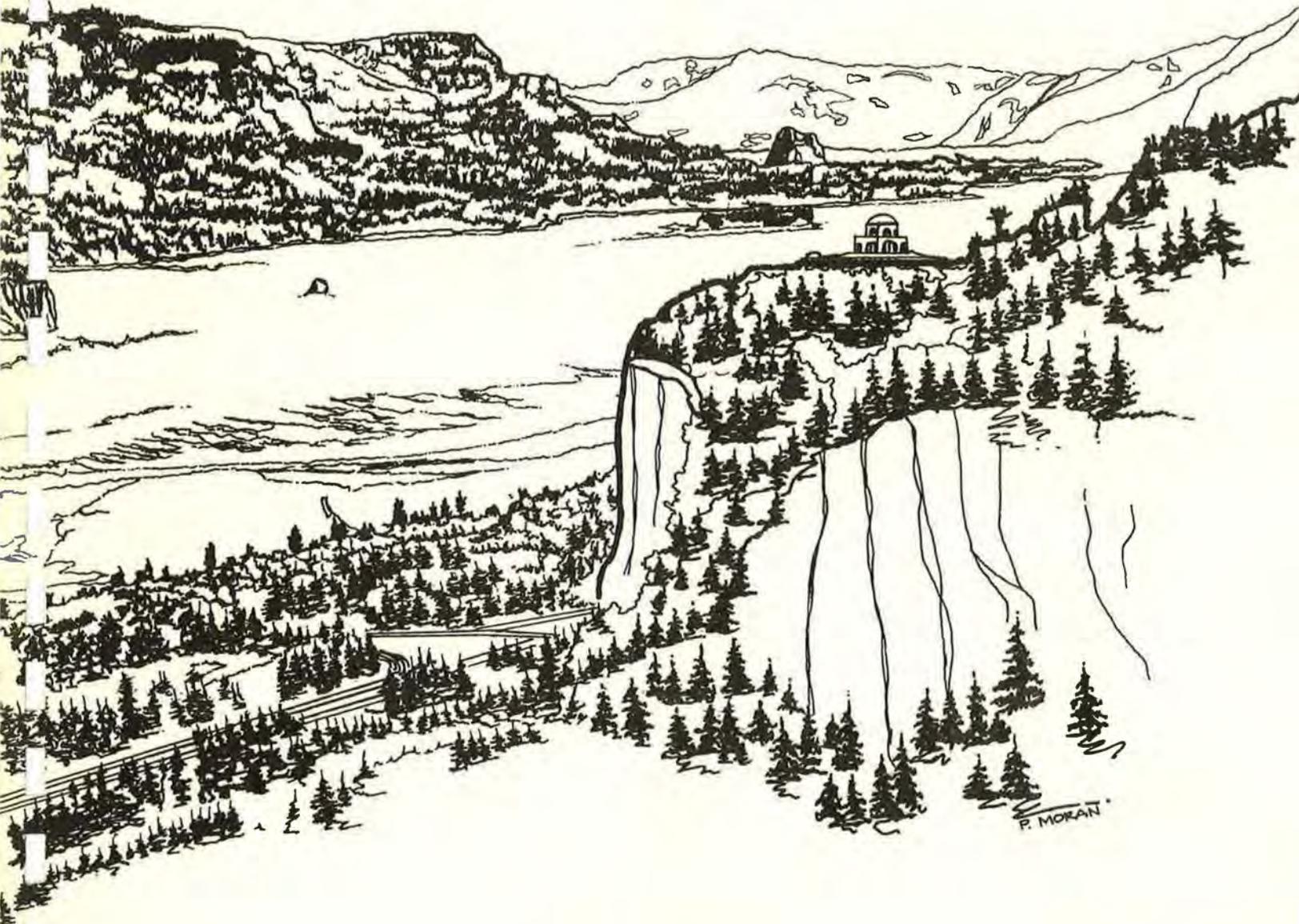


COLUMBIA RIVER GORGE NATIONAL SCENIC AREA CORRIDOR VISUAL INVENTORY

APRIL, 1990

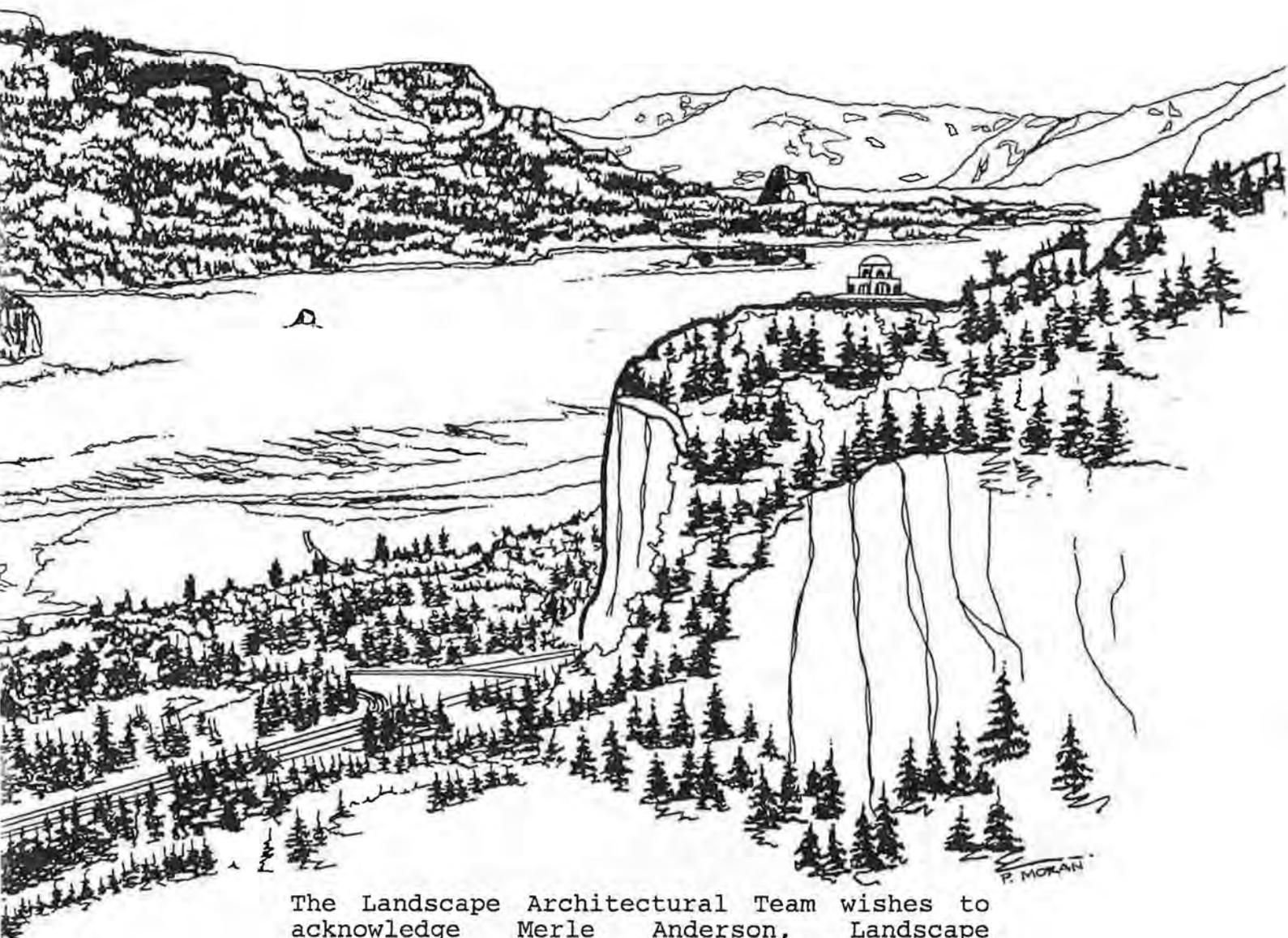


COLUMBIA RIVER GORGE NATIONAL SCENIC AREA
CORRIDOR VISUAL INVENTORY

Prepared for:
The Columbia River Gorge Commission
Corridor Study Team

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APRIL, 1990



The Landscape Architectural Team wishes to acknowledge Merle Anderson, Landscape Architect Oregon State D.O.T. and Dave Rodin, Landscape Architect Washington State D.O.T. for their assistance