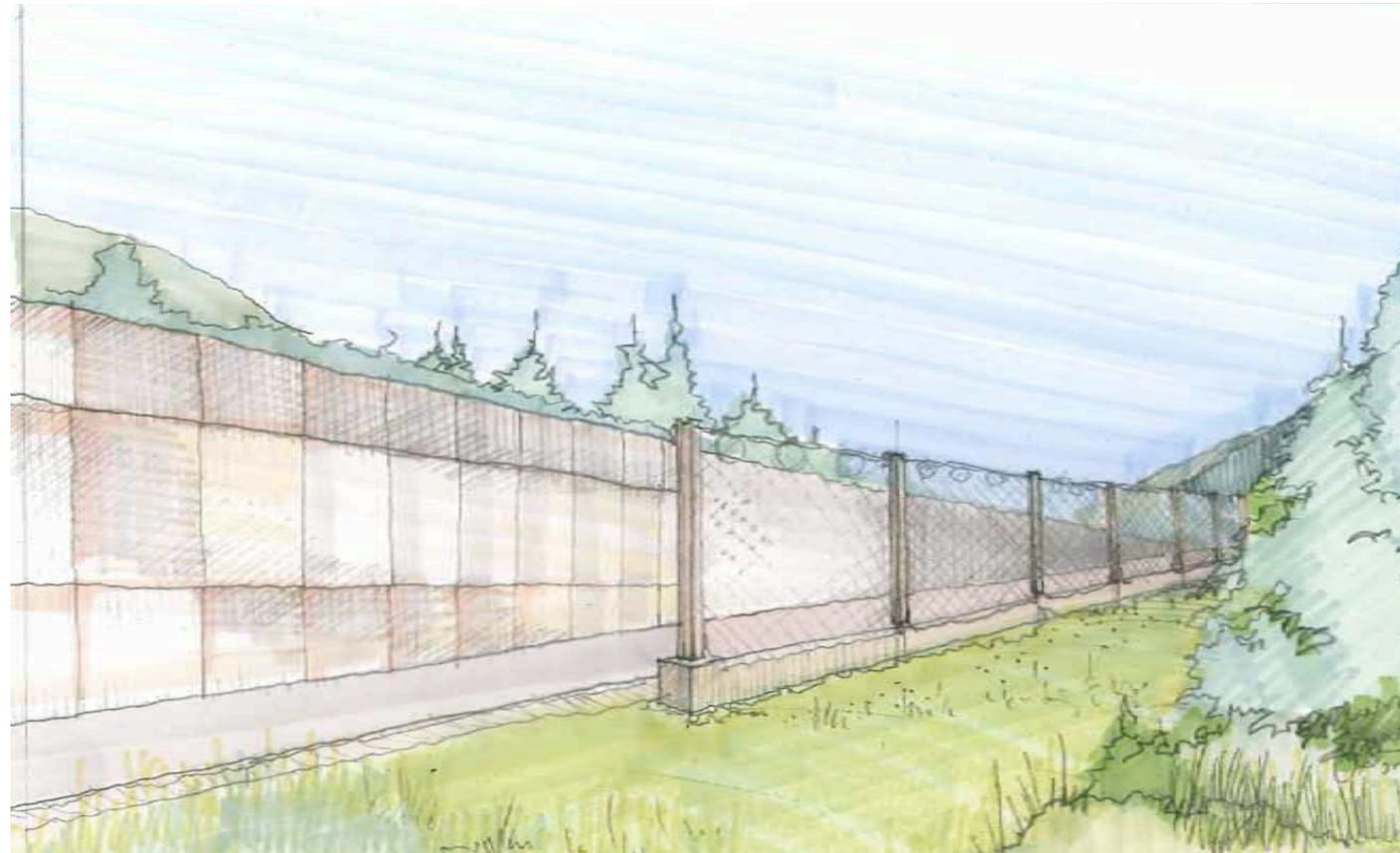
TRAIL SEGMENT HIGHLIGHTS:

