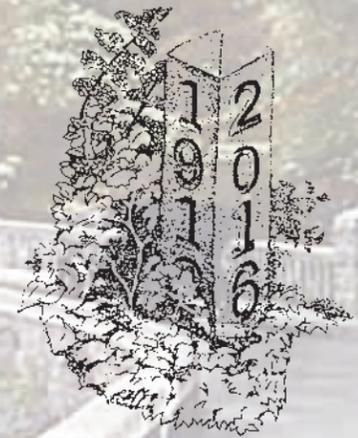


The HISTORIC COLUMBIA RIVER HIGHWAY

World class adventure from Portland to The Dalles
Reconnecting the Historic Highway as a trail

Mile Post 2016
Reconnection Projects



Presented by

Friends of the Historic Columbia River Highway
&
Historic Columbia River Highway Advisory Committee

MARCH 2009



*Dry Canyon Creek Bridge on the Historic
Columbia River Highway, c. 1920s.*

This report provides a reconnaissance level review and analysis of twelve Historic Columbia River Highway Reconnection Projects. Additional planning, safety, environmental, and other studies as well as additional engineering will be required prior to construction.

Acknowledgements

The Historic Columbia River Highway Advisory Committee and the Friends of the Historic Columbia River Highway have jointly spearheaded an effort to restore and reconnect the Historic Columbia River Highway (HCRH).

The Friend's vision is to restore and preserve the existing drivable portions of the historic highway to their splendid 1920s appearance and to link drivable sections with pedestrian and bicycle accessible connections, thus creating a continuous route through the Columbia River Gorge.

The Oregon Legislature created the Historic Columbia River Highway Advisory Committee in 1987. The Advisory Committee reviews and makes recommendations to the Oregon Department of Transportation (ODOT) and Oregon Parks and Recreation Department (OPRD). Membership on the committee includes representatives from those two agencies plus the State Historic Preservation Office and Travel Oregon. Private members include three representatives appointed by the Governor (one each from Multnomah, Hood River and Wasco Counties) and one appointed by each of the three counties in the Gorge.



