



Transportation Project Sponsors

1. Project Sponsor (must be a public agency)–REQUIRED

Organization Name: Oregon Department of Transportation - Region 1	
Contact Person Name: Kristen Stallman	Title: Nat. Scenic Area Coord.
Street Address: 123 NW Flanders St.	Phone: (503) 731-4957
City, State Zip: Portland, OR 97209	
E-mail: kristen.stallman@odot.state.or.us	

2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

Oregon Parks and Recreation Department
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Transportation Project Information

3. Project Name–REQUIRED

Project Name: Historic Columbia River Highway State Trail: Shellrock Mountain Crossing
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4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	\$6,100,000	
Non-Eligible Costs	\$0	
Total Transportation Project Cost	\$6,100,000	100%
Matching Funds	\$942,470	15.45%
Requested Funds	\$5,157,530	84.55%

5. Provide a brief summary of the project (max 800 characters)–REQUIRED:

<p>This project will fund the construction of the Historic Columbia River Highway State Trail between Wyeth (Interstate 84, Exit 51) and the Lindsey Creek State Scenic Corridor. This 2.1 mile trail segment is particularly important because the State Trail will provide safe access for cyclists and pedestrians around Shellrock Mountain to access a stunning section of abandoned highway. The shoulders on I-84 around Shellrock are only 4’ wide and make Shellrock a particularly “scary” section to ride as a cyclist. Once past Shellrock the new trail will merge with an extremely scenic section of the old road. In the Lindsey Creek State Scenic Corridor the old road diverges from the busy, noisy I-84 travel corridor and meanders through the forest where one feels transported back in time.</p>
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MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes No

If yes, describe the status of the previous STIP project.

Key 17686 HCRH: Wyeth - Mitchell Creek

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

Key 17686 HCRH: Wyeth - Mitchell Creek

This project is presently listed in the 11-13 STIP. Western Federal Lands Highway Division of FHWA is managing this project which includes the development of the bid ready plans for this trail segment. This project is considered a continuation of this work.

8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

With speed limits of 65 miles per hour on Interstate 84, access to the Columbia River Gorge in a mode other than a motor vehicle is dangerous and often too daunting for the average rider or hiker. To currently access many sections of the Columbia Gorge, cyclists from nearby Portland, Hood River and other communities must use the shoulder of Interstate 84 for a portion of their journey. This project will eliminate the most treacherous section of narrow shoulder around Shellrock Mountain. The construction of this 2.15 mile trail segment will help advance on-going efforts to extend the Historic Columbia River Highway State Trail through the Gorge thus creating a world class adventure in time for the highway's 100th anniversary in 2016.

9. Transportation Project Location–REQUIRED

City:		County:	Hood River County
MPO:		Special District:	Columbia River Gorge Nat. Scenic Area

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

Interstate 84: Milepost 51-53.5



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10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

This project will fund the construction of the Historic Columbia River Highway State Trail between Wyeth (Interstate 84, Exit 51) and Lindsey Creek State Scenic Corridor. This 2.1 mile trail segment is particularly important because the State Trail will provide safe access for cyclists and pedestrians around Shellrock Mountain to access a stunning section of abandoned Historic Columbia River Highway. The shoulders on I-84 around Shellrock are only 4’ wide and make Shellrock a particularly “scary” section to ride as a cyclist. Once past Shellrock the new trail will merge with an extremely scenic section of the old road. In the Lindsey Creek State Scenic Corridor the old road diverges from the busy, noisy I-84 travel corridor and meanders through the forest where one feels transported back in time.

The Historic Highway State Trail is a collaborative effort undertaken by the Columbia River Gorge National Scenic Area, US Forest Service (USFS), the Oregon Department of Transportation (ODOT), Oregon Parks and Recreation Department (OPRD) and Hood River County to reconnect the remaining 10.3 miles of the Historic Highway as a 12’ wide multi use trail. The recently completed Historic Highway State Trail Plan includes detailed design, engineering and refined cost estimates.

The completion of these ten miles will create a “King of Trails” allowing pedestrians and cyclists to discover the Gorge between Troutdale and The Dalles (a distance of 73 miles) without ever having to share the road with cars and trucks along I-84. This State Trail will provide new opportunities for Gorge visitors to leave their cars behind and to experience the beauty of the Gorge and the Historic Highway as a cyclist or pedestrian. The Milepost 2016 Reconnection Strategy seeks to complete the



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remaining 10.3 miles by 2016, the 100th anniversary of the Historic Columbia River Highway.

Enhance funds will be used to construct the State Trail from Lang State Park at Wyeth (Milepost 51 on I-84) to an abandoned segment of the Historic Highway in the Lindsey Creek State Scenic Corridor. A preliminary alignment has been laid out for the State Trail that seeks to minimize the project's natural resource impact. A prior TRIPS grant is funding the environmental work associated with the remaining 10 miles of trail. A PLHD grant is funding the preliminary engineering associated with the proposed construction project. Additionally, ODOT and the Federal Lands Access Program is providing funding for engineering and construction of adjacent trail segments. Enhance funds would only be used for trail construction.

If funded, this project would provide safe passage for cyclists and pedestrians around Shellrock Mountain. The State Trail is proposed on top of the existing Shellrock bin wall, a 2,600 ft. long wall which restrains this massive mountain of loose rock (hence the name Shellrock Mountain) from rolling onto I-84. A new trail bed will be built on fill behind this wall. To protect the trail users from rock fall, the existing metal mesh fence will be relocated to the uphill side of the trail. The 1910's historic rock walls will remain visible from the trail.