- 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



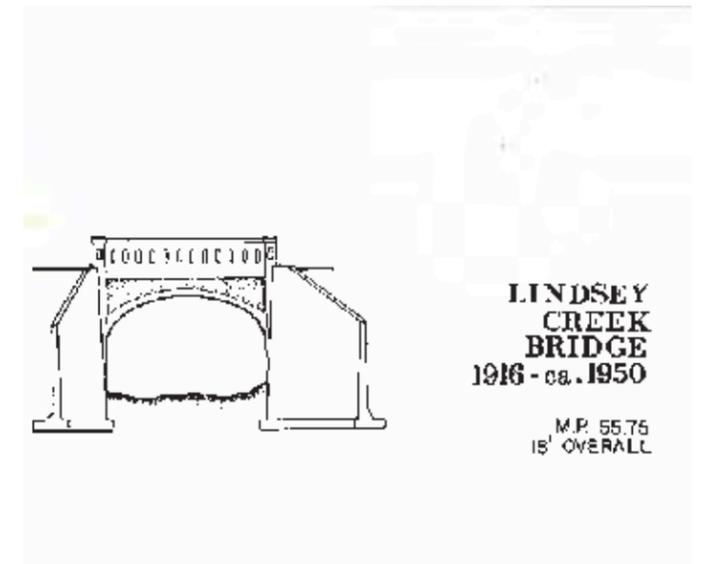
Existing concrete bin wall east of Summit Creek.



VIADUCT SECTION



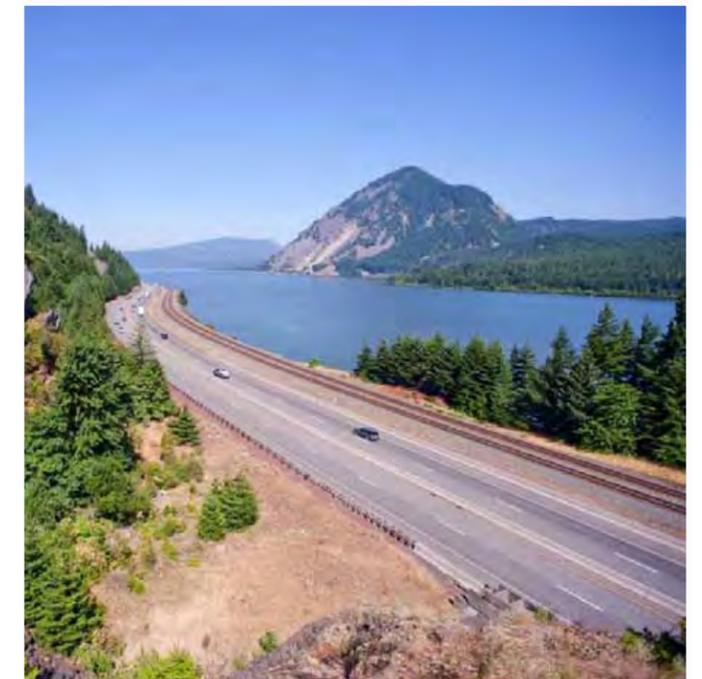
Historic bridge along Historic Highway. Similar to the one that once crossed Lindsey Creek.



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
Subtotal	\$3,122,000.00
Engineering & Permits (20%)	\$624,000.00
Construction Engineering (15%)	\$468,000.00
Contingency	\$843,000.00
Project Costs (2010)	\$5,057,000.00
Project Costs (2014)	\$5,968,000.00

