

LENGTH OF TRAIL SECTION:

2.3 MILES

LEVEL OF DIFFICULTY:

EASY TO MODERATE

SLOPES NOT EXCEEDING 5%

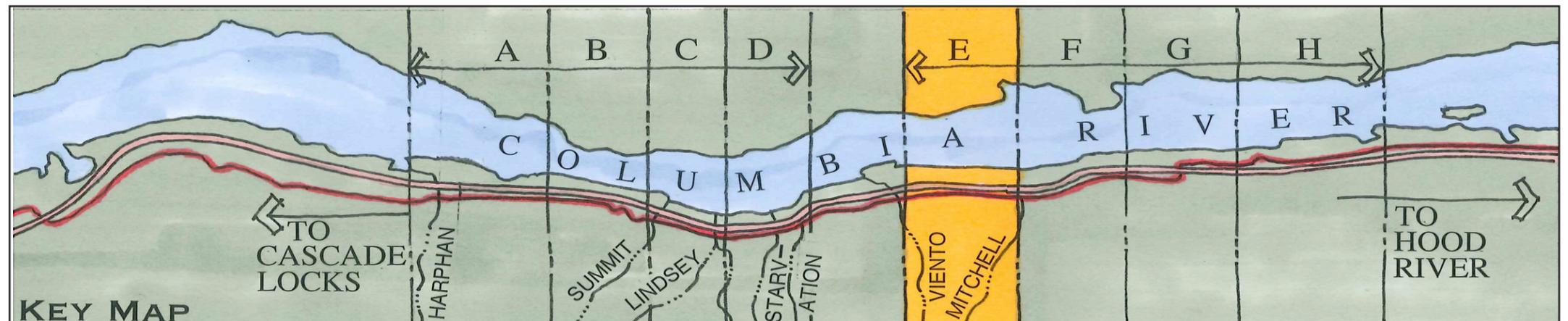
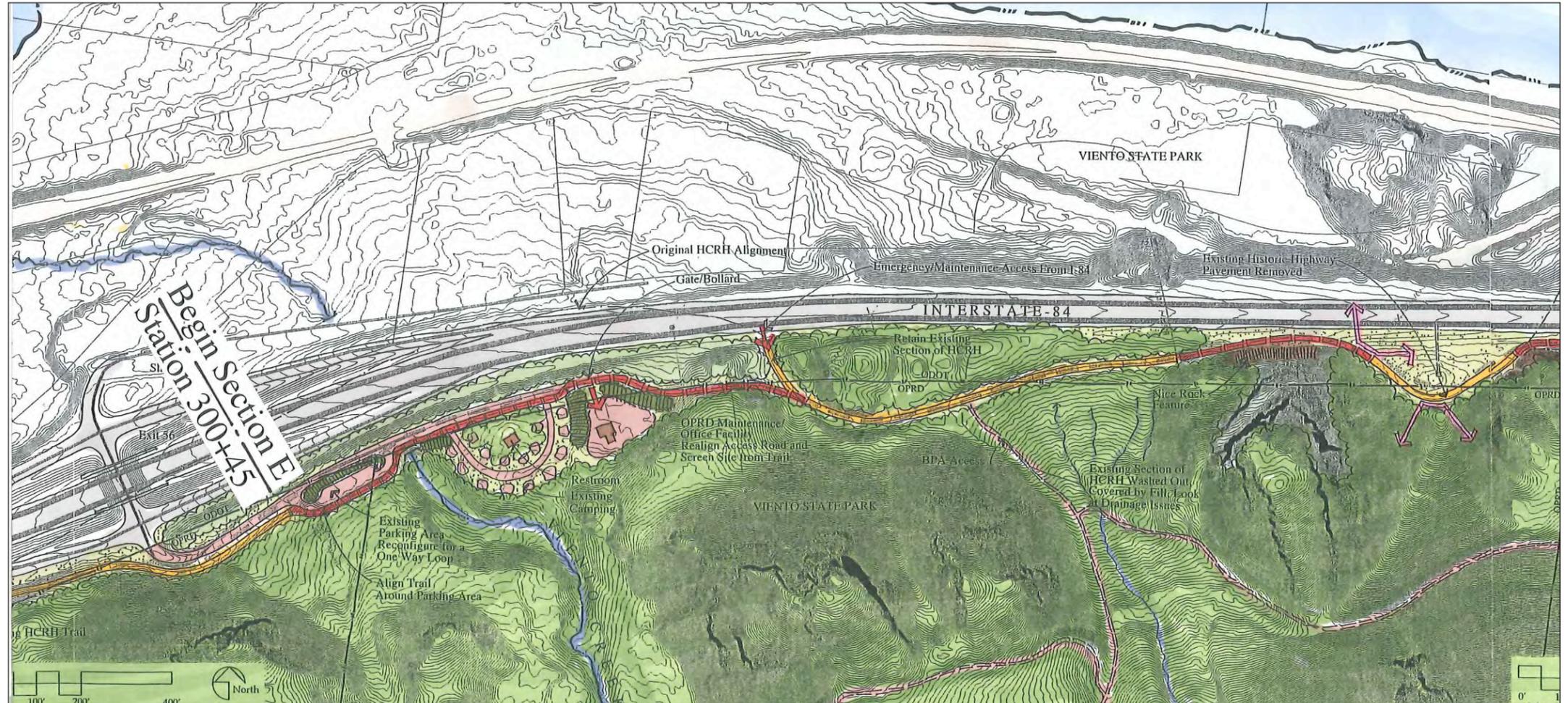
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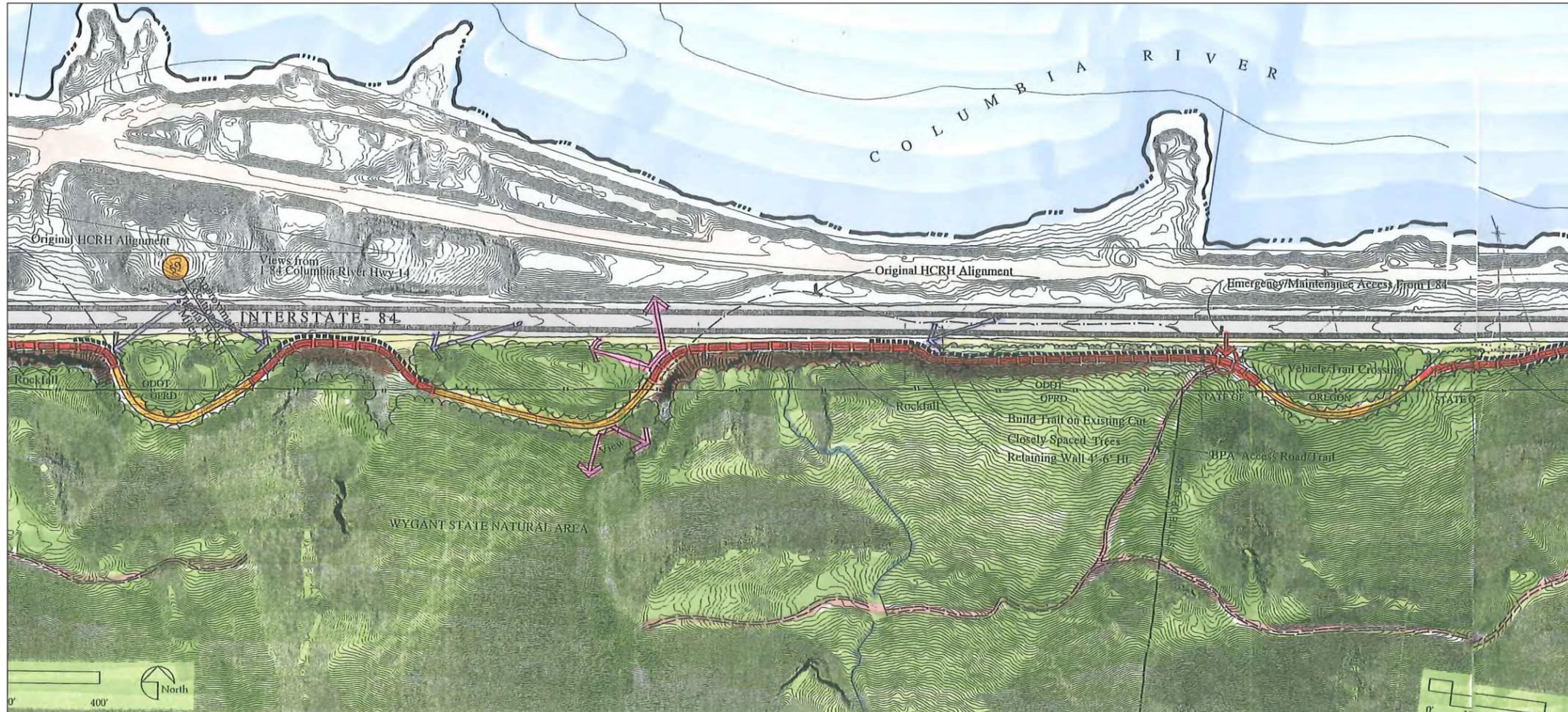
A one mile restored section of Historic Highway State Trail connects from Starvation Creek to Viento.

- **Station 300+45 – 310+33:** The new Trail would continue at the end of the existing section of State Trail and run alongside an existing parking area of the Starvation Creek Trailhead. The parking area would be reconfigured for better vehicular, bike, and pedestrian circulation. The Trail then crosses Viento Creek over the existing culvert alongside the vehicular drive and then past the existing OPRD tent campground and the OPRD Maintenance Office and Shop Yard.
- **Section 310+33 – 325+00:** Leaving the OPRD Shop Yard, the Trail goes over an existing hill. The Trail will cut down through the hill to provide a 5% grade and connect to a level section of existing Historic Highway. The existing section of Historic Highway is also a shared access for the BPA. This existing section of Historic Highway ends at a rock cut and the Trail continues along the face of the cut alongside I-84.