in preparation of this document. They would also like to thank the many members of the Forest Service and Gorge Commission who provided valuable input. Special thanks to Dale Cummins and Kevin Smith of the Forest Service for producing the maps (and all that entailed).

TABLE OF CONTENTS

ABSTRACT..... PAGE 1

INTRODUCTION..... PAGE 3

SETTING
PURPOSE
SCOPE AND ASSUMPTIONS

LANDSCAPE CHARACTER TYPES..... PAGE 5

SR14 (yellow)
Open-Pastoral
Cape Horn Area
Oak and Fir Enclosed Landscape
Modified Landscape
Rural Residential
Open Oak and Fir Woodland
Mixed Conifer Rocky Cliffs
Rocky Cliff Zone
Rocky Riverbank
Rocky Plateau
Rolling Panoramic Grassland
Grassland Geologic Formation

I-84 (green)
Open-Pastoral
Open Deciduous
Dominant Landforms
Modified Landscape
Dense Conifers
Hood River Urban Area
Massive Geology with Mixed Vegetation (MP 65.0 71.0)
Rolling Agricultural Landscape
Massive Geology with Mixed Vegetation (MP 72.0 81.0)
The Dalles Urban Area
Steep Angular Cliffs

HISTORIC HIGHWAY (blue)
Riverside Residential
Residential Rolling Pastoral
Steep Forested Gorge
Cliff Base
Cliff/Plateau
Cliff Base Oak, Pine