The project also includes a new bridge over Summit Creek. Just past Summit Creek the trail would climb at a 5% slope up the backside of a large concrete wall. When it reaches the top of the bin wall the trail would be constructed on top of a viaduct which would provide access to the ½ mile long segment of intact pavement from the original highway. This section of old highway will provide access to Lindsey Creek State Park, a currently undeveloped state park on a beautiful section of land that boasts scenic views of the Columbia River. This is the official terminus of the Enhance application project. Funding through various sources will construct the trail from this terminus into the Starvation Creek Trailhead where the State Trail is already constructed between Starvation Creek and Viento State Park.

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input type="checkbox"/> Bus/Transit
<input checked="" type="checkbox"/> Pedestrian	<input checked="" type="checkbox"/> Bike	<input type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
January 2016	Bid Let Date
February 2016	Construction Contract Award
Summer 2017	Construction Complete
None	Capital Equipment Purchase
Summer 2017	Operations/Service Begin
See Attached	Other Major Milestone: Road Map and Project Schedule
September 2017	Project Completion/End of Activities funded through this request - REQUIRED

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED

- Yes No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

The project is identified in the Columbia River Gorge National Scenic Area Management Plan and is a priority for the State of Oregon as described in Senate Bill 766, "to connect intact and usable highway segments with recreational trails, where feasible, to create a continuous historic road route through the Columbia Gorge which links local, state, and federal recreation and historic sites." The project has also been consistently named as a priority in adopted planning documents, including "A Study of the Historic Columbia River Highway" (ODOT, 1987); Oregon Parks and Recreation Department Columbia River Gorge Management Unit Master Plan (1994); Columbia River Gorge National Scenic Area Management Plan (2004); the Historic Highway Master Plan (revised 2006); Hood River County Comprehensive Plan (1984) and Transportation System Plan including the Pedestrian and Bicycle Component (2003); Historic Highway State Trail Plan (2010); Historic Highway State Trail Design Guidelines (2011); Interstate 84 Corridor Strategy Design Guidelines (2005) and the Historic Highway Milepost 2016 Reconnection Strategy (2008). Elected officials, citizen organizations and advocacy groups have also expressed strong support for this project. For example, during the summer of 2009 ODOT received over 240 letters of support for the State Trail reconnection projects.

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?—REQUIRED

- Yes No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

The Historic Columbia River Highway State Trail is consistent with Oregon Transportation Plan Strategy 1.1.4. This trail is responding to the existing transportation need to access the Gorge by multiple modes. This project provides a cost effective solution that will have long term benefits by providing access to abandoned highway segments and providing access to under-developed State Parks. Secondly, the State Trail is also consistent with Oregon Highway Plan Action 1G.1 as it protects the existing system and provides alternative access for cyclists and pedestrians through the Gorge. This project also improves the efficiency and capacity of Interstate 84 by providing parallel bike and pedestrian facilities and by taking advantage of the abandoned highway segments where feasible.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

The Historic Columbia River Highway provides a world class hiking and biking opportunity through the Columbia River Gorge. Built in 1916, portions of this scenic highway were obliterated by freeway construction in the 1960s and 70s. What remains is a disconnected recreation resource through the Columbia River Gorge National Scenic Area (CRGNSA). To currently access many recreation areas in the Gorge from Portland, Hood River and other nearby communities, cyclists and hikers must use the Interstate 84 shoulder for a portion of their journey. Interstate 84 in the CRGNSA is an interstate freeway with over 22,600 average daily trips (2010, MP 54). The current shoulder width on I-84 where the freeway traverses around Shellrock Mountain and Lindsey Creek State Park is less than four feet wide. With a speed limit of 65 miles per hour, accessing the CRGNSA in a mode other than a motor vehicle is dangerous and often too daunting to the average rider or hiker. The construction of this 2.1 mile of trail will help advance ongoing efforts to extend the Historic Columbia River Highway State Trail through the Gorge.

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

Use of the Historic Columbia River Highway State Trail is anticipated to increase exponentially as the effort to create uninterrupted State Trail corridor come closer to completion. In 2011, the HCRH State Trail saw 360,000 visitors and recreational users; a nearly 200% increase over the State Trail's 2004 annual usage. Preliminary designs for this project and the other remaining 8 miles of State Trail meet design standards for ADA accessibility.

This project contributes to the development of a seamless and property separated multi-modal transportation system in the Columbia River Gorge, which includes shipping lanes on the river, Union Pacific Trains, an Interstate Highway for trucks and cars and a State Trail for cyclists, pedestrians and mobility impaired individuals. It will provide a travel alternative, instead of having to ride on an unsafe and unpleasant system where cyclists and pedestrians are forced to use the shoulder of I-84 trail users will be able to use a multi-use path.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

Every year, hundreds of thousands of cyclists and pedestrians enjoy the Columbia River Gorge National Scenic Area (CRGNSA) along restored sections of the Historic Columbia River Highway. However, the restoration of this highway as a cycling and pedestrian trail remains incomplete. To access key sections of the CRGNSA cyclists and pedestrians must use the Interstate 84 shoulder, which is a primary regional transportation artery. The I-84 traverses several state parks and natural areas, including Lang, Lindsey Creek, Wygant, Seneca Fouts, Viento State Park and Starvation Creek. However, with a speed limit of 65 miles per hour and narrow shoulders, accessing these beautiful sections of the CRGNSA in a mode other than a motor vehicle is dangerous and often too daunting to the average cyclist or hiker. The State Trail will not only provide a safe alternative for visiting key areas within the CRGNSA, but it will also encourage visitors to use urban area trailheads to access the Scenic Areas, thereby reducing vehicular traffic on I-84 and reducing demand for limited parking within the Scenic Area. This State Trail section will provide safe and efficient public recreational access for cyclists, pedestrians and people with disabilities to popular USFS hiking trails, several waterfalls (Lancaster Falls and Lindsey Falls) and undeveloped State Parks (Lang Lindsey Creek State Park).