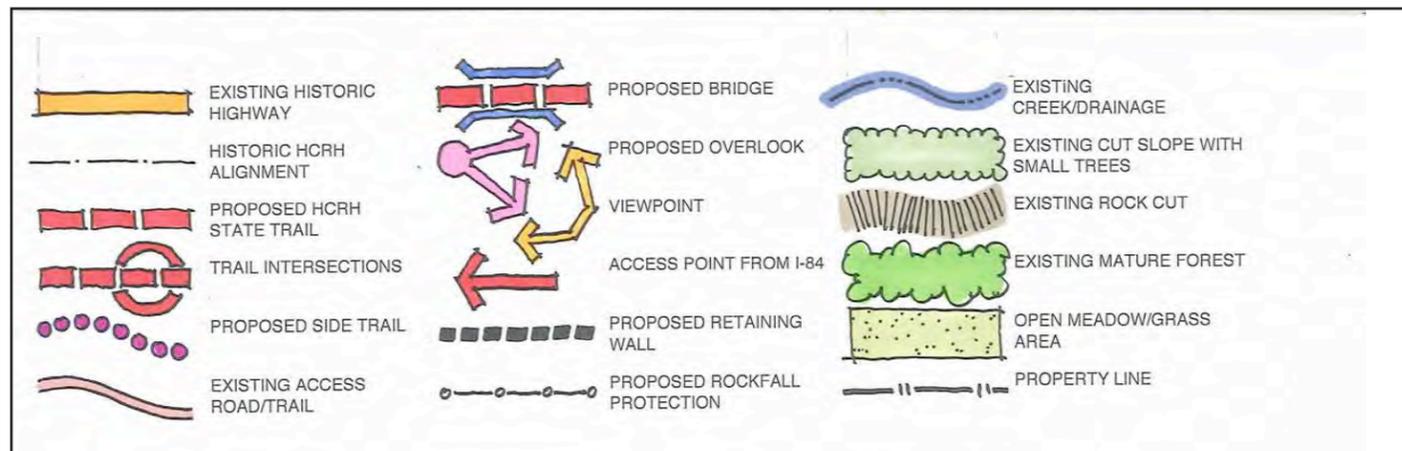


Viento Trailhead.





• **Section 325+00 – 367+00:** This section of Trail has four existing sections of Historic Highway that form a series of “oxbows” where the construction of I-84 cut off the north section of the original curves. The new Trail section will run alongside I-84, connecting these existing oxbows of the Historic Highway together. The rock cuts along I-84 in this section present some significant rockfall challenges. The existing sections of Historic Highway are in good condition, and are all elevated above I-84, providing both visual and sound separation from I-84. The Trail aligns with I-84 and progresses along the base of an existing rock outcropping before rejoining the historic alignment with viewpoints to the Columbia River and surrounding scenery.



Existing section of the Historic Highway.



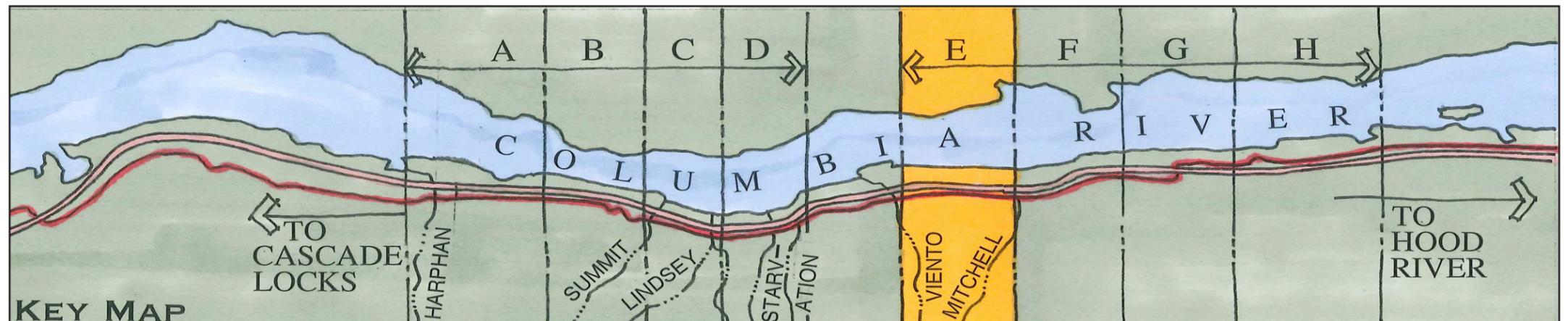
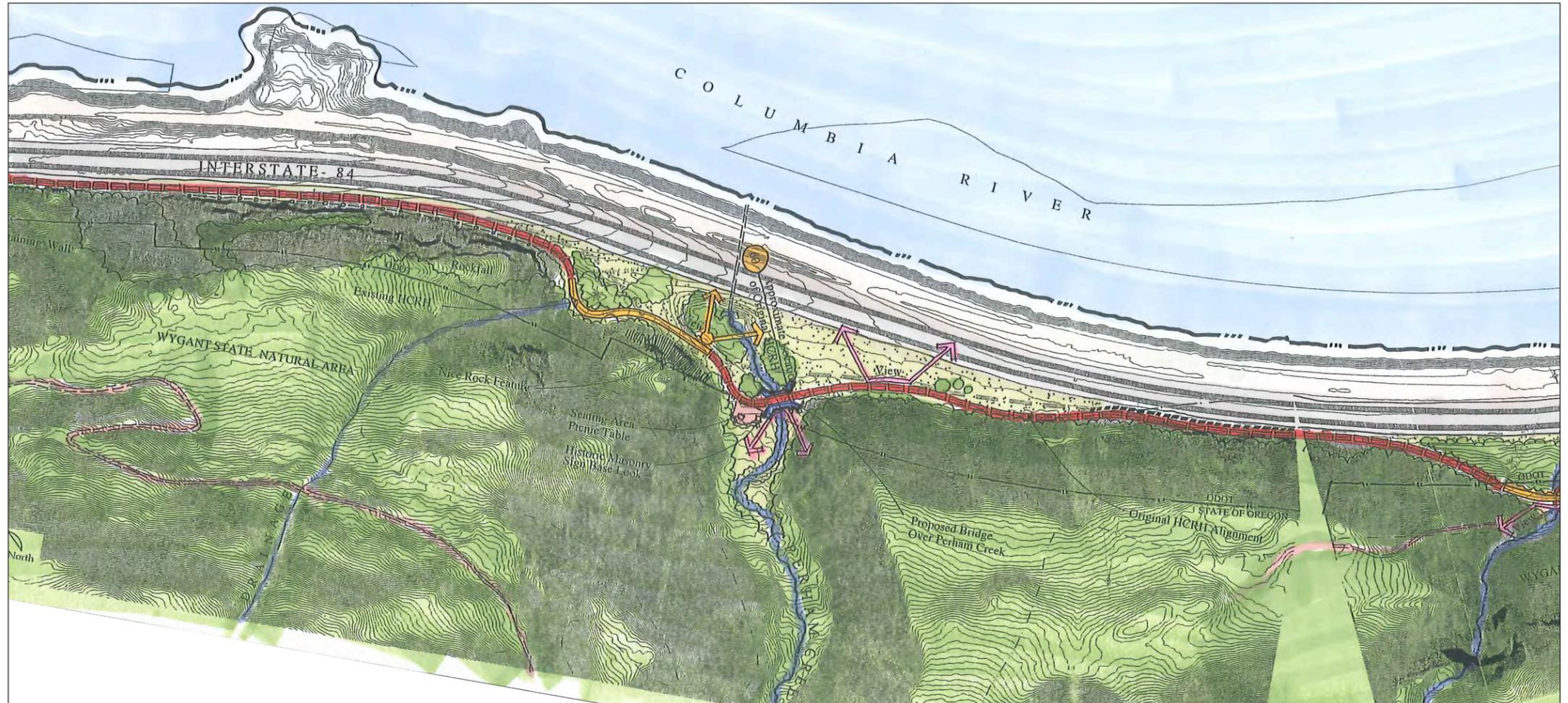
Rockfall along I-84.



- **Section 367+00 – 383+00:** This is a long section of new Trail that runs along the edge of I-84 for 1600 feet. This section has the most significant rockfall and may require significant scaling and rockfall construction.
- **Section 383+00 – 391+00:** The Trail then turns south and connects to another section of Historic Highway in the Perham Creek area. A historic masonry sign base is located along this section of Trail very close to where a new bridge will cross Perham Creek. Once the Trail crosses Perham Creek, it follows its original alignment until it comes back along I-84.
- **Section 391+00 – 420+60:** The Trail continues east along I-84 for 1600 feet and then heads south to where it meets up with an existing section of Historic Highway. This section of Historic Highway is also the access trail for the Wygant Trail. This section ends at a new bridge crossing over Mitchell Creek.



Existing masonry sign base at Perham Creek.

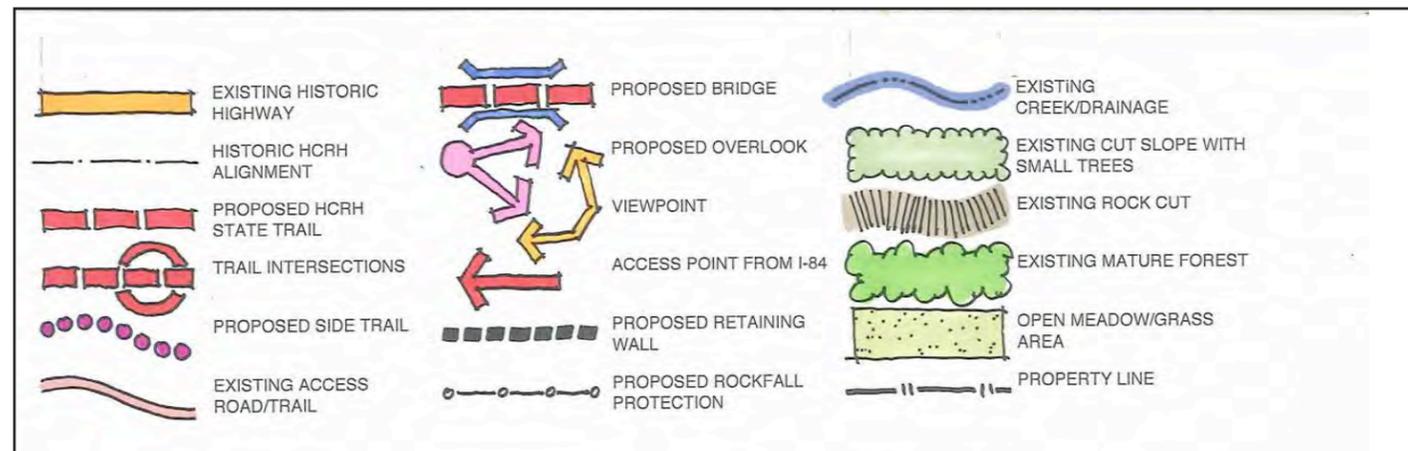




View to Wind Mountain along proposed Trail.

**TRAIL SEGMENT HIGHLIGHTS:**

- Viento Trailhead
- Tent campground with potential for hiker biker sites
- Several sections of existing HCRH
- Spur trail to overlook at rock outcropping
- Perham Creek picnic area
- Historic masonry sign base
- Scenic views to the Columbia River
- Mitchell Creek



Highwater over Historic Highway at Perham Creek.

**DESIGN/PERMITTING ISSUES:**

- Recreation Intensity Class 4 at trailhead
- Site visible from several Key Viewing Areas: I-84, Columbia River, Highway 14
- Creek setbacks/salmon habitat
- Limited site area, constrained by existing topography, creek, and roads
- Privacy and safety for campground and OPRD facility





**VIENTO CREEK TRAILHEAD DESCRIPTION:**

- Existing 18 parking spaces
- Existing OPRD campground
- Existing restroom at campground
- Existing OPRD maintenance and office facility
- Viento Creek passes through site

**TRAILHEAD AMENITIES:**

- Reconfigure parking area to provide for better traffic flow and turn around
- Reconfigure existing OPRD maintenance and office facility
- Improve trail access through the site
- Provide trail information and directional signage



Entrance road to Viento with new State Trail alongside.