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

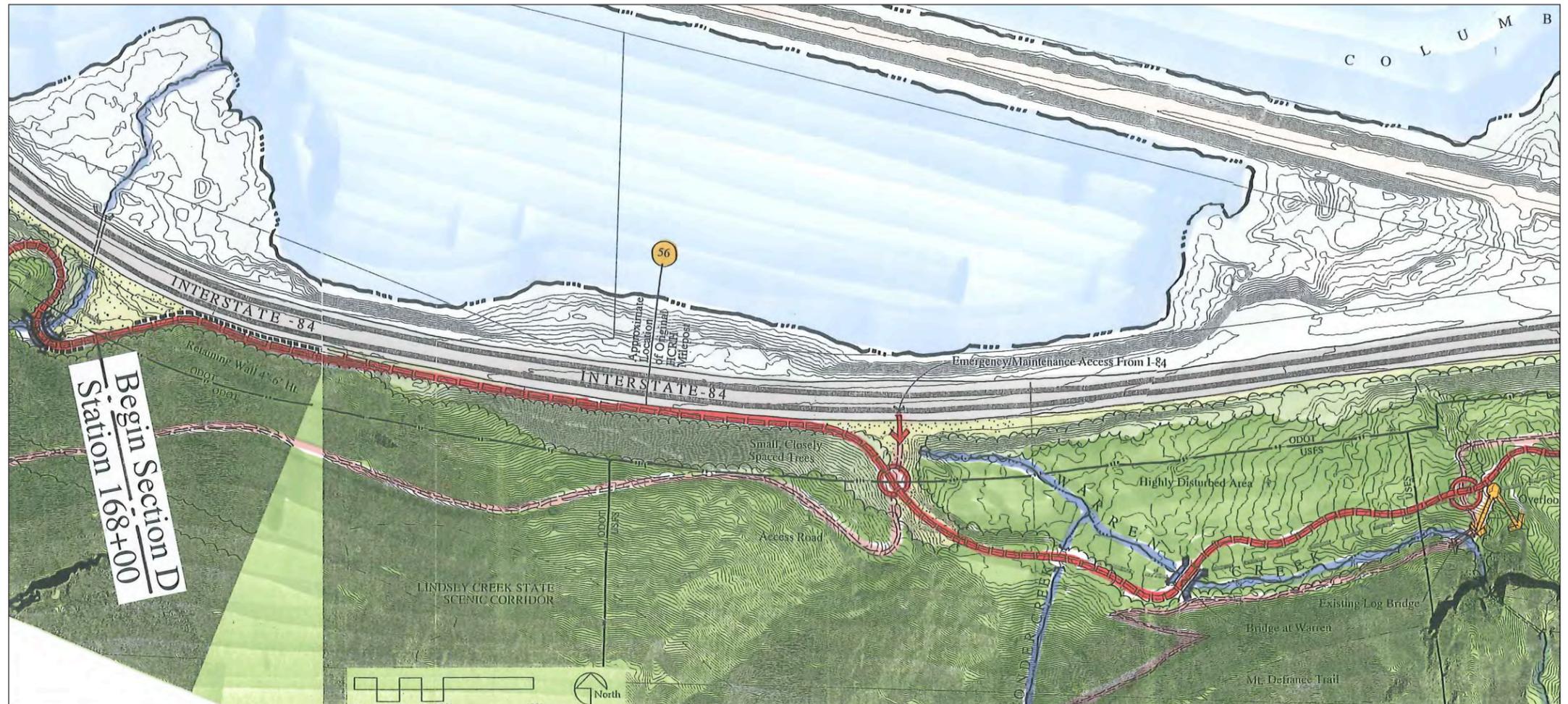
LEVEL OF DIFFICULTY:

MODERATE TO DIFFICULT

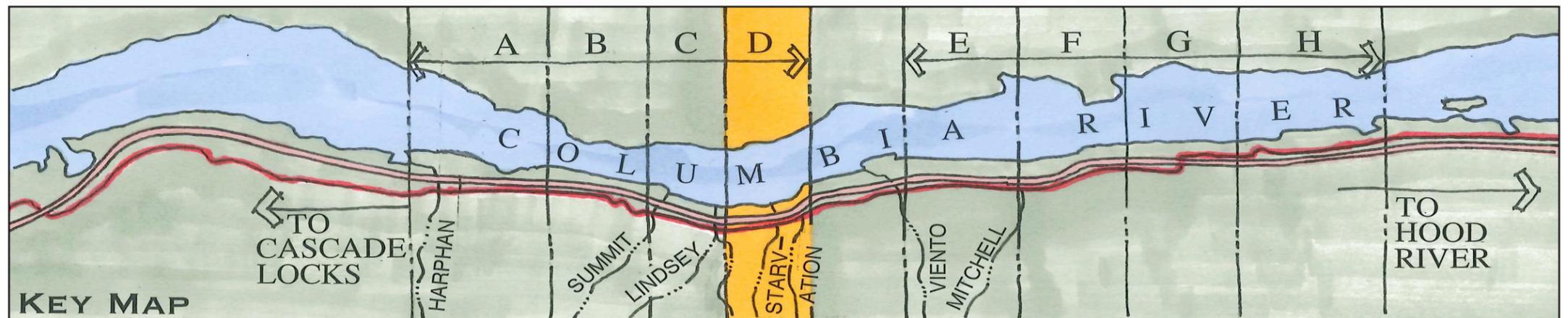
SLOPES UP TO 8%

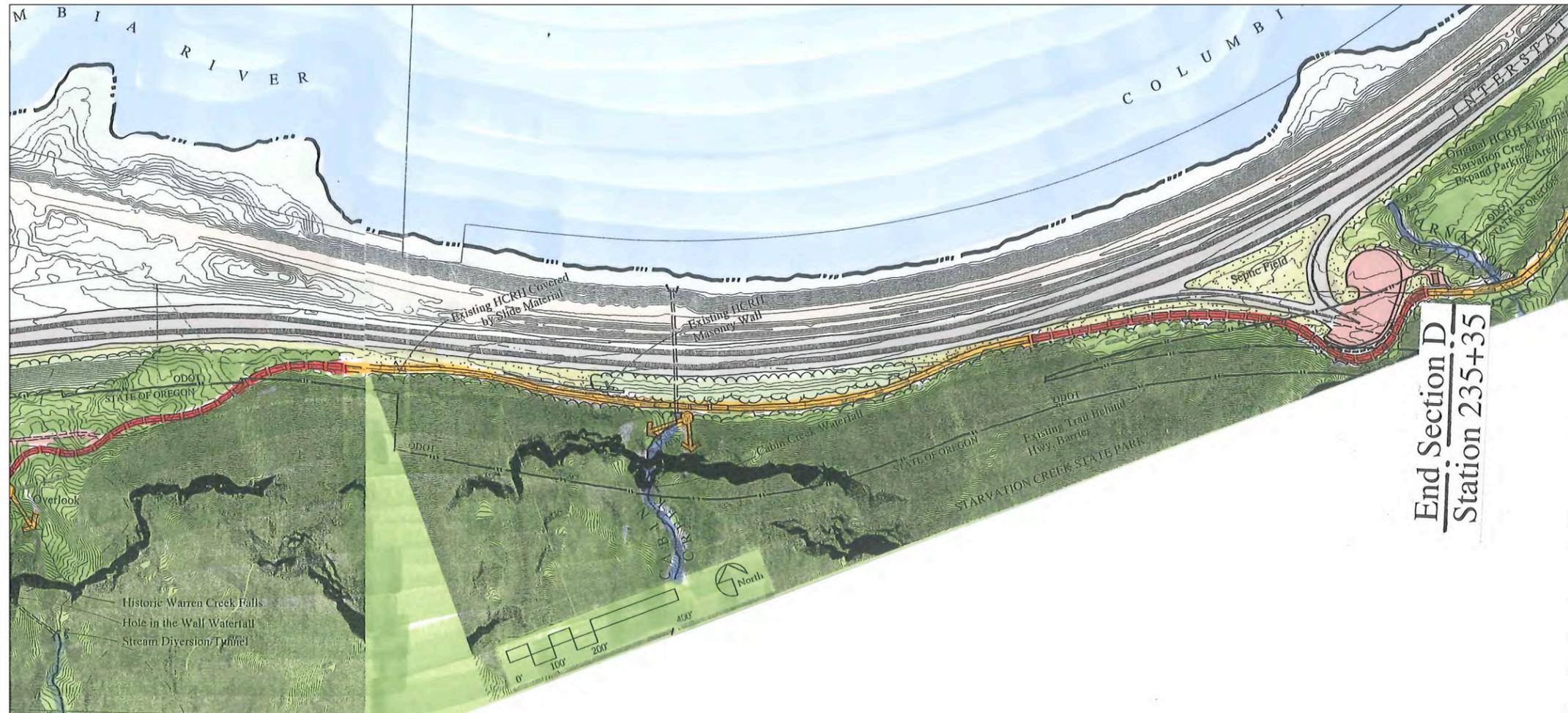
DESCRIPTION:

- **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.