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

Once complete the State Trail will be a world class destination for cyclists and hikers. The plan aims to develop trail heads and trail hubs in urban areas to encourage cyclists and hikers to visit these Gorge communities on their way to discover and explore the nearby recreational resources. Trail users will be drawn into these urban areas after recreating for food, beverages and supplies which will enhance tourism and recreational opportunities. Cycling is an important and growing sector in Oregon Tourism. Jerry Norquist, Ride Director for Cycle Oregon, states "The Columbia Gorge is one of the most scenic areas in the state to tour by bicycle. If the trail sections of the Historic Columbia River Highway were complete, I believe the route would draw out-of-state and international bicycle tourists more than any other route in Oregon". The Gorge communities such as Cascade Locks have faced economic stress from having to shift away from a resource based economy in recent years. This recreational amenity will bring welcomed tourism opportunities and improved economic vitality. Travel Oregon is conducting a study in 2013 to quantify the economic benefit and potential of the State Trail and bicycling tourism in general will bring to these Gorge communities.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

The Historic Highway State Trail contributes to the overall environmental quality of the Columbia River Gorge National Scenic Area by encouraging area residents to bicycle or walk to the recreation areas rather than using personal occupancy vehicles. The project will reduce regional VMT as visitors will be encouraged to leave their cars closer to home or to park at urban trail heads within the urban areas, thereby reducing auto emissions. Improved access to State Parks and scenic areas on this cyclist and pedestrian corridor will also reduce the demand for limited parking in Special Management Areas (SMA's) within the CRGNSA. The project proposal is consistent with the CRGNSA Management Plan. In the SMA Goal 4 is to "Provide for the restoration and connections of the remaining segments of the Historic Highway in keeping with its National Register Status". Additionally, the trail enhancement will restrict use to sensitive resource areas through design. A reduction in parking demand will help prevent future need for additional parking areas to be constructed in critical vegetative, wildlife and scenic areas. Development of the final 10.3 miles of State Trail can be expected to reduce overall vehicular traffic in the CRGNSA by providing a comfortable alternative to Interstate 84 for pedestrians and cyclists.

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

With a speed limits of 65 miles per hour, which many vehicles exceed, accessing recreation areas in the Columbia Gorge National Scenic Area in a mode other than a motor vehicle is dangerous and often too daunting to the average rider or hiker. The State Trail will not only provide a safe alternative for visiting key areas of the Columbia River Gorge, but it will also encourage visitors to use urban area trail heads to access the scenic areas, thereby reducing vehicular traffic on I-84, and reducing demand for limited parking within the scenic area. Additionally, the State Trail will positively impact economic development in the urban areas within the Gorge.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

The State Trail will also contribute to reducing traffic, enhancing scenic recreational opportunities and increasing public health in a number of ways. Gorge visitors will be encouraged to bike, walk, and hike through the CRGNSA rather than viewing its sights passively from the window of a car. Not only will individuals who now cycle or walk along the I-84 shoulder have a safer, more enjoyable way to travel the Gorge, they will also be exposed to fewer air pollutants from cars and trucks. Completion of this critical link will also provide a continuous 73-mile route for cyclists, further contributing to the region's reputation as an area attractive for active transportation options. Bicycle touring within the CRGNSA is increasing annually. The Historic Highway is considered an excellent training ride from the Portland Area, particularly as it is closely linked with several popular urban multiuse paths and bike routes within the urban area. Along the Historic Highway, Hood River and Cascade Locks are important regional biking destinations; Hood River having an established mountain bike trail system and Cascade Locks developing plans to build a 25 mile mountain bike system. Once connected cyclists will be able to travel between Hood River and Cascade Locks and be able to access both trail systems without the use of I-84. This trail could be a catalyst for future alternative transportation systems within the Gorge and provide commuting corridors between Gorge communities.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

The Historic Columbia River Highway State Trail: Shellrock Crossing improves interstate safety. The proposed project constructs a trail between Wyeth and Lindsey Creek. This keeps cyclists off the shoulder of I-84 especially around Shell Rock Mountain – one of the most challenging sections of I-84 to ride on because of limited shoulder width (4'). Additionally, the Historic Highway provides secondary access for emergency vehicles or fire trucks in event of an emergency. The will be design in accordance to the Historic Columbia River Highway Design Guidelines which maintains a maximum grade of 5% with limited exceptions identified in the Guidelines.

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

The project will complete a critical portion of the State Trail, which directly supports tourism and economic development efforts in nearby towns and communities by attracting heritage tourists and recreational users. The City of Cascade Locks has been particularly hard hit by the downturn in the economy. A few years ago their high school was closed. Upon construction of this State Trail connection Oregonians will be one step closer to a world class adventure right in their own backyards. The rural communities in the Gorge heavily rely on tourism as their primary economic resource.

The Historic Highway State Trail is identified as a multi-use trail attracting cyclists, runners, walkers and hikers. User mix includes everyone: slow moving families to fast, experienced recreational cyclists and hikers.

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

The Columbia River Gorge National Scenic Area Act of 1986 directed the State of Oregon to reconnect the abandoned portions of the Historic Columbia River Highway as a pedestrian and bike trail. In 1987, the Oregon Legislature directed the Oregon Department of Transportation to plan for the reconnection on this scenic route as a State Trail. This policy direction has resulted in over 12 miles of abandoned Historic Highway being reopened as a State Trail. Today reconnection of the Historic Columbia River Highway continues to be an identified goal in the National Scenic Area Management Plan.

