

HISTORIC COLUMBIA RIVER HIGHWAY STATE TRAIL

The Historic Columbia River Highway 100th Anniversary 2016



- Looking to the past for a vision for the future...



The Mitchell Point Tunnel "The Tunnel of Many Vistas"

The 100th anniversary of the dedication of the Historic Columbia River Highway will see the highway reborn, with significant additional progress toward completion of projects for "a continuous visitor attraction providing economic development to the communities", as outline in the 1987 Legislative policy. Mitchell Point will once again be the site of a tunnel. Viewpoints, such as Ruthton Point, will be readily accessible. The National Historic Landmark district will be in excellent condition and will be internationally recognized as a World Heritage site. It will continue to be an All American Road and a destination unto itself. Restoration of the historic, designed landscapes will continue on the King of Roads.



Looking east at Mitchell Point from I-84



The Mitchell Point Tunnel Project would build a new tunnel through Mitchell Point and reconnect the two old highway sections at nearly the same grade as the old highway. The sketch overlaid on this aerial approximates the location of the old tunnel.



The viaduct railing and rubble masonry parapet wall have been restored in the section of the old highway alignment that skirts Ruthton Point (highlighted in bold yellow dashed line in aerial at right.)

 The viaduct railing and rubble masonry parapet wall have been restored in the section of the old highway that skirts Ruthton Point.
 New bike path is planned in this section of the project.



This aerial view of Mitchell Point approximates the location of the east portal and possible side adits or openings in the walls off the tunnel to the outside face of the cliff that would be akin to the original "Tunnel of Many Vista".

The Mitchell Point to Hood River State Trail Project will connect the section of the State Trail between the reconstructed tunnel at Mitchell Point and Hood River. From Mitchell Point the path would follow a small section of the old highway, then it will follow an existing paved road until it crosses under I-84. The path would then turn east again and be constructed along the north side of the off ramp from I-84 and then further east along the north side of I-84. Retaining walls are required in this area to support the path as it runs along the steep slopes next to the freeway. As the path progresses to the east the slope steepens and the terrain falls away dramatically requiring a much larger wall or a bridge to span a 700-foot section. At this point the path rejoins and follows the old highway. This is the Ruthton Point section where there is still old highway pavement in fairly good condition. Where the section of the old highway ends the bike path turns and follows the freeway and connects to Westcliff Drive.



The Oneonta Project
The major construction activities of this project would include: grading, paving, and striping of the parking areas; pavement restoration; bridge and tunnel restoration, including removing fill and providing structural support for the tunnel; minor vegetation clearing; minor retaining wall construction; interpretive signing; installation of wooden guardrail; and pedestrian pathway construction. Access to the tunnel and bridge is currently closed.



A view of the Oneonta Tunnel while still in use. The narrow width of the tunnel eventually required the highway alignment to be moved.



The Warrendale to Moffett Creek State Trail Project would include a lengthy structure to accommodate the steep terrain and limited clearance to the adjoining Union Pacific Railroad. Shown here is a digitally enhanced photograph depicting an artist's interpretation of that proposed structure. Above left is the before photograph of the location of the proposed structure.

Viento - (Not pictured here) The first portion of this bike path construction would include a long retaining wall to support the bike path at suitable grade between off ramp from I-84 and the Viento parking lot. The entrance to the parking lot may also require alterations to accommodate the new bike path. The path continues through the parking lot, over Viento Creek and along an existing paved road.