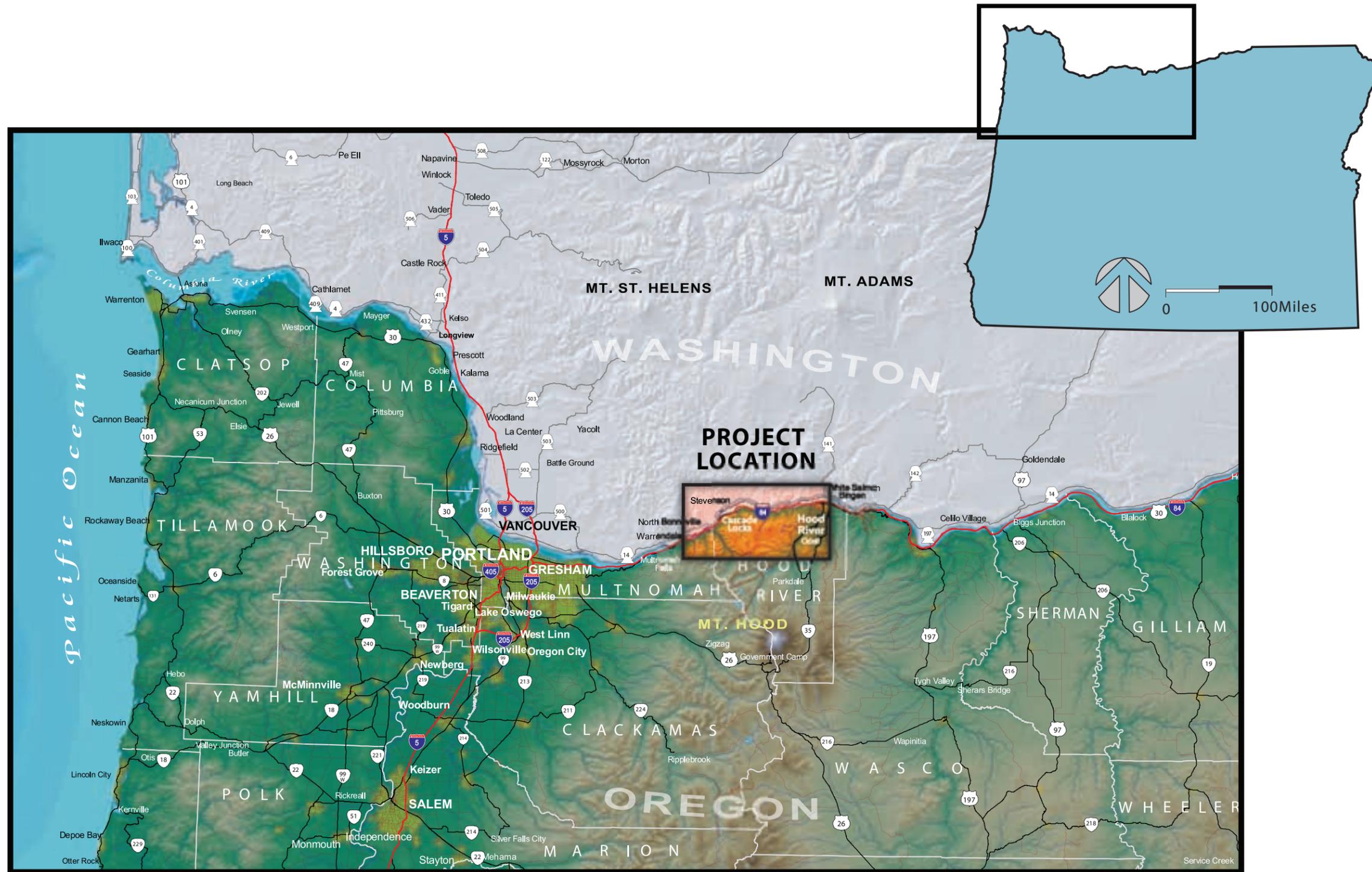
In coordination with

*Oregon Department of Transportation
Oregon Parks and Recreation Department
Travel Oregon
USDA Forest Service, Columbia River Gorge National Scenic Area
Western Federal Lands Highway Division, FHWA*

A special thanks for the generous technical assistance provided by the following

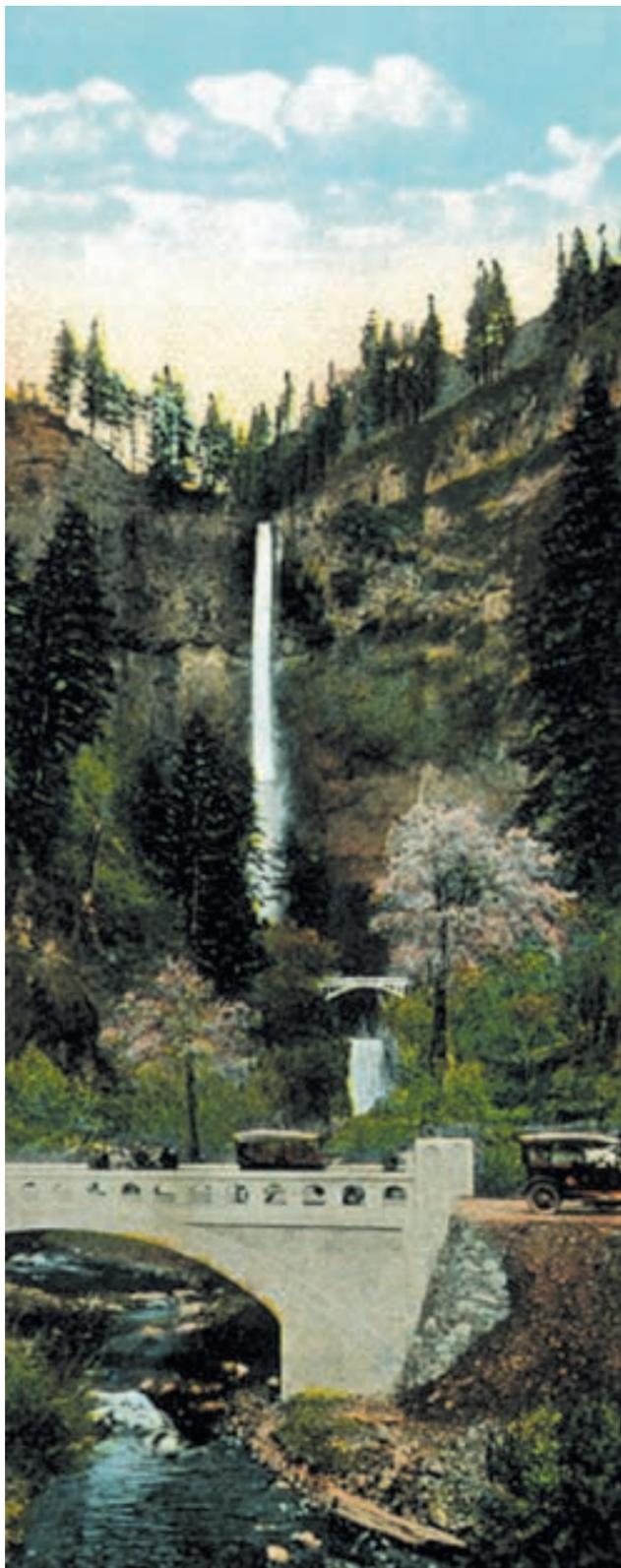
CH2M Hill	OTAK
Cfm	Parametrix
GRI	Quatrefoil
HDR	Walker Macy
Maxwell, P.R.	W&H Pacific

At left: The Historic Columbia River Highway design workshop participants, October 18, 2007, at Mitchell Point.