The 2010 Historic Columbia River Highway State Trail Plan evaluated a series of alternative alignments for the remaining 10.3 miles of State Trail and proposed an alignment that would have a minimum impact on natural, scenic, cultural and historic resources. The State Trail Plan was adopted in 2011 by the Historic Columbia River Highway Advisory Committee, which includes representatives from the ODOT, OPRD and SHPO.

The Oregon Parks and Recreation Department, through a Memorandum of Agreement, is responsible for management of the recreational use of the trail upon construction as a memo of agreement with the USFS and ODOT (MC&A No. 13320).



Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration	\$0	
Staff Costs (for Service/Educational Projects)	\$0	
Project development and PE	\$0	
Environmental Work	\$0	
Coordination and Outreach	\$0	
Leased Space	\$0	
Building purchase and/or Right of Way	\$0	
Capital Equipment	\$0	
Non-Construction Project Costs Total		\$0
Utility Relocation	\$0	
Construction	\$6,100,000	
Construction Project Costs Total		\$6,100,000
Total Eligible Project Cost		\$6,100,000
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)	\$0	

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Oregon Dept. of Transportation	\$626,470	10%
Co-Sponsor	Oregon Parks and Recreation Dept.	\$316,000	5%
Participant			0%
Participant			0%
Total		\$942,470	15%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.

Historic Highway Reconnection Strategy

PROJECT VICINITY MAP & FUNDING OVERVIEW

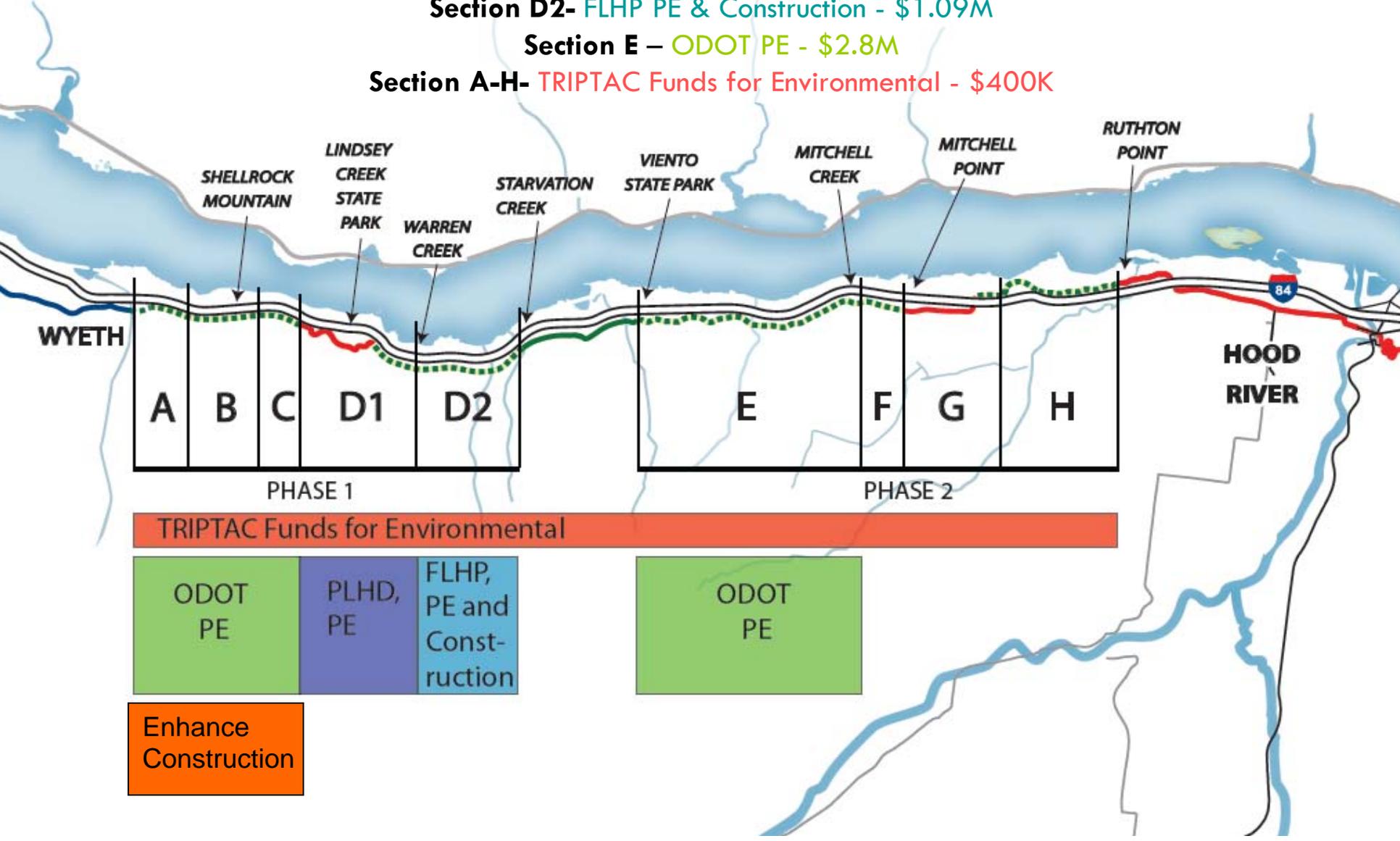
Sections A- C – ODOT PE - \$2.8M & Enhance Construction - \$6.1M