Existing conditions along I-84.



OPRD Maintenance Facility at Viento.



OPRD maintenance area with existing access road to the east.





Existing Historic Highway near Perham Creek.



PERHAM CREEK  
BRIDGE PERSPECTIVE



PERHAM CREEK DETAIL PLAN



Existing riparian edge at Perham Creek.

**SEGMENT E COSTS:**

Site Preparation	\$47,000.00
Grading and Drainage	\$168,000.00
Wall Construction	\$801,000.00
Bridge at Perham Creek	\$200,000.00
Bridge at Mitchell Creek	\$180,000.00
Rock Fall Protection	\$1,205,000.00
Trail Construction	\$549,000.00
Misc. Trail Improvements	\$185,000.00
Landscape Improvements	\$348,000.00
<b>Subtotal</b>	<b>\$3,683,000.00</b>
Engineering & Permits (20%)	\$737,000.00
Construction Engineering (15%)	\$552,000.00
Contingency	\$994,000.00
Project Costs (2010)	\$5,964,000.00
<b>Project Costs (2014)</b>	<b>\$7,038,000.00</b>

**VIENTO TRAILHEAD:**

Site Preparation	\$32,000.00
Grading and Drainage	\$8,000.00
Wall Construction	\$57,000.00
Paving	\$69,000.00
Misc. Improvements	\$21,000.00
Landscape Improvements	\$32,000.00
<b>Subtotal</b>	<b>\$219,000.00</b>
Engineering & Permits (20%)	\$44,000.00
Construction Engineering (15%)	\$33,000.00
Contingency	\$59,000.00
Project Costs (2010)	\$278,000.00
<b>Project Costs (2014)</b>	<b>\$328,000.00</b>

**ISSUES FOR FURTHER STUDY:**

- Potential for second Trail Host Site located at Viento Trailhead
- Rockfall mitigation strategies
- Conflicts with BPA Access Road(s)
- Historic resources at Perham Creek, including historic alignment of the Historic Highway and evidence of past park facilities
- Determine the extent of wetland/riparian areas at Perham Creek
- Opportunities for side trails to explore unique geologic features located along the Trail



LENGTH OF TRAIL SECTION:

.7 MILES

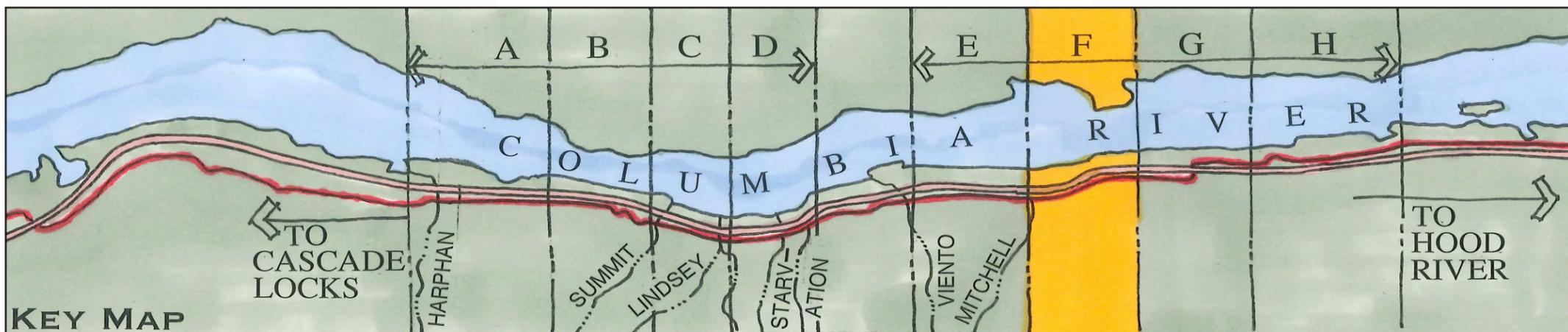
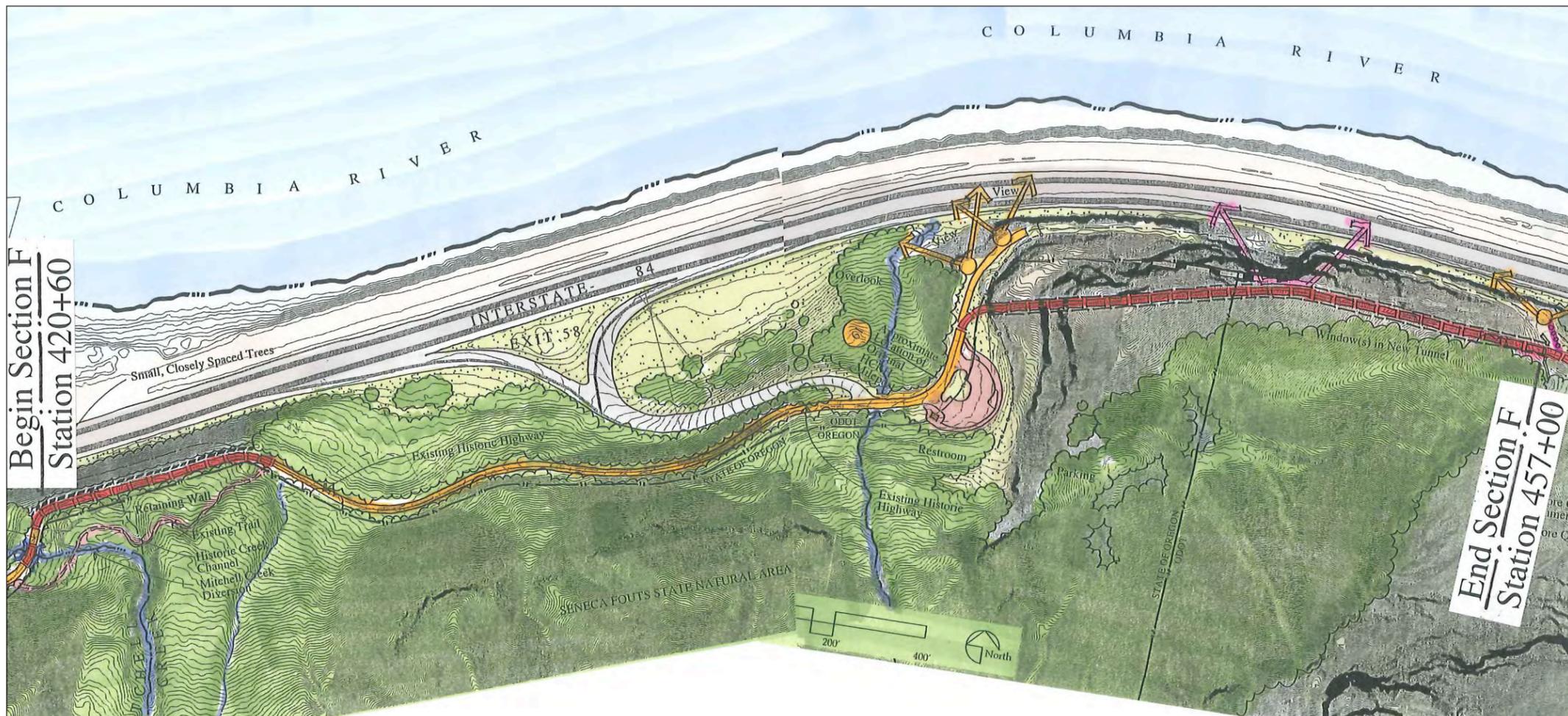
LEVEL OF DIFFICULTY:

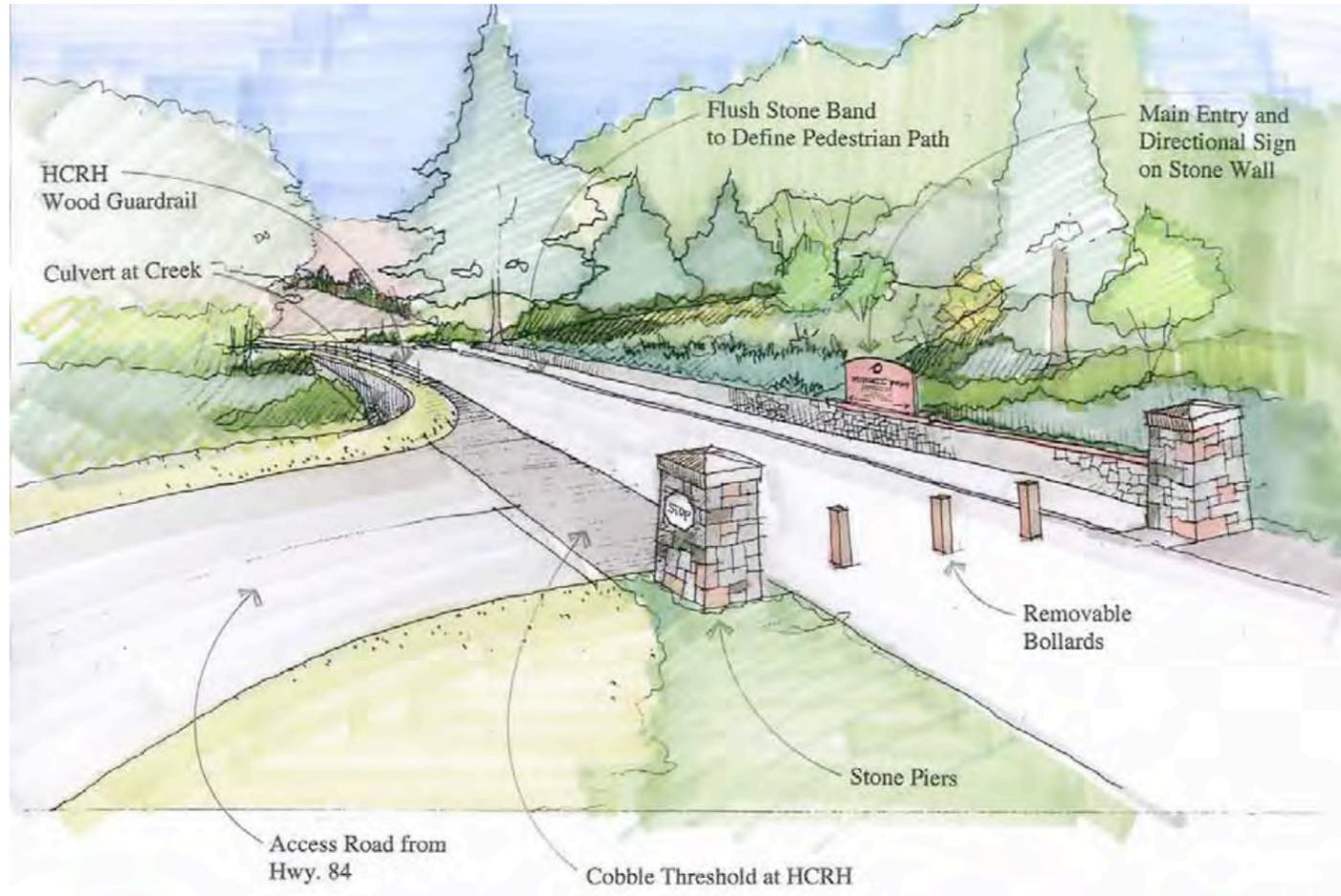
EASY TO MODERATE

SLOPES NOT EXCEEDING 5%

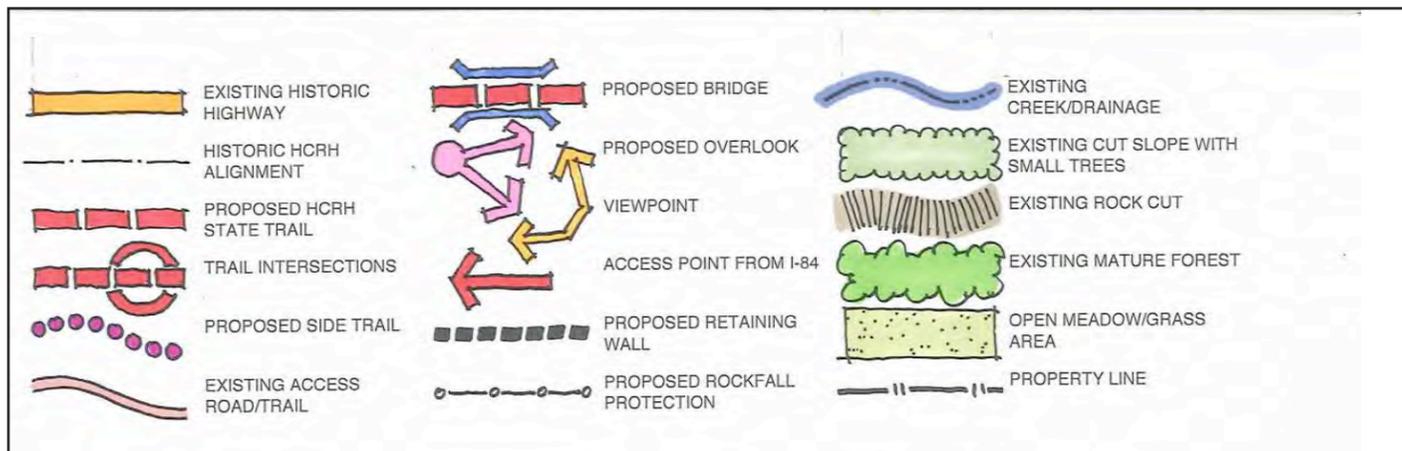
DESCRIPTION:

- **Section 420+60 – 526+50:** The section starts at the new bridge crossing Mitchell Creek. In this area, Mitchell Creek was diverted into a new channel when I-84 was constructed. The new channel cut through the Historic Highway, leaving a small piece of intact road on the north side of the creek. A new bridge is proposed to cross Mitchell Creek and reconnect the Historic Highway. A new section of trail will traverse the top of a cut slope created during the construction of I-84. Along this section of trail, the historic Mitchell Creek Channel is visible.
- **Section 526+50 – 444+44:** The next portion of the Trail follows an existing section of Historic Highway passing I-84 Exit 58 and running through the Mitchell Point West Trailhead. This section of trail also provides access to the Wygant Trail. New overlooks are proposed north of the parking area to allow better access to viewing the original alignment of the Historic Highway. The existing Historic Highway alignment will be preserved through this area and will be better defined by the redesigned parking area.
- **Section 444+44 – 457+00:** A new 1200 foot tunnel will recreate the passage through Mitchell Point. The tunnel will feature windows carved through its side, at the location of the former viaduct, to allow views of the Columbia River and recall the original Mitchell Point Tunnel, "Tunnel of Many Vistas" that had five windows carved in its side. This Section ends at the East Portal of the Tunnel.





**MITCHELL POINT TRAILHEAD APPROACH**



Mitchell Point in the 1940s consisted of the Little Boy Ranch, a gas station and tourist court.



Development at Mitchell Point in the 1950s included a four unit motel.



West approach to historic Mitchell Point Tunnel.

**TRAIL SEGMENT HIGHLIGHTS:**

- 1,200 foot tunnel
- Viewpoints at Mitchell Point West
- Viewpoint at center of viaduct
- Viewpoint at Mitchell Point East
- Quarry floor restoration area
- Peregrine Falcon habitat

**DESIGN/PERMITTING ISSUES:**

- Recreation Intensity Class 2
- Site visible from several Key Viewing Areas: I-84, Columbia River, Highway 14
- Mitchell Point potential Native American sacred site
- Limited site area, constrained by existing topography, creek and roads
- Conflict with vehicular and bike/hike users
- Allow for future expanded use if RIC is changed
- Restore alignment of HCRH, possible location of historic milepost



Existing Historic Highway at Wygant Trailhead.

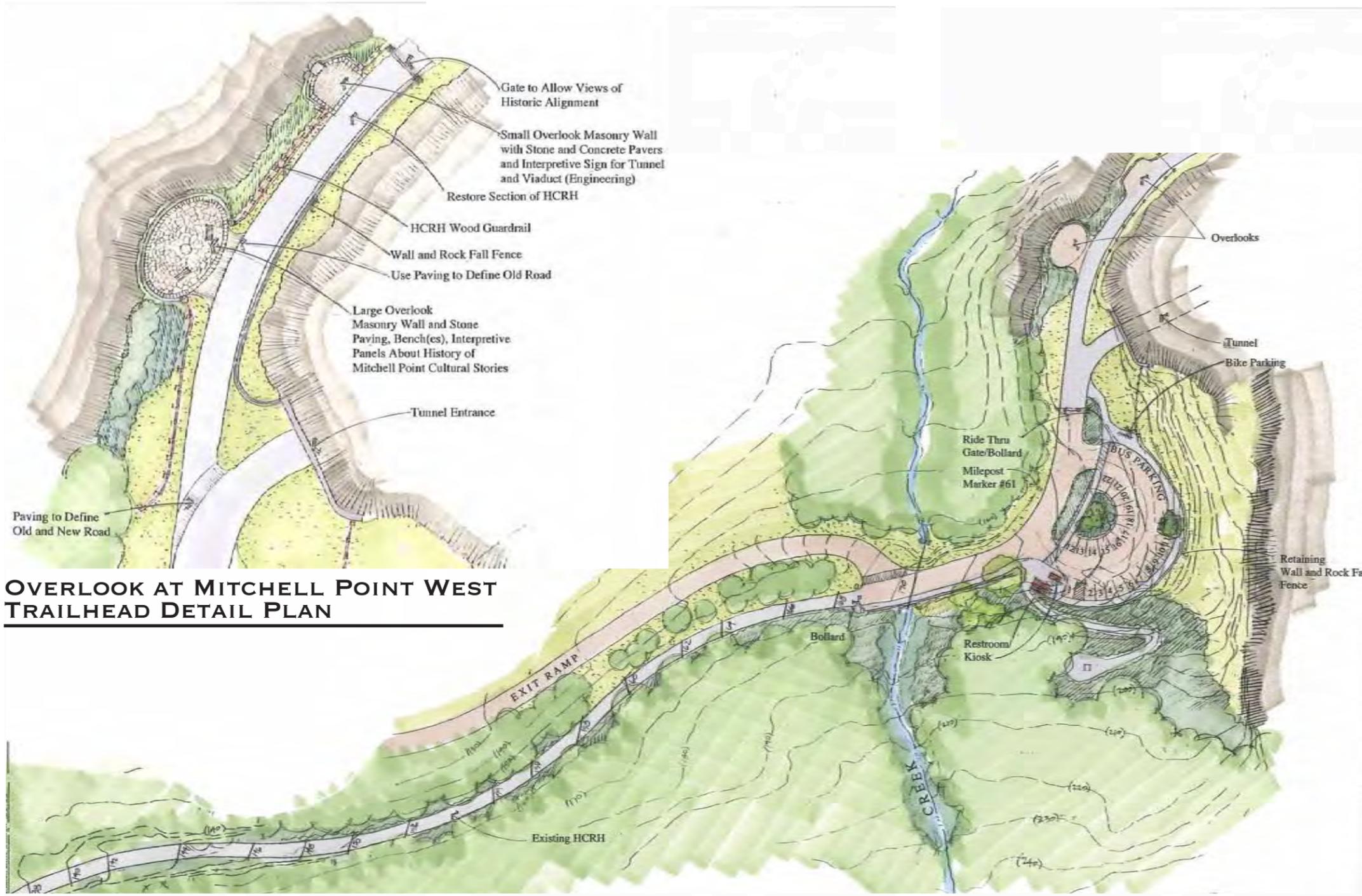


**MITCHELL POINT WEST TRAILHEAD DESCRIPTION:**

- Existing large asphalt parking area
- No definition of existing HCRH
- Existing overlook with interpretive sign
- Chain link fences to protect visitors from fall
- Existing rockfall into existing parking area
- Existing restroom
- Site has various remnants of past commercial development
- Invasive species and remnant ornamental landscape plantings

**TRAILHEAD AMENITIES:**

- New Tunnel through Mitchell Point
- Reconfigure parking area to provide for better traffic flow and turnaround
- Maximum 25 car parking area at existing parking area
- Provide bike and hike trip staging area
- New overlooks with interpretive signage
- Improve trail access through the site
- Provide trail information, directional signage



**OVERLOOK AT MITCHELL POINT WEST TRAILHEAD DETAIL PLAN**

**MITCHELL POINT WEST TRAILHEAD DETAIL PLAN**





Historic view of Mitchell Point from the Columbia River.



West side of Mitchell Point Tunnel after it closed.



Existing view of Mitchell Point Trailhead.



**TUNNEL/OVERLOOK PERSPECTIVE**



West side of Mitchell Point Tunnel, view from viaduct.