 Historic Columbia River Highway State Trail
Vicinity Map

0 10 20 30 Miles



Executive Summary

“On the part of Lancaster, the highway is a religion, a work of art to be given the devotion of a lifetime.” Mark Woodruff, Oregonian, January 1, 1916

Columbia River Highway history is a tale of visionaries, civic leaders, skilled engineers, and talented artisans. In 1913, Multnomah County hired Samuel Lancaster to survey and design 20 miles of highway from Chanticleer Point, now Portland Women’s Forum State Scenic Viewpoint, to the Hood River County line. On paper, Lancaster’s design seems a bit dry, though it was quite revolutionary at the time: “a maximum 5 percent grade, minimum 200-foot turning radius on curves, and average of 24-foot roadway with its 18-foot macadam paved surface with 3-foot gravel shoulders.” The result of Lancaster’s design is truly marvelous. The highway traverses the Columbia River Gorge, providing scenic vistas and access to many waterfalls along the way.

Unfortunately, the construction of Interstate 84 severed or removed sections of the Historic Columbia River Highway at many locations along the route. In 1987, the Oregon Legislature recognized the loss of this historic resource and directed the Oregon Department of Transportation to develop a plan to preserve, restore, and maintain extant portions of the historic highway, and to reconnect missing segments with a State Trail allowing recreationists on foot and bicycles to enjoy a reasonable approximation of the original historic highway.

To reconnect extant portions of the historic highway we must follow Lancaster’s original vision. We must think like Lancaster and build a beautiful trail through rugged country, taking advantage of the Gorge’s wild beauty. Upon its completion, the Historic Columbia River Highway State Trail will provide a unique regional route, connecting local communities and encouraging bicyclists, joggers and walkers to park their vehicles and enjoy a truly magnificent regional setting.

In 2005, Cycle Oregon rode through the Gorge. This ride highlighted the need for a new way through the Gorge as the over 2,000 bicyclists were forced to use the shoulder of Interstate 84 between Hood River and Wyeth, then again west of Bonneville to Warrendale. Following that event, Congressman Peter DeFazio requested a personal tour of the highway. After spending five hours along the highway with Jonathan Nicholas from the Oregonian, Jerry Norquist from Cycle Oregon and Jeanette Kloos, the Scenic Area Coordinator for Oregon Department of Transportation, the congressman saw the highway’s great potential for a connecting trail. He then requested that ODOT and the other involved parties look for less expensive alternatives to complete the trail through the Gorge.

Reconnection of the Historic Columbia River Highway State Trail will positively impact individuals and improve the livability of the communities along its route by providing recreation opportunities and health and fitness benefits. It will also positively influence local economies within the Gorge. Across Oregon, trails are stimulating tourism and recreation related spending. Trail users and vacationers will provide direct economic benefits to hotels, restaurants and other business from increased tourist activity and spending on durable goods such as bikes and soft goods such as gasoline, food, and drinks. This, in turn, will revitalize businesses, create jobs, and increase public revenue. As Sam Hill once envisioned, “We will cash in year after year on our crop of scenic beauty without depleting it in any way.”

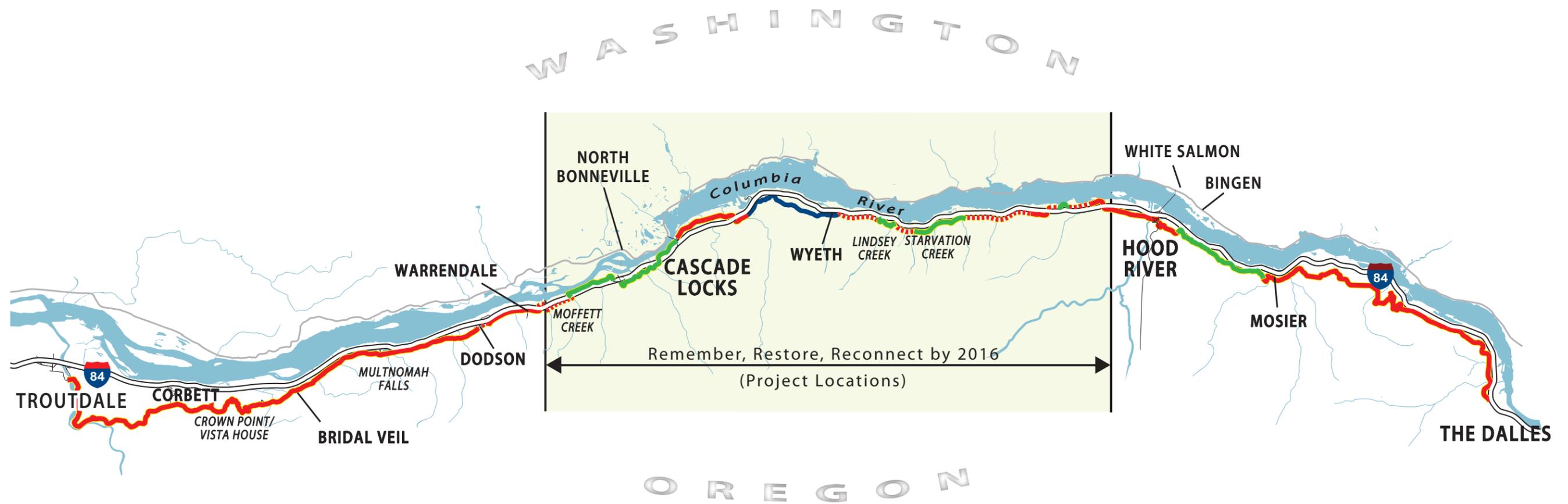
Since 1987, eleven miles of the State Trail have been completed. Of the original 73 miles of historic highway, one can still access 61 miles either by car on the drivable portions or by foot or bike on the State Trail sections. Approximately 12 miles of State Trail await construction, completing this world class recreational route between Portland and The Dalles. Our challenge is to complete the remaining twelve miles of State Trail in time for the 100th Anniversary of the Historic Columbia River Highway in 2016.