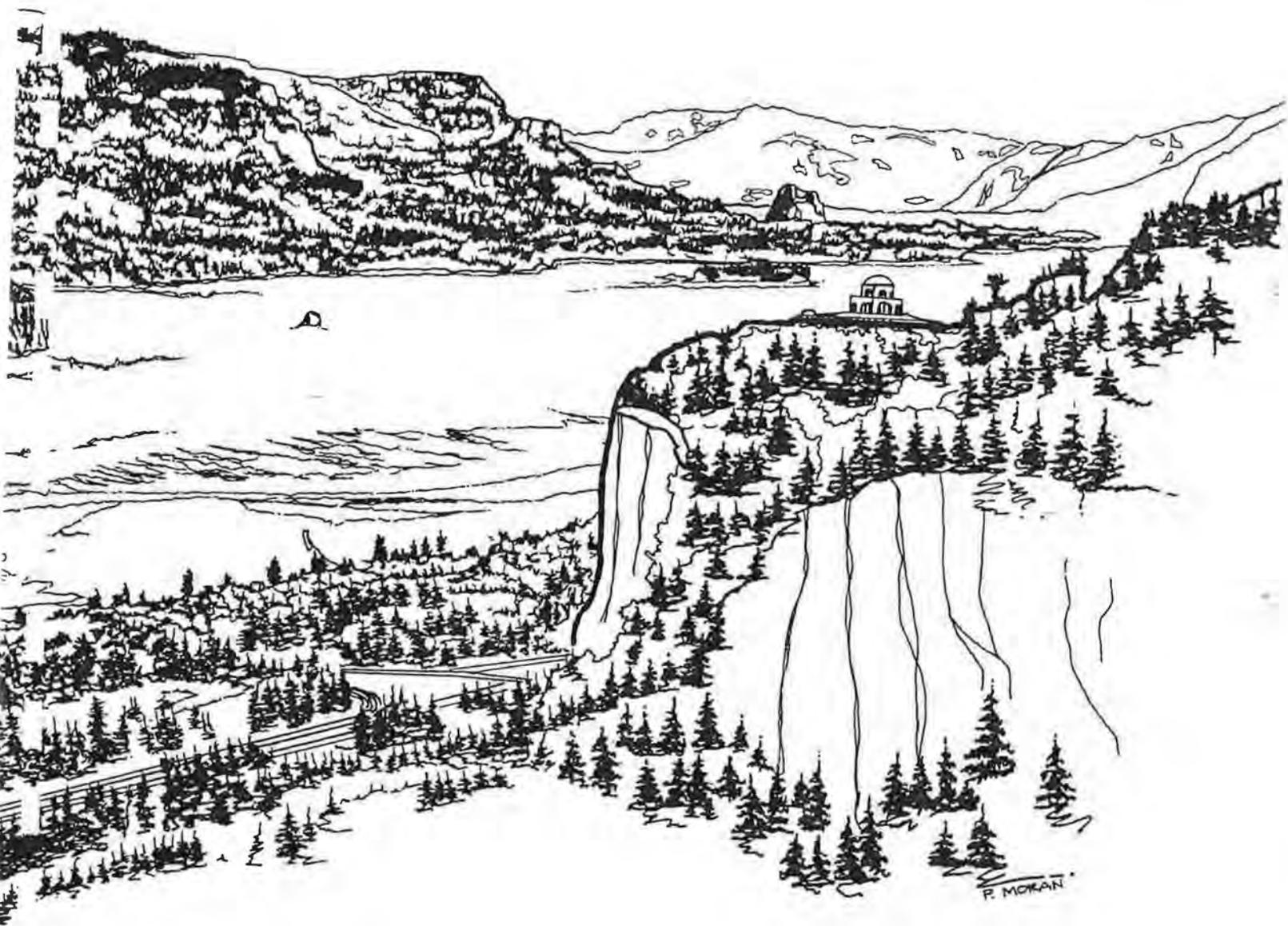
SPECIFIC MANAGEMENT REPORTS..... PAGE 7

SIGNAL WIRES
VISTA ENHANCEMENT

- SR14 (yellow)
 - Highway
 - Interpretive Signing
 - Private Signing
 - Mail Boxes/Paper Boxes
 - Bus Shelters
 - Railroad Equipment
 - Urban Area Entrances
 - Vista Enhancement

- I-84 (green)
 - Highway
 - Railroad Equipment
 - Private Signing
 - Vista Enhancement

