



2A



2B



2C

## Segment 2 – Wyeth to Shellrock Mountain

Segment 2 starts at the end of Herman Creek Road/Wyeth Bench Road on the south side of the Wyeth Interchange. It includes a small section of original historic highway pavement and an original bridge over Gorton Creek. Here Herman Creek Road terminates at the existing, undeveloped Lang State Park property (Photo 2A). This open, grassy field provides an excellent trailhead and staging area. For about 800 feet the trail proceeds east along the wide shoulder adjacent to Interstate 84, then shifts to an old roadbed with trees buffering the trail from the Interstate for approximately another 700 feet (Photo 2B). Because of steep slopes, the trail alignment returns to the Interstate 84 shoulder for approximately 900 feet prior to heading south away from Interstate 84 generally following an existing regional utility (BPA) access road and passing several interesting building foundations. The trail follows along the top of a bank created during Interstate 84 construction then descends the slope to meet up with Interstate 84 at the base of Shellrock Mountain.

### Trail Segment Highlights:

- Provides a great opportunity for trail head/staging area using existing undeveloped Lang State Park.
- Cost effective deviation from the 2000 scoping report. This alignment stays on the south side of Interstate 84, eliminating the need for costly railroad and Interstate crossings as well as a floating walkway along the Columbia River.
- Interesting interpretive potential with story of the Wyeth settlement and 1876 wagon trail.

**Photo 2A:** Undeveloped Lang State Park provides an excellent trailhead opportunity for the Historic Columbia River Highway State Trail.

**Photo 2B:** Abandoned roadway, possibly Historic Columbia River Highway, provides a perfect trail alignment just east of the Wyeth interchange.

**Photo 2C:** Old road cut provides great trail connection potential west of Shellrock Mountain.

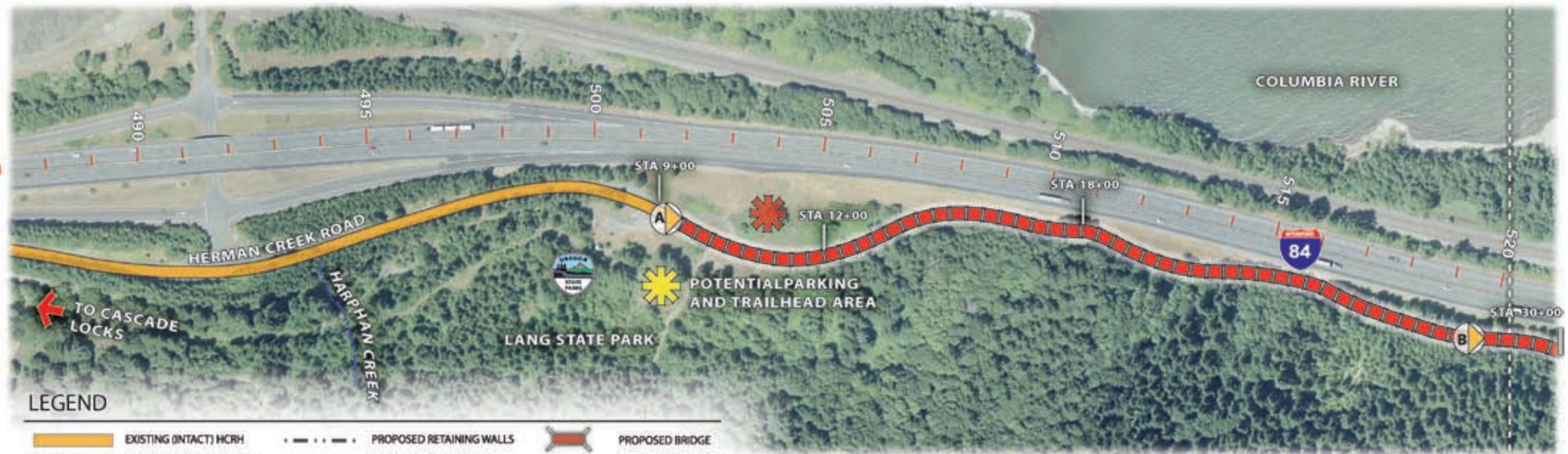
**Bottom right:** The Historic Columbia River Highway adjacent to Shellrock Mountain, c. 1920s.

## Segment 2 – Preliminary Cost Estimate

Station	Item	Cost
0+00 to 9+50	Existing Paved Road - No Work	\$ 0
9+50 to 12+00	Trailhead Parking / Site Improvements (Allowance)	150,000
9+50 to 62+00	Clear & Grub	30,000
12+00 to 18+00	Elevate Trailbed	19,000
12+00 to 62+00	Trail (3"AC x 12'wide, 10"C.R.Base x 16'wide)	150,000
12+00 to 62+00	Landscape Enhancement	125,000
18+00 to 30+00	Widen Existing Roadbed	112,000
30+00 to 38+00	Side Slope Construction - 1 (Cut and Fill)	402,000
38+00 to 59+00	Side Slope Construction - 2 (Cut)	126,000
59+00 to 62+00	Side Slope Construction - 3 (Cut and Fill)	\$ 161,000
	Raw Construction	1,275,000
	Engineering & Permits (20%)	255,000
	Construction Engineering (15%)	191,250
	Sub Total	1,721,250
	Contingency @ 40%	688,500
	Estimated Project Cost (2008)	2,409,750
	Estimated Inflation (2008-10)	240,975
	<b>Project Cost Estimate (2010)</b>	<b>\$ 2,650,725</b>

*Please Note: Not all stations shown in the Preliminary Cost Estimate tables are shown on the segment Feasibility Maps.*





**LEGEND**

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



**HCRH Reconnection Strategy - Segment 2**  
Wyeth to Shell Rock Mountain