Photograph on the left: A hand painted glass slide of Multnomah Falls, c. 1920s

The HISTORIC COLUMBIA RIVER HIGHWAY

LEGEND

- HISTORIC COLUMBIA RIVER HIGHWAY (MOTOR VEHICLE TRAFFIC)
- - - FUTURE HISTORIC COLUMBIA RIVER HIGHWAY STATE TRAIL (FOR BIKING AND HIKING)
- HISTORIC COLUMBIA RIVER HIGHWAY STATE TRAIL (RESTORED FOR BIKING AND HIKING)
- CONNECTING COUNTY ROAD (HERMAN CREEK ROAD)



 Historic Columbia River Highway State Trail
Project Locations Map



The Reconnection Projects

Approximately 12 miles of Historic Columbia River Highway State Trail remain to be reconnected through the Columbia River Gorge. This plan divides the remaining 12 miles into 12 distinct projects. The projects are described from west to east. Each segment includes a brief project description, site photos, aerial diagram illustrating proposed trail alignment with primary construction elements, and a summary project cost estimate. Cost estimates are based on preliminary conceptual designs and not final engineering documents. These estimates assume construction in 2010, and include a substantial contingency.

When the western most segment, Warrendale to Moffett Creek, is reconnected, a bicyclist can ride from Troutdale to Cascade Locks and beyond. Reconnecting this 1.6 miles trail will allow for a 34 mile scenic bike ride between Troutdale and Cascade Locks following along 26 miles of the drivable historic highway and 6.5 miles on the State Trail.

Ten project segments are concentrated between Interstate 84's Wyeth interchange (I-84 / Milepost 51) and the West Hood River interchange (I-84 / Milepost 62). Along this section, a number of short segments of the abandoned historic highway still exist. Wherever possible, the historic highway is integrated into the State Trail alignment. These old highway segments will not be open to motor vehicles. Upon completion cyclists, and hikers will experience first hand the amazing road work accomplished by visionaries of an earlier era.



Proposed Historic Columbia River Highway State Trail Reconnection Projects Estimated 2010 Costs

No.	Segment	Length (in feet)	Project Cost
1.	Warrendale to Moffett Creek	8,500	\$ 5,896,044
1A.	Eagle Creek Viaduct - East	450	\$ 2,471,000
2.	Wyeth to Shellrock Mountain	6,200	\$ 2,650,725
3.	Shellrock Mountain Crossing	3,350	\$ 8,656,956
4.	Shellrock Mountain to Lindsey Creek	6,700	\$ 2,767,149
5.	Lindsey Creek to Starvation Creek	6,800	\$ 3,767,148
6.	Viento to Perham Creek	9,000	\$ 6,129,932
7.	Perham Creek to Mitchell Point West	5,300	\$ 3,831,597
8.	Mitchell Point Tunnel	1,300	\$ 12,536,370
9.	Mitchell Point East to Baumann Property	5,800	\$ 218,295
10.	Baumann Property to Ruthton Point	4,000	\$ 2,856,546
11.	Ruthton Point to Ruthton Park	3,500	\$ 7,839,909
TOTALS		60,900*	\$ 59,621,671
*11.53 Miles			

Project costs are estimated based on 2010 construction and include "hard" construction, "soft" costs (e.g., design fees, permits, technical studies, approvals, legal, survey), and a construction contingency.

At Left: Cycling on the Historic Columbia River Highway State Trail.