Section D1- PLHD PE - \$900K

Section D2- FLHP PE & Construction - \$1.09M

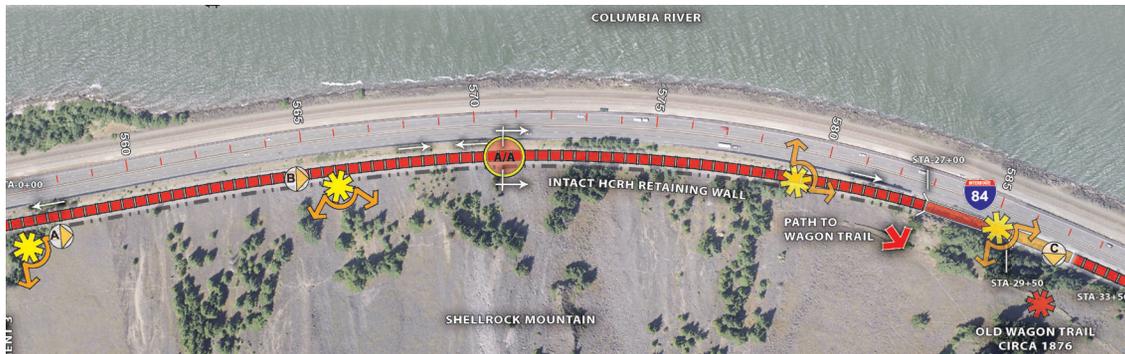
Section E – ODOT PE - \$2.8M

Section A-H- TRIPTAC Funds for Environmental - \$400K



Site Map

Historic Columbia River Highway State Trail - Shellrock Mountain Crossing



- A) Wyeth Trailhead
- B) Existing Conditions along I-84 near Wyeth
- C) Small closely spaced tree on existing I-84 cut slope
- D) Existing condition behind bin wall
- E) Views from Lindsey Creek
- F) Lindsey Creek section - the Historic Highway lays and waits to be restored

LEGEND

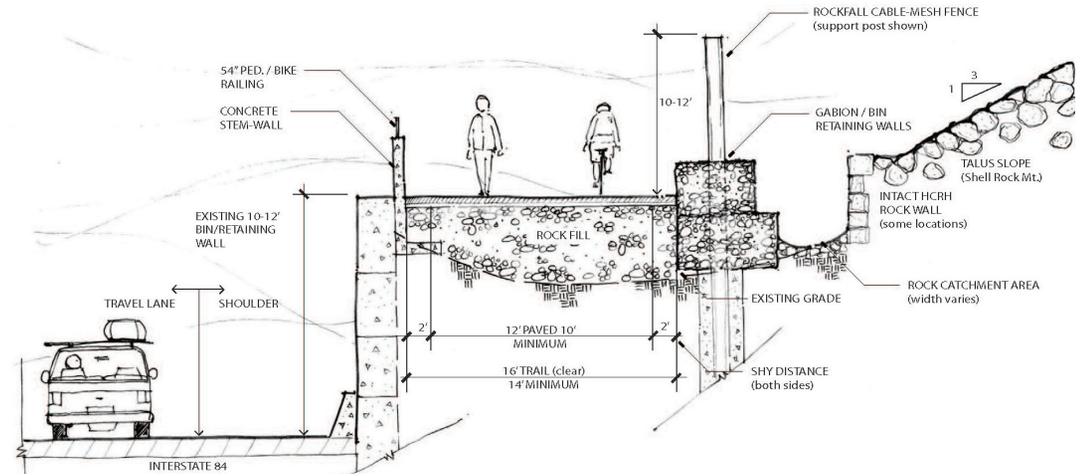
	EXISTING (INTACT) HCRH		PROPOSED RETAINING WALLS
	2008 PROPOSED HCRH TRAIL		ESTIMATED FILL SLOPE
	PROPOSED TUNNEL		ESTIMATED CUT SLOPE
	ROCKFALL / EXCAVATION AREAS		POTENTIAL TRAILHEAD
	PHOTO VIEWPOINTS		SECTION DRAWING
	PROPOSED BRIDGE		POINT OF INTEREST
	PROPOSED CULVERTS		CREEK/DRAINAGE
	VIEWPOINT		

Typical Cross Section Drawing

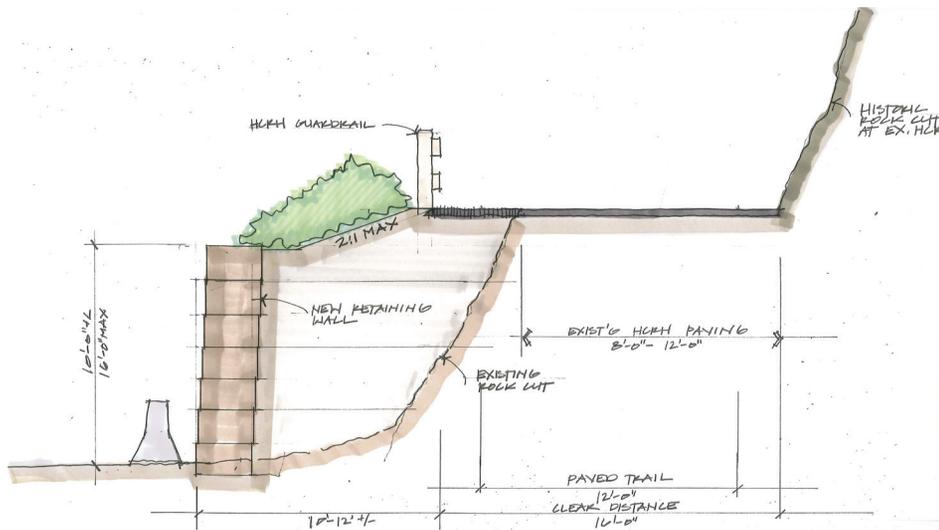
Historic Columbia River Highway State Trail - Shellrock Mountain Crossing Multi-use Path Cross Sections Across Shellrock Mountain