**SEGMENT F COSTS:**

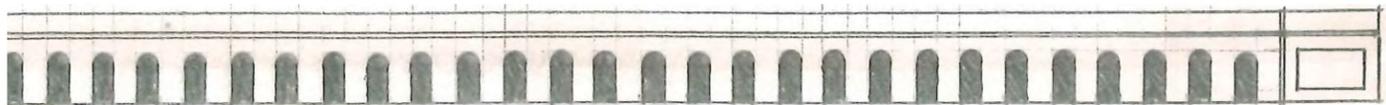
Site Preparation	\$9,000.00
Grading and Drainage	\$41,000.00
Wall Construction	\$91,000.00
Trail Construction	\$140,000.00
Rock Fall Protection	\$200,000.00
Tunnel	\$6,180,000.00
Landscape Improvements	\$170,000.00
<b>Subtotal</b>	<b>\$6,841,000.00</b>
Engineering & Permits (20%)	\$1,368,000.00
Construction Engineering (15%)	\$1,026,000.00
Contingency	\$1,847,000.00
Project Costs (2010)	\$11,082,000.00
<b>Project Costs (2014)</b>	<b>\$13,077,000.00</b>

**MITCHELL POINT WEST TRAILHEAD:**

Site Preparation	\$96,000.00
Grading and Drainage	\$31,000.00
Wall Construction	\$78,000.00
Paving	\$120,000.00
Rock Fall Protection	\$200,000.00
Misc. Trail Improvements	\$68,000.00
Landscape Improvements	\$27,000.00
<b>Subtotal</b>	<b>\$665,000.00</b>
Engineering & Permits (20%)	\$133,000.00
Construction Engineering (15%)	\$100,000.00
Contingency	\$179,000.00
Project Costs (2010)	\$1,077,000.00
<b>Project Costs (2014)</b>	<b>\$1,270,000.00</b>

**ISSUES FOR FURTHER STUDY:**

- **Affects of Tunnel Construction on Mitchell Point**
- **Consultation with Native American Tribes on impacts to this significant and culturally important landmark**
- **Effect on Peregrine Falcon Habitat**
- **Rockfall issues at the Trailhead**
- **Additional archeological investigation of HCRH resources that may exist at the Trailhead location**
- **Potential location of a Trail Host Site at Mitchell Point West Trailhead**



LENGTH OF TRAIL SECTION:

1.7 MILES

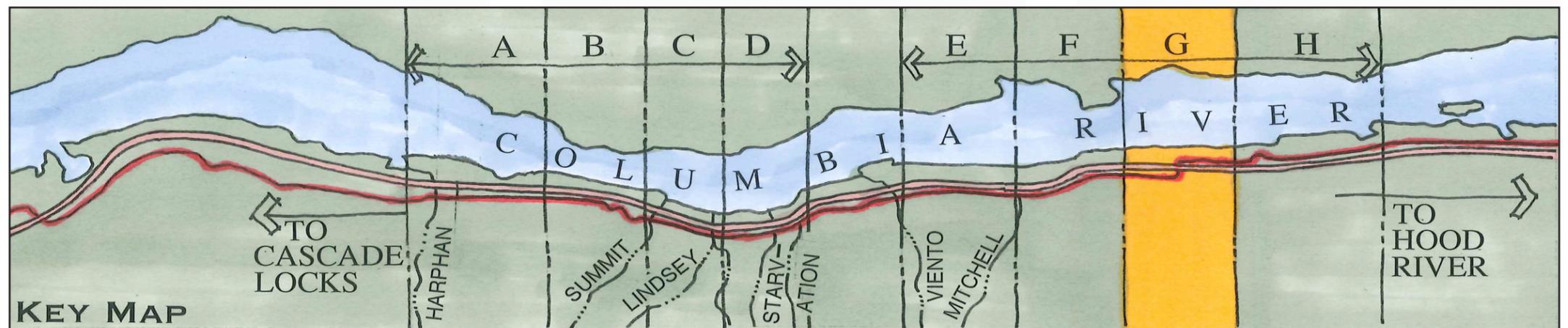
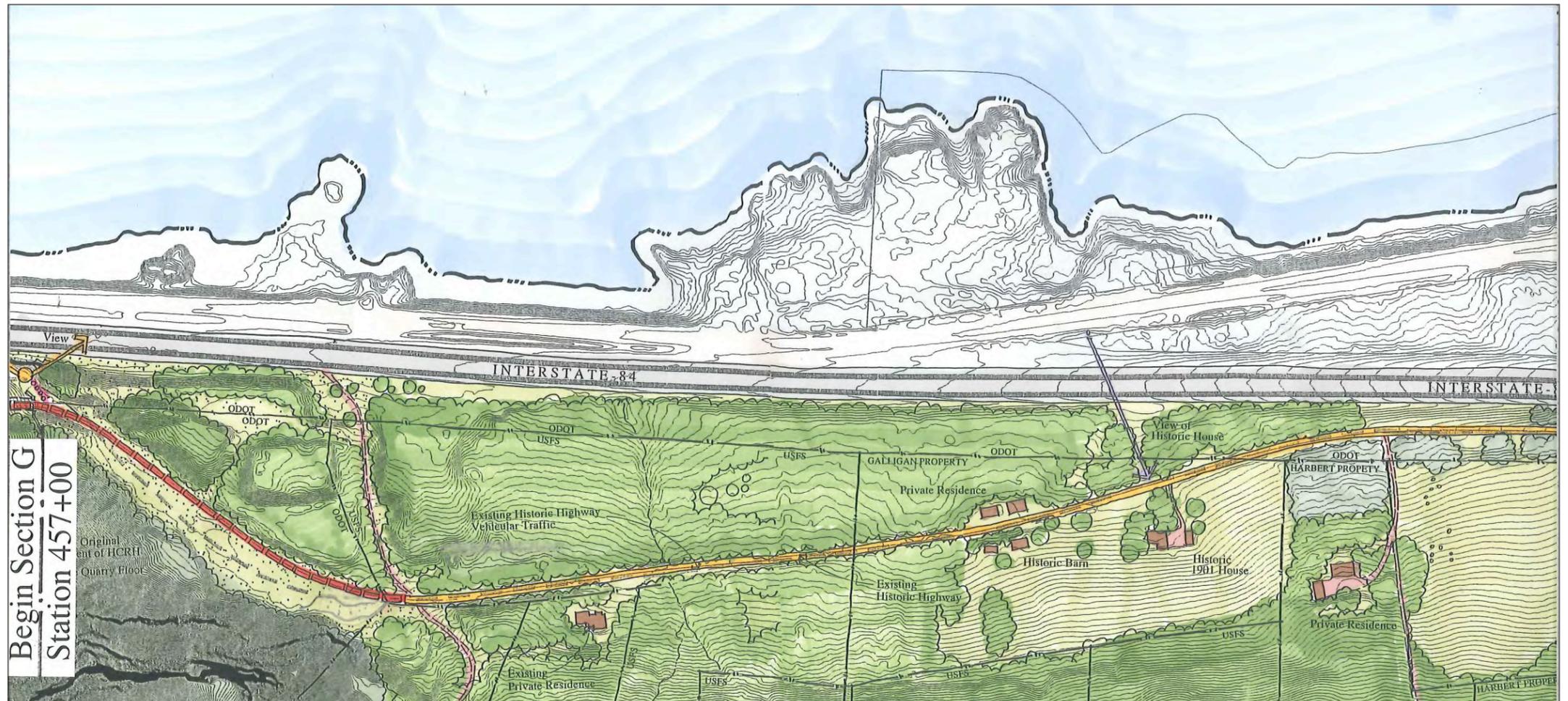
LEVEL OF DIFFICULTY:

EASY TO MODERATE

SLOPES NOT EXCEEDING 5%

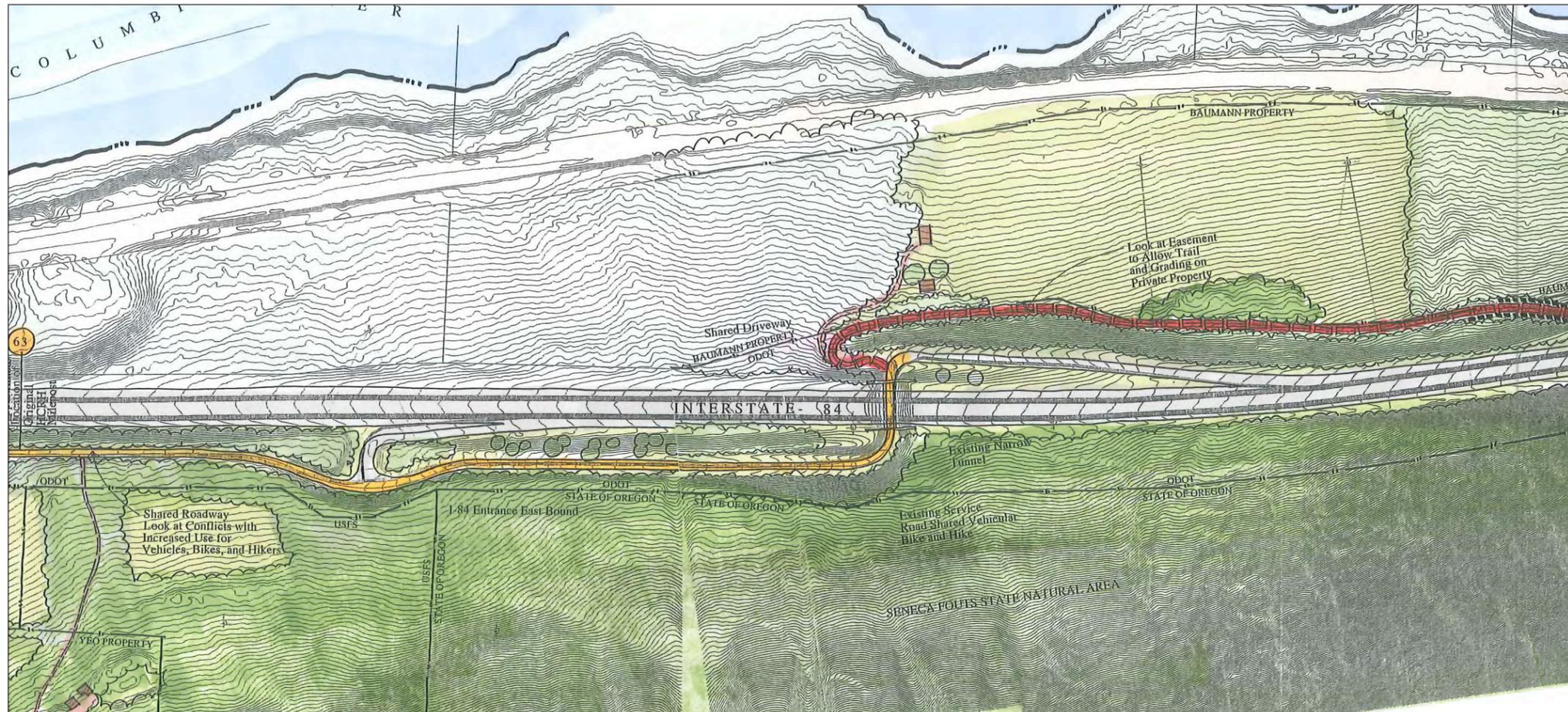
DESCRIPTION:

- **Section 457+00 – 466+00:** The Trail follows the original Historic Highway alignment through the existing quarry area. The quarry will be restored as part of the trail project. Overlooks north of the new tunnel entrance will provide a vantage point to view the original location of the Mitchell Point Tunnel. A vehicular turnaround will be located at the eastern end of the quarry site and will provide an end to the drivable section of Historic Highway that extends east of this site.
- **Section 466+00 – 515+00:** The Trail continues on the existing drivable section of Historic Highway and then follows the existing frontage road alongside I-84. The road/trail serves several private residences including a historic home dating to 1908. An east bound entrance ramp to I-84 is located along this section.
- **Section 515+00 – 546+00:** An existing narrow tunnel crossing underneath I-84 provides access north of the freeway. Due to the narrow width, the tunnel will need to be signalized to provide safe



East side of Mitchell Point Tunnel.