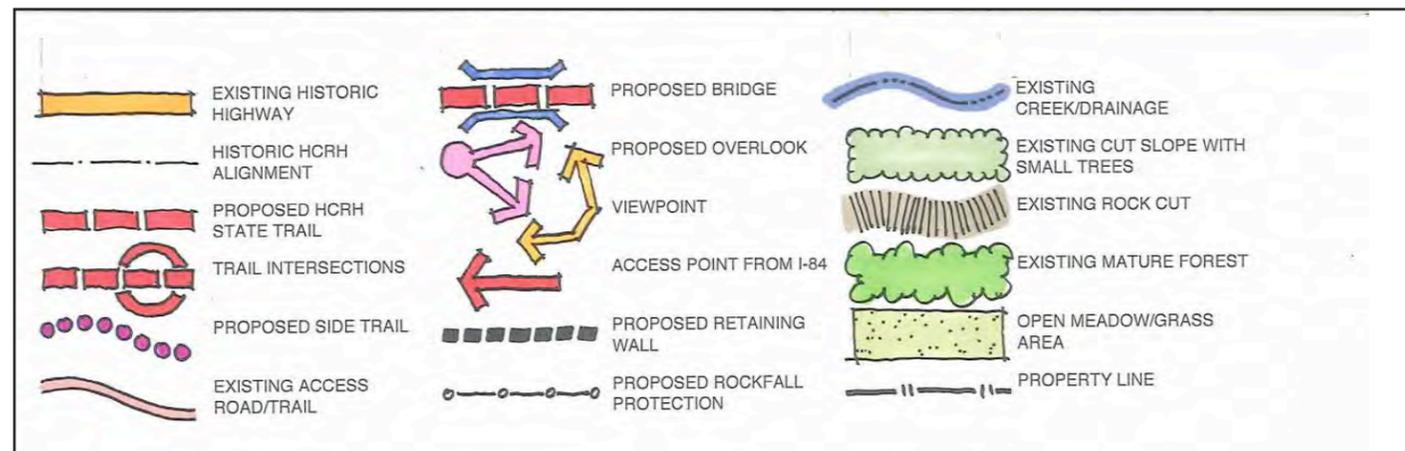




• **216+00 – 235+35:** This existing section of HCRH has considerable material that eroded onto the HCRH from uphill. A new wall and drainage as well as rockfall fencing on the uphill side of the Trail may be needed to control the hillside. An existing masonry wall associated with the HCRH is located 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