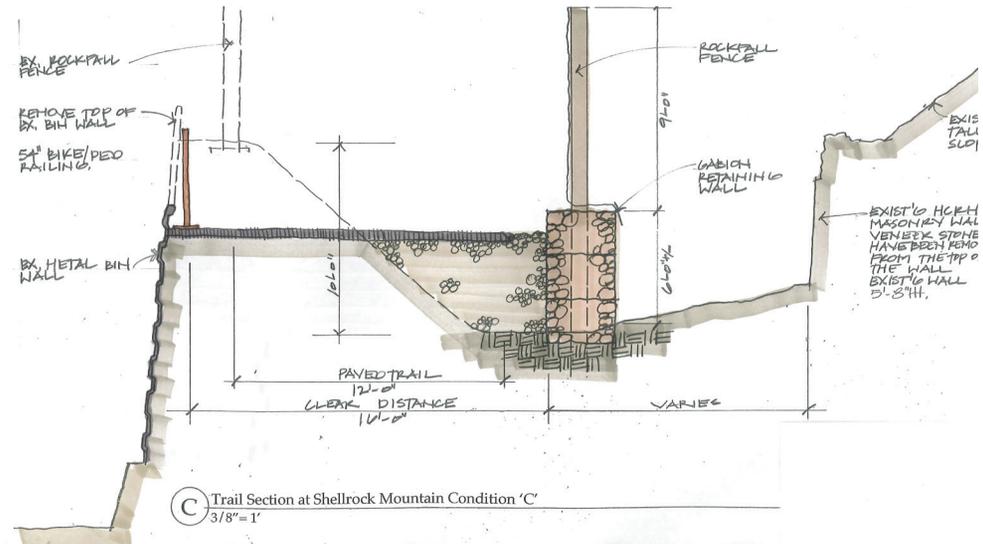
Shellrock Mountain Trail Perspective



Section drawing showing proposed trail on top of existing bin wall at Shellrock



Shellrock Mountain Trail Section





Oregon

John A. Kitzhaber, MD, Governor

Parks and Recreation Department

725 Summer St NE, Ste C

Salem, OR 97301-1266

(503) 986-0707

Fax (503) 986-0794

www.oregonstateparks.org



November 16, 2012

Oregon Department of Transportation
Enhance Program
Attention: Jeffrey Flowers, Region 1 Program and Funding Manager
123 NW Flanders
Portland OR, 97209

Re: Support for "Enhance" funding for the Historic Columbia River Highway State Trail:
Shellrock Crossing

Members of the Region 1 2015-2018 STIP Selection Committee:

As a co-applicant, partner, and recreation manager the Oregon Parks and Recreation Department (OPRD) urges the committee's support for the Historic Columbia River Highway State Trail: Shell Rock Crossing Project. This project presents the opportunity to make a significant contribution towards a "legacy" project that will be enjoyed well beyond our lifetimes. If funded, this project will extend the Historic Columbia River Highway State Trail from Lang State Park to Lindsey Creek State Scenic Corridor.

Our agency works closely with ODOT and US Forest Service on the Historic Columbia River Highway. Namely, OPRD is responsible for the management and day to day maintenance of the facility once construction is complete. Through this partnership we have been able to accomplish a lot of excellent work on the State Trail in recent years. Soon construction will be completed on the J.B. Yeon to Moffett Section, the "missing link" between Troutdale and Cascade Locks. At the same time, Western Federal Lands Highway Division of the Federal Highway Administration is engineering and constructing the Starvation Creek to Hole-in-the-Walls section of State Trail. At the same, we have acquired funding to complete the engineering and permitting for another 5 miles of trail including the "Shellrock" Crossing segment. With the engineering funded, the "Enhance" funds will be used directly towards trail construction bringing Oregonians one step closer to completing the full reconnection. It is important that we keep up the momentum and continuing moving forward to fully reconnect the Historic Highway State Trail by its 100th anniversary in 2016.

Thank you for your kind consideration,

Tim Wood
Director





Oregon

John A. Kitzhaber, M.D., Governor

Historic Columbia River Highway Advisory Committee

123 NW Flanders St.

Portland, OR 97209

Phone: (503) 731-8200

November 27, 2012

Oregon Department of Transportation
Enhance Program
Attention: Jeffrey Flowers, Region 1 Program and Funding Manager
123 NW Flanders
Portland OR, 97209

Re: Support for "Enhance" funding for the Historic Columbia River Highway State Trail: Shellrock Mountain Crossing

Members of the Region 1 2015-2018 STIP Selection Committee:

The Historic Columbia River Highway Advisory Committee urges your strong support for the Historic Columbia River Highway State Trail: Shellrock Crossing Project. This is a great project worthy of your support the following reasons.

The Historic Highway project makes sense now

The Historic Columbia River Highway, coupled with the Columbia River Gorge National Scenic Area, presents a World Class adventure right here in Oregon. The Historic Columbia River Highway State Trail is a project of state and national significance. This project presents the opportunity to create a "legacy" project that will be enjoyed well beyond our lifetimes much like Sam Hill's and Samuel Lancaster's devotion behind the Columbia River Highway – America's Greatest Highway.

Timing is ideal

2016 is the 100th Anniversary of the construction of the Historic Highway. In 2008 the Historic Columbia River Highway Advisory Committee laid out an ambitious vision to reconnect the highway as a trail. They called their campaign the Milepost 2016 Reconnection Strategy. In four short years incredible progress towards this vision has been made. However, much work remains if we are to realize this vision by 2016. Enhance Funding will help achieve this vision alive and provide the project the needed momentum to keep us on course.