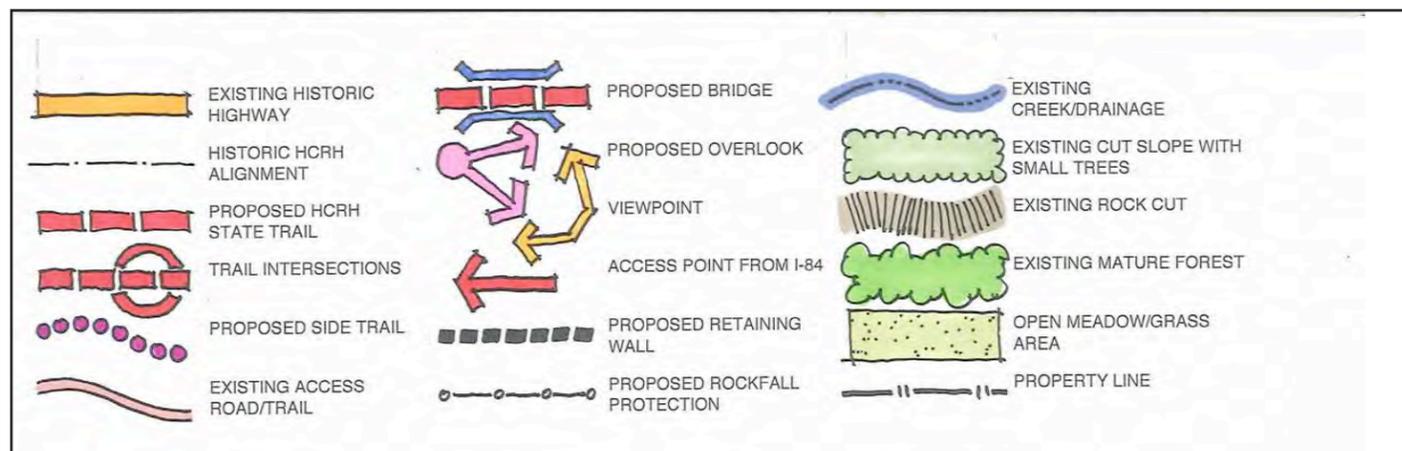
passage for vehicles, bikes and pedestrians. Beyond the tunnel crossing, the proposed trail alignment runs along the north side of I-84, straddling the ODOT right of way and neighboring private property. The Trail then heads uphill and runs adjacent to I-84. The Trail requires retaining walls to navigate between the highway and an extremely steep slope. The section of trail ends at the existing section of Historic Highway at Ruthton Point.

**TRAIL SEGMENT HIGHLIGHTS:**

- Overlooks at the East Side of Mitchell Point that allow views of the historic tunnel alignment
- Restoration of ODOT quarry on the east side of Mitchell Point
- Historic Home and Barn
- Drivable section of the Historic Highway
- Scenic views from Ruthton Point

**DESIGN/PERMITTING ISSUES:**

- Recreation Intensity Class 2 at trailhead
- Site visible from several Key Viewing Areas: I-84, Columbia River, Highway 14
- Mitchell Point is potentially a Native American sacred site
- Limited site area, constrained by existing topography, creek and roads
- Conflict with vehicles and cyclists/pedestrians, particularly the tunnel under I-84
- Peregrine Falcon nesting site
- Restore alignment of Historic Highway east of Mitchell Point



Existing tunnel under I-84.



**MITCHELL POINT EAST TRAILHEAD DESCRIPTION:**

- Old gravel/rock quarry
- No existing trailhead development
- Remnants of HCRH at historic tunnel location
- Drivable section of the HCRH ends at this site
- Invasive species and remnant ornamental landscape plantings

**TRAILHEAD AMENITIES:**

- New tunnel through Mitchell Point
- Provide bike and hike trip staging area
- New overlooks with interpretive signage
- Improve trail access through the site
- Provide trail information, directional signage



• Potential for 25 car parking area. However, no parking lot is identified in the State Trail Plan at this time. Additional study will be necessary prior to siting a parking lot at this location. This study will need to assess access to and from Interstate 84, concerns of the private property owners (vandalism, trespass, and fire), and potential conflicts with pedestrian and bicycle traffic.

**MITCHELL POINT EAST TRAILHEAD DETAIL PLAN**



Existing conditions of quarry floor east of Mitchell Point.





Existing quarry - east side of Mitchell Point.



"Locke's Highway Place" built in 1908.



Existing historic pavement east of Mitchell Point.

**SEGMENT G COSTS:**

Site Preparation	\$34,000.00
Grading and Drainage	\$120,000.00
Wall Construction	\$696,000.00
Quarry Reclamation	\$175,000.00
Trail Construction	\$239,000.00
Misc. Trail Improvements	\$274,000.00
Landscape Improvements	\$174,000.00
<b>Subtotal</b>	<b>\$1,685,000.00</b>
Engineering & Permits (20%)	\$337,000.00
Construction Engineering (15%)	\$253,000.00
Contingency	\$455,069.00
Project Costs (2010)	\$2,730,000.00
<b>Project Costs (2014)</b>	<b>\$3,222,000.00</b>

**ISSUES FOR FURTHER STUDY:**

- Impacts to Peregrine Falcon Habitat at the east side of Mitchell Point
- Traffic and parking study to determine level of service needed at this trailhead
- Engineering Options for Trail along I-84
- Ability to maintain trail along I-84, gravel removal after winter storms
- Trail alignment at Bauman Property, options for easements or land purchase
- Conflicts with private property from increased trail use
- Existing narrow tunnel crossing at I-84
- Addition of west bound highway on ramp at Bauman Property
- Potential location of a Trail Host Site at Mitchell Point West Trailhead
- Landscaping to mitigate invasive plants and grasses



View at proposed overlook at east side of Mitchell Point.



View looking toward location of historic tunnel at Mitchell Point.



Existing residence adjacent to the Historic Highway alignment.



LENGTH OF TRAIL SECTION:

1 MILE

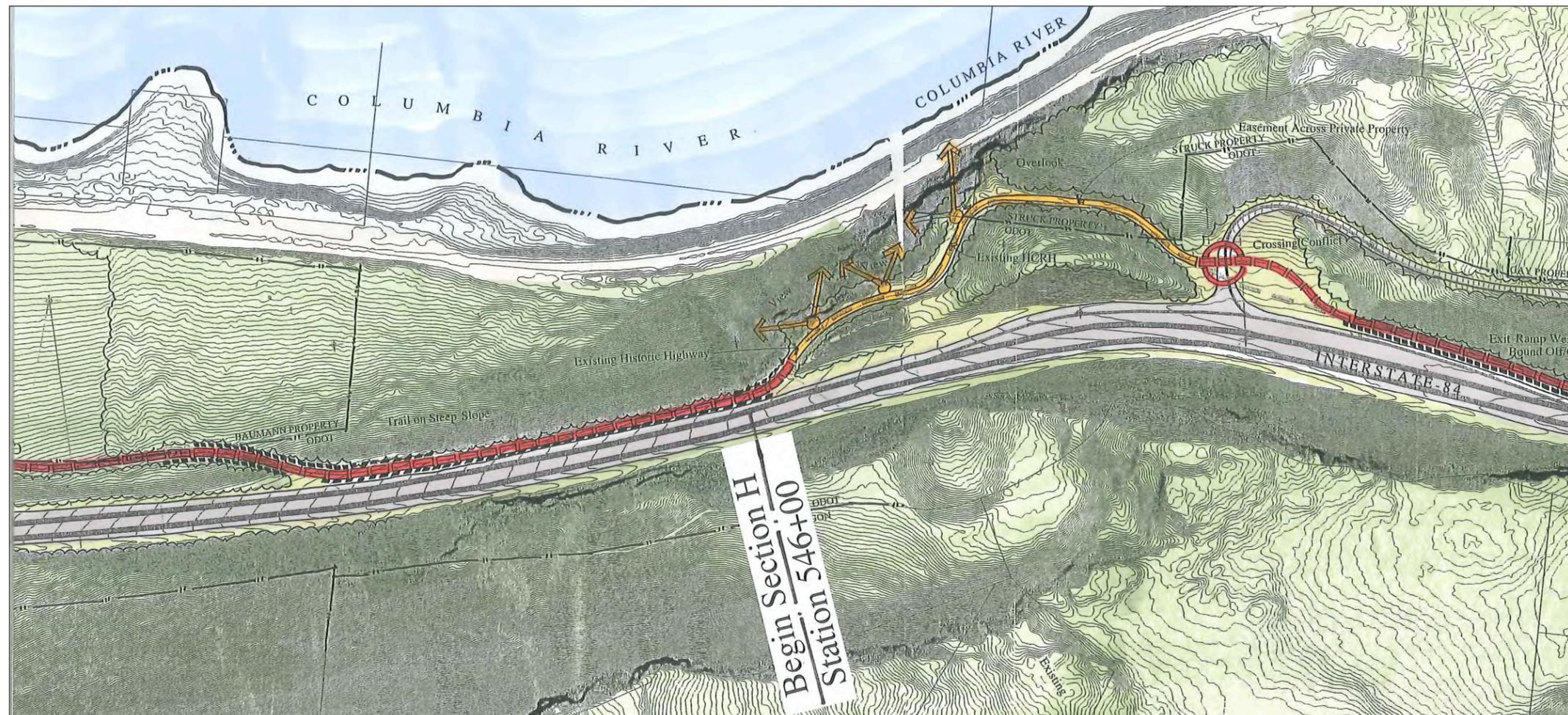
LEVEL OF DIFFICULTY:

EASY TO MODERATE

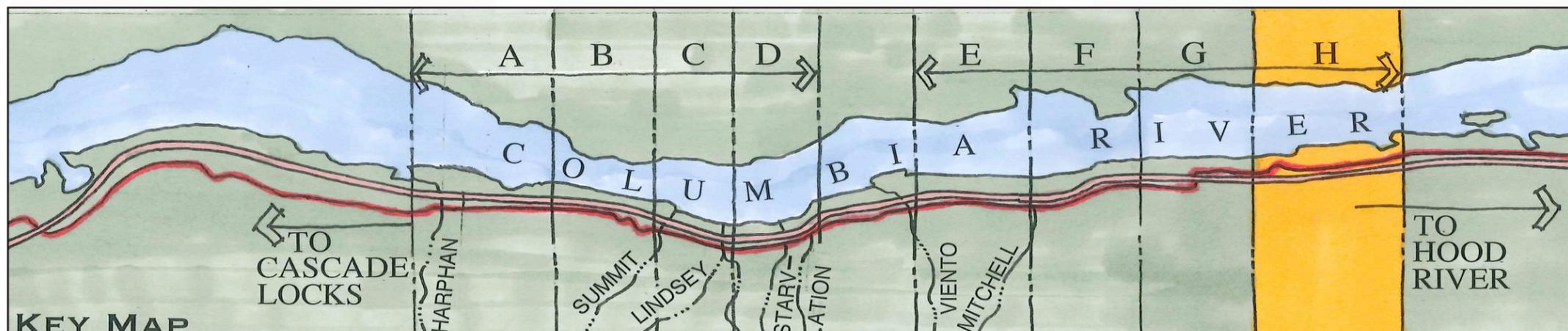
SLOPES NOT EXCEEDING 5%

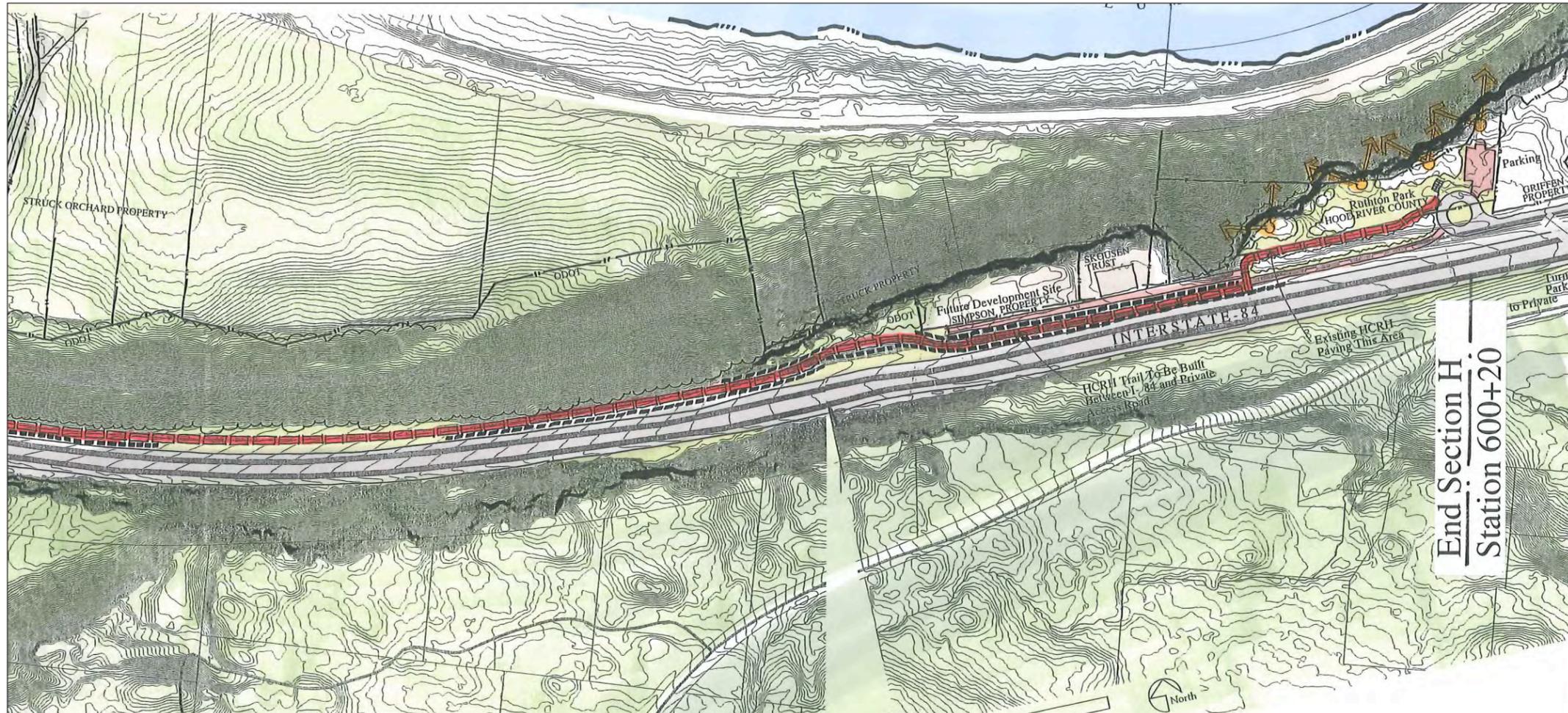
DESCRIPTION:

- **Section 546+00 – 585+00:** The Trail continues around Ruthton Point until it reaches road crossing at the I-84 west bound exit ramp. From this point, the Trail again parallels I-84; then the Trail requires retaining walls to navigate between the highway and extremely steep slopes.
- **Section 585+00 – 600+20:** This section of trail is located between I-84 and several private parcels. The Trail will be located between retaining walls that support the Trail above I-84 and the vehicular access that serves the private parcels. This section of road is the extension of Westcliff Drive. The trail then crosses Westcliff Drive and runs through Ruthton Park. A portion of this section of trail would be located on an existing section of Historic Highway. The Trail then ends at a new turnaround at the east end of Ruthton Park. The bicycle and pedestrian trail would then



Existing Highway viaduct section at Ruthton Point.





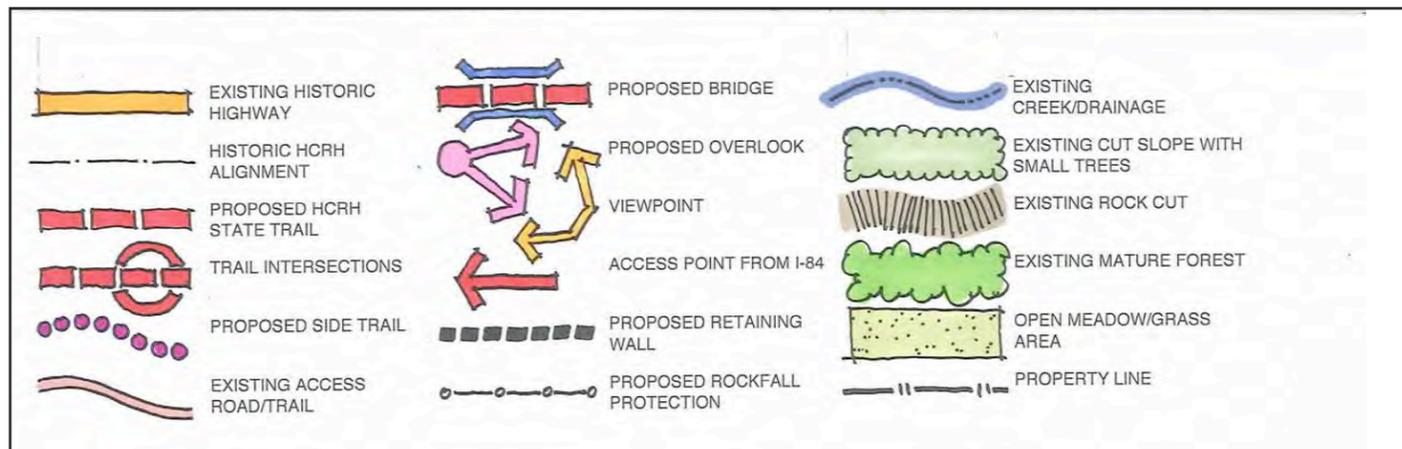
continue east of Ruthton Park along Westcliff Drive before crossing the freeway at Exit 62 where it would continue into Hood River along the original route of the Historic Highway.

**TRAIL SEGMENT HIGHLIGHTS:**

- Scenic views from Ruthton Park
- Historic Ruthton Point Overlook and Viaduct
- Future connection to other recreational resources

**DESIGN/PERMITTING ISSUES:**

- Site located in the urban area
- Limited site area, constrained by existing topography, creek and roads
- Conflict between vehicles and cyclist/pedestrians
- Small section of Historic Highway located in Park
- Potential for future land acquisition to expand Park area
- Work with Hood River County on management of the Park as a staging area for the State Trail
- Maintain access to private irrigation valves located adjacent to I-84, provide access gates as required



Existing conditions at I-84 west of Ruthton Point.

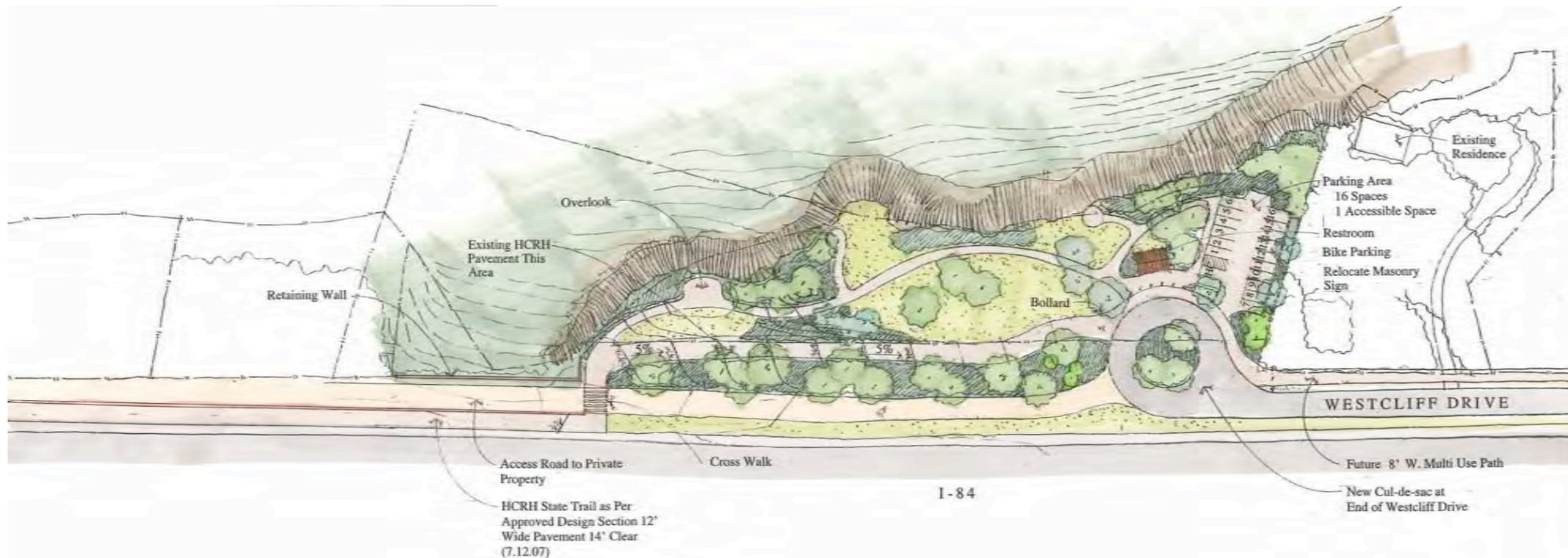


**RUTHTON PARK TRAILHEAD DESCRIPTION:**

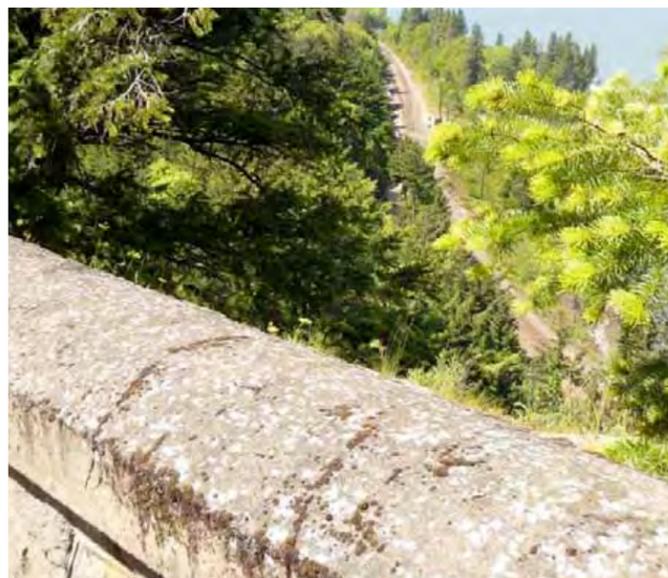
- Existing County Park
- Existing parking area
- Great views of the Columbia River
- Picnic areas