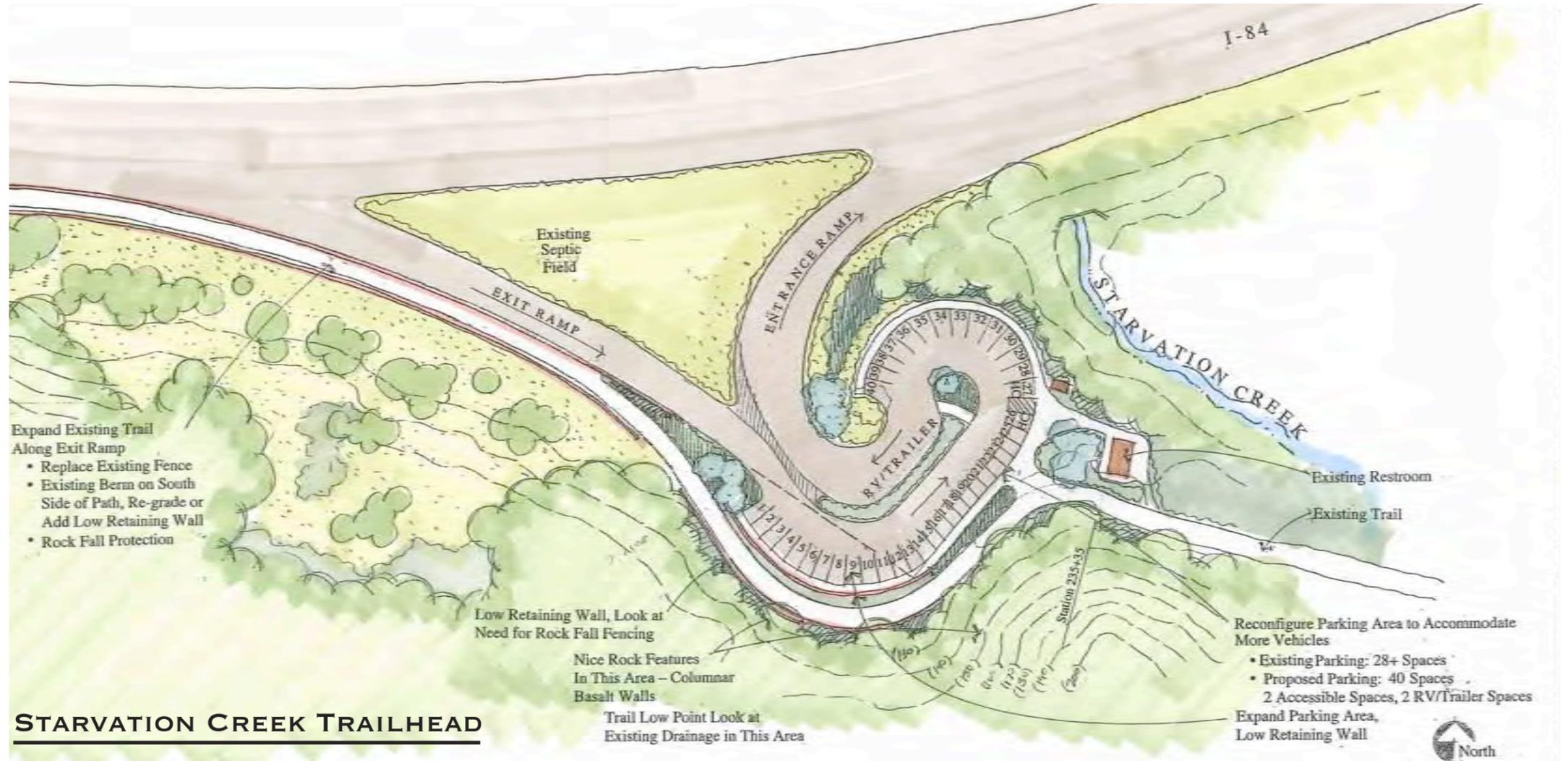


STARVATION CREEK TRAILHEAD DESCRIPTION:

- 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.





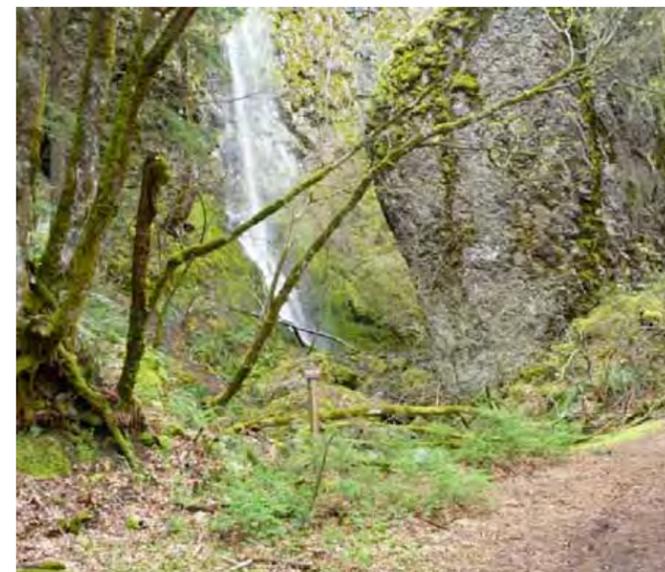
Hole-in-the-Wall Falls.



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
Subtotal	\$2,439,000.00
Engineering & Permits (20%)	\$488,000.00
Construction Engineering (15%)	\$366,000.00
Contingency	\$659,000.00
Project Costs (2010)	\$3,952,000.00
Project Costs (2014)	\$4,663,000.00

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
Subtotal	\$215,000.00
Engineering & Permits (20%)	\$43,000.00
Construction Engineering (15%)	\$32,000.00
Contingency	\$58,000.00
Project Costs (2010)	\$349,000.00
Project Costs (2014)	\$411,000.00

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