Momentum and support is growing

The Oregon Department of Transportation, Oregon Parks and Recreation Department, and the USFS Columbia River Gorge National Scenic Area Management Unit are working together to advance this project. In 2012 the following has been accomplished:

- Construction on a critical 1.6 mile trail connection is nearing completion which will close a critical gap in the trail system between Cascade Locks and Troutdale
- Funding secured to construct ½ mile of trail between Starvation Creek and Warren Creek
- Funding secured to commence the engineering for six miles of trail between Wyeth and Mitchell Point
- A grant was awarded to complete the environmental permits and clearance for the remaining 10 miles of Historic Highway Trail system between Wyeth and Hood River.

100% of the Enhance Funds will be used for construction

The preliminary engineering and environmental clearances are underway and will be complete by 2014. The Western Federal Lands Highway Division of the Federal Highway Administration is managing this project and will have bid ready plans complete early in 2015. Construction could start as early as the summer 2015 and substantial completion in time for a 100th Anniversary celebration in August 2016.

Provides an economic development tool for our communities

The City of Cascade Locks is working diligently to ensure that they will see economic development benefits from this project. The City of Hood River and Mosier are already seeing the positive impacts the Trail is having on their communities. Check out the One Great Road Video on you tube at <http://youtu.be/o9kuFYFuxKM>.

Improves Interstate Safety

The proposed project constructs a trail between Wyeth and Lindsey Creek. This project will keep cyclists off the shoulder of I-84 especially around Shellrock Mountain – one of the most dangerous sections of I-84 to ride on because of limited shoulder width.

Bicycling fits into the Regional Tourism Strategy

Under the leadership of Travel Oregon, a Columbia River Gorge Bicycling Economic Study will commence soon and provide the data that will demonstrate the economic benefits of bicycling in this region. This project will be substantially complete by the fall 2013. This project has been funded through a coalition of partners who value bicycling and foresee its economic value. These partners include the Port of Cascade Locks, Port of Hood River, Port of The Dalles, Travel Oregon and Friends of the Historic Highway.

Improves Recreation Access

This project will provide access to several underdeveloped State Parks. No private property is required for the construction of the trail. Oregon Parks and Recreation is in the process of completing a Comprehensive Plan for the Columbia River Gorge Unit Properties. This multi-year planning effort was prompted by the increase in recreational use of the OPRD Gorge land holdings.

The project can be made to fit available funding

The project can be scaled down if \$6.1M seems too high when considering competing priorities. The engineering and environmental permitting will be complete for entire six mile section between Wyeth and Mitchell Point so, if necessary, it would be possible to construct a shorter segment dependant upon funding. For example, if only \$4.5 Million was made available we would be able to construct around Shellrock Mountain but not up to the scenic, old highway segment in Lindsey Creek State Scenic Corridor. If only \$1.5 M was made available we could construct the trail from Wyeth up to Shellrock Mountain. Under this scenario, the trail would dead end at the west end of the bin wall at Shellrock Mountain forcing cyclists to use the narrow shoulder around Shellrock Mountain.

ODOT and OPRD are concurrently seeking additional funding to construct additional trail segments in concert with this request. We are exploring many options to leverage available funding to expand funding opportunities. Thank you for the opportunity to apply for funding for this important multi-modal facility that will transform how Oregon's residents and tourists access the recreational opportunities in the Gorge.

Respectfully,



Wayne Stewart, Chair
Historic Columbia River Highway Advisory Committee
Multnomah County Representative



William D. Pattison, Vice-Chair
Historic Columbia River Highway Advisory Committee
Hood River County Representative

November 27, 2012

Oregon Department of Transportation
Enhance Program
Attention: Jeffrey Flowers, Region 1 Program and Funding Manager
123 NW Flanders
Portland OR, 97209

Re: Support for the ODOT/OPRD "Enhance" funding request for the Historic Columbia River Highway State Trail: Shellrock Crossing

Members of the Region 1 2015-2018 STIP Selection Committee:

We would like to share our enthusiasm and encourage you to select the Historic Columbia River Highway State Trail: Shell Rock Crossing Project for "Enhance" funding. This project presents the opportunity to make a significant contribution to a "legacy" project that will be enjoyed well beyond our lifetimes.

The Milepost 2016 Reconnection Strategy reminds us of Samuel Hill's vision for the Columbia River Highway. Hill was inclined to view scenery as a 'marketable asset,' which could and should be developed through a system of good roads. He sold the idea to the Oregon Legislature 100 years ago by stating "we will cash in year after year, on our crop of scenic beauty, without depleting it in anyway."

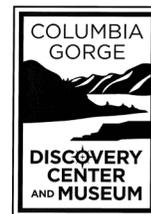
Twelve miles of the Historic Highway State Trail are now complete. This significant investment is paying off for Gorge as we experience economic revitalization and recreational opportunities for all. Next summer we look forward to celebrating the opening of the John B. Yeon to Moffett Creek trail segment. Upon completion of this segment cyclists and pedestrians will be able to access the Gorge between Troutdale and Cascade Locks without being forced to the shoulder of Interstate 84.

Ten miles of trail remain to be reconnected through the Gorge by 2016--the 100th year anniversary of the Historic Highway. This project brings Oregonians one step closer to realizing this vision and we can only imagine the significant economic opportunities a complete connection through the Gorge would provide.