**TRAILHEAD AMENITIES:**

- Reconfigure parking area to provide for better traffic flow and turnaround
- Provide bike and hike trip staging area
- New overlooks with interpretive signage
- Improve trail access through the site
- Provide trail information, directional signage



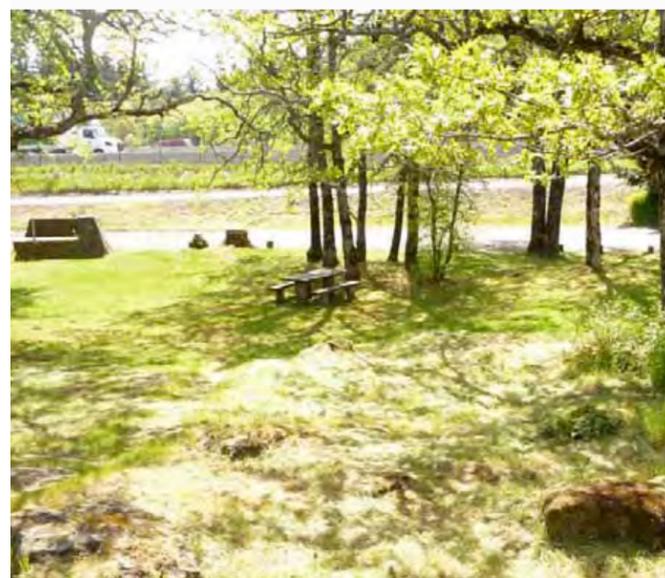
**RUTHTON PARK TRAILHEAD DETAIL PLAN**



View at Ruthton Point.



Existing Historic Highway at Ruthton Point.

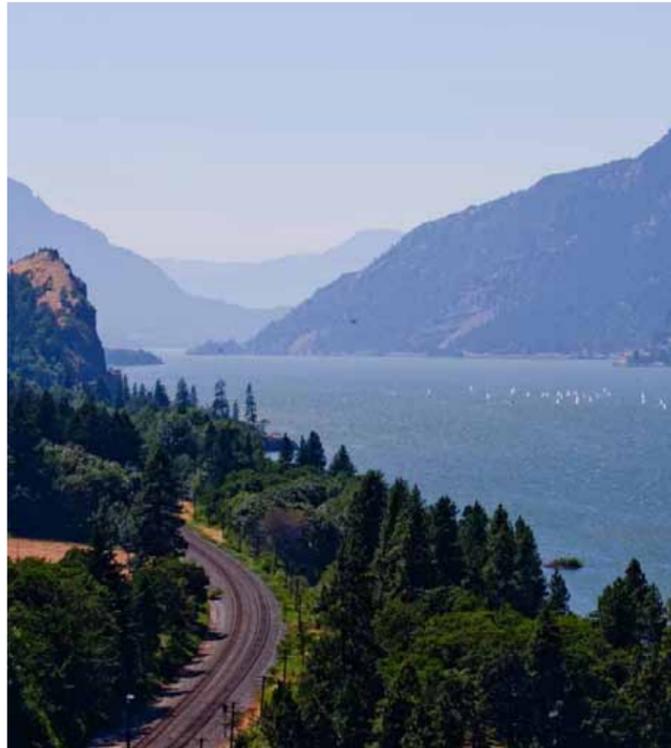


Ruthton Park.

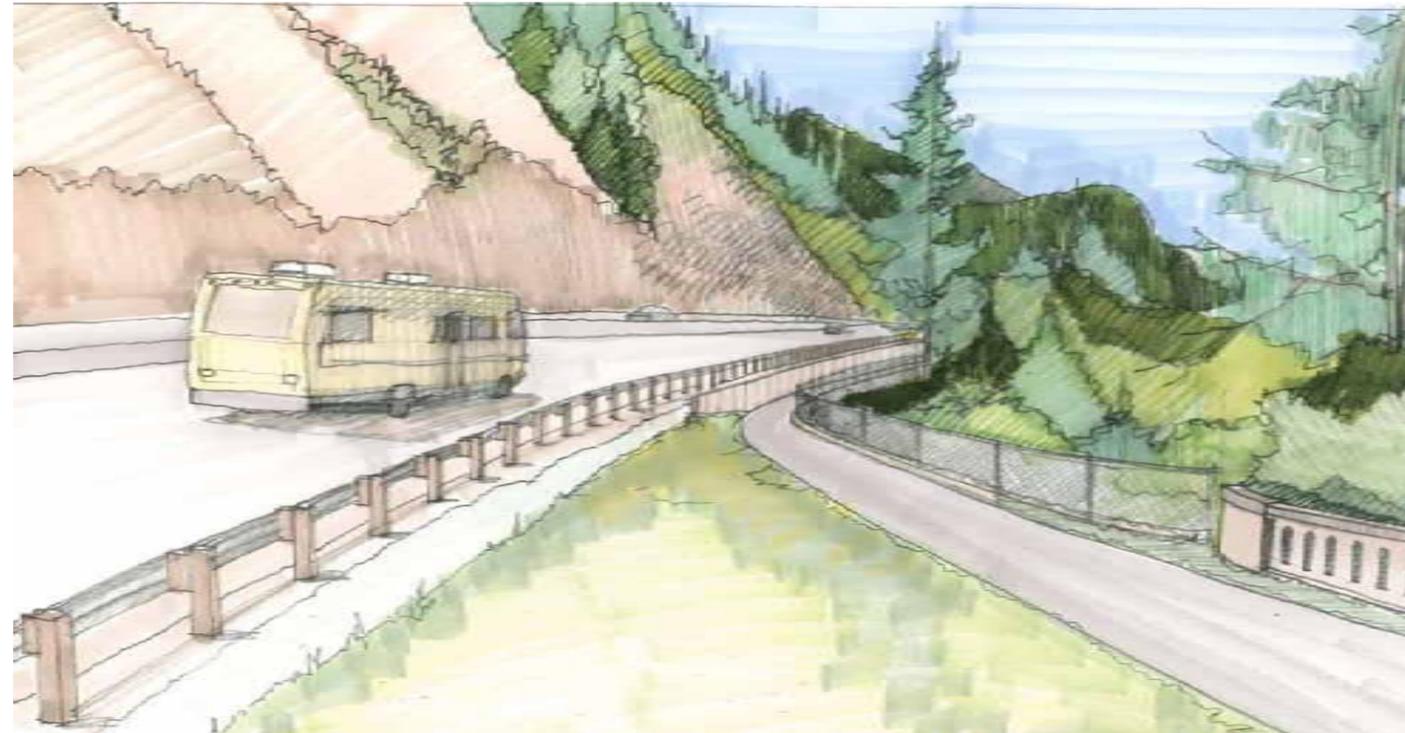


Entrance to Ruthton Park.





View of Columbia River at Ruthton Point.



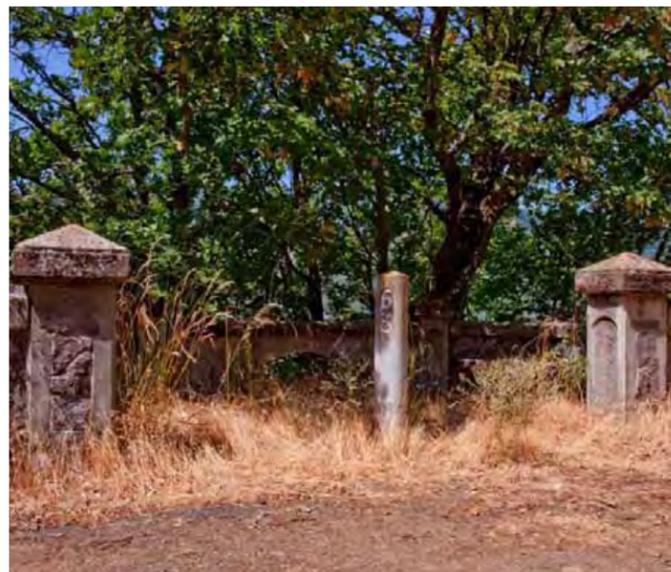
**RUTHTON POINT TRAIL PERSPECTIVE**

**SEGMENT H COSTS:**

Site Preparation	\$21,000.00
Grading and Drainage	\$105,000.00
Wall Construction	\$2,096,000.00
Trail Construction	\$285,000.00
Misc. Trail Improvements	\$171,000.00
Landscape Improvements	\$125,000.00
<b>Subtotal</b>	<b>\$2,803,000.00</b>
Engineering & Permits (20%)	\$561,000.00
Construction Engineering (15%)	\$420,000.00
Contingency	\$757,000.00
Project Costs (2010)	\$4,541,000.00
<b>Project Costs (2014)</b>	<b>\$5,359,000.00</b>

**TRAILHEAD AREA:**

Site Preparation	\$13,000.00
Grading and Drainage	\$20,000.00
Paving	\$88,000.00
Restroom	\$80,000.00
Misc. Improvements	\$58,000.00
Landscape Improvements	\$41,000.00
<b>Subtotal</b>	<b>\$300,000.00</b>
Engineering & Permits (20%)	\$60,000.00
Construction Engineering (15%)	\$45,000.00
Contingency	\$81,000.00
Project Costs (2010)	\$484,000.00
<b>Project Costs (2014)</b>	<b>\$571,000.00</b>



Restored Milepost 63 at Ruthton Point.



Existing Historic Highway alignment at Ruthton Point.



View from Ruthton Park.

**ISSUES FOR FURTHER STUDY:**

- Bike/Pedestrian connection along Westcliff, east of the Park
- Engineering options for Trail along I-84
- Investigate methods to maintain trail along I-84, gravel removal after winter storms
- Address conflicts with private property from increased trail use
- Future development and management of Ruthton Park
- Oak tree preservation plan for Ruthton Park, adjust design to preserve existing trees
- Study of how the bicycles and pedestrians will share Westcliff Drive with vehicles