Regards,



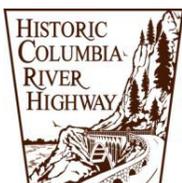
Renee Tkach
Renee Tkach
Gorge Towns to Trails, Proj. Mgr.
Friends of the Columbia Gorge



Carolyn A. Purcell
Executive Director
Carolyn A. Purcell
Executive Director
Discovery Center



Chuck Daughtry
Chuck Daughtry, General Manager
Port of Cascade Locks



Jeanette Kloos
Jeanette Kloos, President
Friends of the Historic Columbia River Highway



Marguerite Perry
Marguerite Perry
Executive Director
Friends of Vista House

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November 27, 2012

ODOT Enhance Program
Attn: Jeffrey Flowers, Reg. 1 Prog. and Funding Manager
123 NW Flanders
Portland OR, 97209



Re: Support for "Enhance" funding for the Historic Columbia River Highway State Trail:
Shellrock Crossing

Dear Members of the Region 1 2015-2018 STIP Selection Committee:

The Bicycle Transportation Alliance supports the Oregon Department of Transportation's and the Oregon Parks and Recreation Departments request for \$6,100,000 to fund the construction of a critical link in the Historic Columbia River Highway State Trail around Shell Rock Mountain in Hood River County. This important multi-use trail project will help Oregon reach its ambitious goal of reconnecting the Historic Columbia River Highway through the Columbia River Gorge by 2016, the one 100th anniversary of the construction of the Columbia River Highway - America's first scenic highway. Today cyclists are forced to the 4' -wide shoulders along I-84 around Shell Rock. This section often noted by cyclists as a particularly "scary" section to ride.

The BTA applauds the great progress that has been made in returning the Historic Highway to its former glory to date. Today along with the restoration of the drivable sections of the Historic Highway, 12 miles of abandoned highway has been reconnected as trail. The completion of the remaining ten miles will create a "King of Trails" allowing pedestrians and cyclists to discover the Gorge between Troutdale and The Dalles (a distance of 73 miles) without ever having to share the road with cars and trucks along I-84. The Historic Highway State Trail will provide new opportunities for Gorge visitors to leave their cars behind and to experience the beauty of the Gorge and the Historic Columbia River Highway as a cyclist or pedestrian. The Milepost 2016 Reconnection Strategy seeks to complete the remaining 10.3 miles by 2016, the 100th anniversary of the Historic Columbia River Highway. We hope you will help us realize this goal by funding the construction of the Shellrock Mountain Crossing trail segment. Thank you for the opportunity to support important multi-modal facility.

Sincerely,

Susan Peithman, Statewide Advocate



November 16, 2012

Oregon Department of Transportation
Enhance Program
Attention: Jeffrey Flowers, Region 1 Program and Funding Manager
123 NW Flanders
Portland OR, 97209

Re: Support for “Enhance” funding for the Historic Columbia River Highway State Trail:
Shellrock Crossing

Members of the Region 1 2015-2018 STIP Selection Committee:

We would like to share our enthusiasm and encourage you to select the Historic Columbia River Highway State Trail: Shell Rock Crossing Project to receive “Enhance” Funding. This project presents the opportunity to make a significant contribution to a “legacy” project that will be enjoyed well beyond our lifetimes.

In the spirit of our past involvement, we would like to offer our support for the Enhance funding for the Historic Columbia River Highway State Trail: Shellrock Crossing. Travel Oregon supports the efforts of the Oregon Department of Transportation (ODOT) and the Historic Highway Advisory Committee to reconnect the Historic Highway as State Trail through the Gorge. We have been a long-time partner in this effort and will continue that involvement into the future. This existing Historic Highway and segments are both attractions for visitors who use these transportation resources as an introduction to the natural wonders that help define Oregon and the Columbia River Gorge National Scenic Area. In addition the State Trail presents a unique opportunity for visitors and Oregonians to access the Gorge through active transportation modes.

Ten miles of trail remain to be reconnected through the Gorge by 2016--the 100th year anniversary of the Historic Highway. This project brings Oregonians one step closer to realizing this vision and we can only imagine the significant economic opportunities a complete connection through the Gorge would provide. The completion of these ten miles will create a “King of Trails” allowing pedestrians and cyclists to discover the Gorge between Troutdale and The Dalles (a distance of 73 miles) without ever having to share the road with cars and trucks along I-84. This State Trail will provide new opportunities for Gorge visitors to leave their cars behind and to experience the beauty of the Gorge and the Historic Columbia River Highway as a cyclist or pedestrian.

Travel Oregon supports the expansion of bicycle tourism in Oregon and has seen the positive economic impacts that it brings to small rural communities, similar to those located in the Gorge. The Historic Highway State Trail will enhance the beauty of the Gorge and provide access to beautiful natural resources and State Parks through sustainable transportation practices. Travel Oregon supports this vision and this work. Thank you for your consideration of this project. If you have any questions, please let me know.

Regards,



Scott West
Chief Strategy Officer



November 26, 2012

Oregon Department of Transportation
Enhance Program
Attention: Jeffrey Flowers, Region 1 Program and Funding Manager
123 NW Flanders
Portland OR, 97209

Re: Support for the ODOT/OPRD "Enhance" funding request for the Historic Columbia River Highway State Trail: Shellrock Crossing

Members of the Region 1 2015-2018 STIP Selection Committee:

Northwest Trail Alliance (NWTa) would like to share our support and encourage you to select the Historic Columbia River Highway State Trail: Shell Rock Crossing Project for "Enhance" funding. This project will help support our mission of enhancing mountain bike riding opportunities in the area. The Historic Highway State Trail will become a key connector to many existing and future trail networks, including the easyCLIMB trail and CLIMB trail (Cascade Locks International Mountain Bike trail).

Northwest Trail Alliance has been building and maintaining single track bike trails at Stub Stewart State Park under a successful agreement with Oregon State Parks for the last several years and is also building and maintaining trails at Cascade Locks Industrial Park. NWTa members have provided over 750 hours of time to the easyCLIMB trail, resulting in several thousand visits in the first year, helping to boost the local economy.

We envision the day when users will be able to ride along the State Trail, access single track riding experiences, shop at local communities and ride home on the trail. This project will support NWTa's goal of "Ride to Where You Ride".

Respectfully Submitted,

Tom Archer
Director of Advocacy
Northwest Trail Alliance
www.nw-trail.org