- HISTORIC HIGHWAY (blue)
 - Vista Enhancement
 - Entrance Signs



ABSTRACT

ABSTRACT

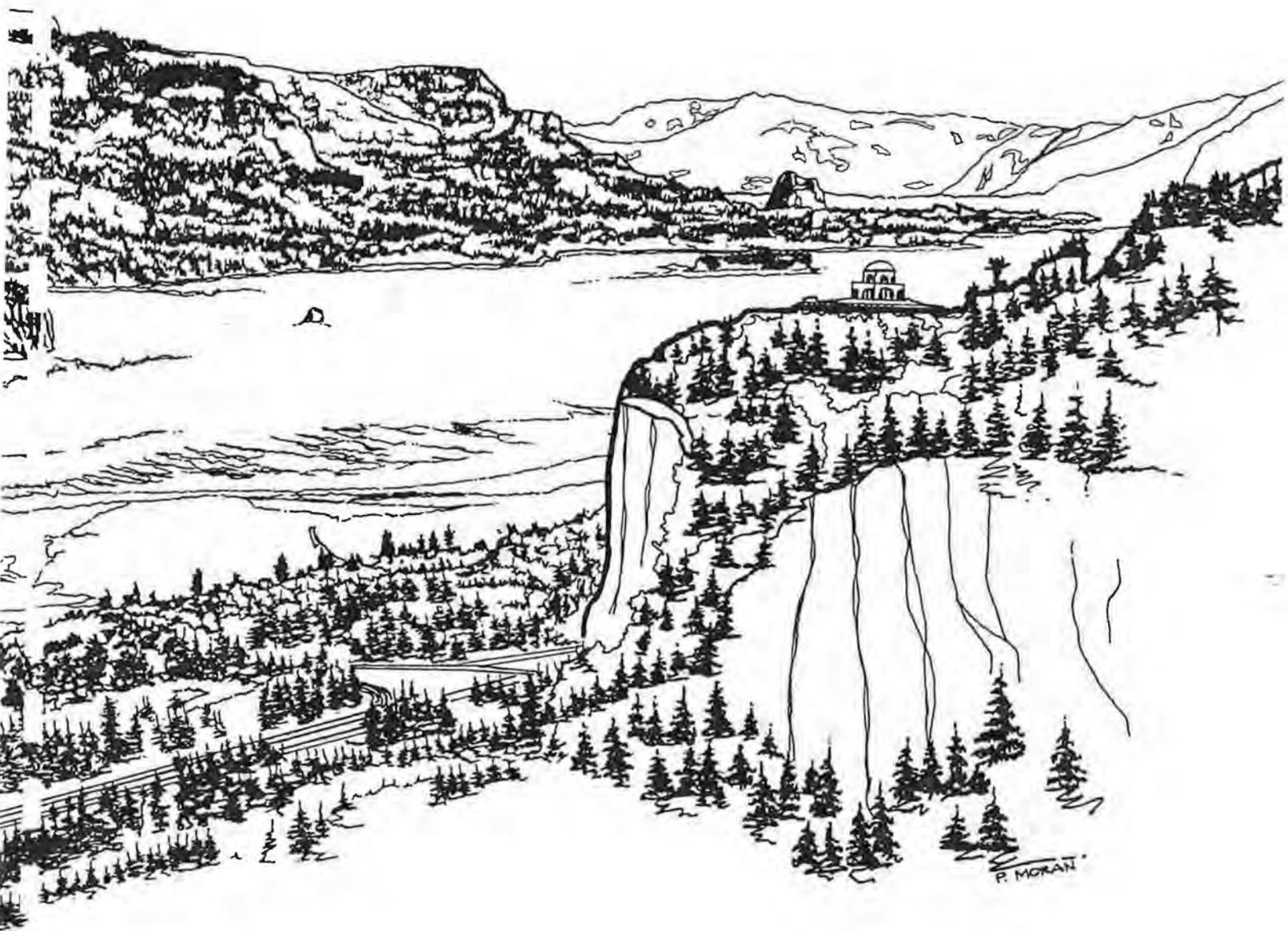
This visual inventory is a part of a larger study being done by the Corridor Study Team of the Columbia River Gorge Commission. Its intent is to document the Desired Visual Experience of the three highway corridors of the Gorge and to identify opportunities for projects along each highway that would bring the existing visual character closer to that desired.

It is hoped that the information in this study will be a useful tool in management of the Scenic Area, whether as a whole or as parts incorporated into other plans. Recommendations for the Historic Highway will be made available to the Historic Highway Committee to supplement the extensive work they have already accomplished. Both the Oregon and Washington Departments of Transportation play key roles in the implementation of the recommendations of this report. Information from the study can be incorporated into Roadside Management Plans for State Route 14 and Interstate 84. On SR14 the study will be combined with traffic information being compiled to create a complete corridor study. Coordination within each D.O.T. between upcoming projects, maintenance work, and study recommendations will go a long way towards attaining the Desired Visual Experiences along each highway of the Columbia River Gorge.

This report addresses visual impacts, hence proposals will fall on both public and private shoulders. Implementation of these recommendations will require a coordination of efforts from all sectors with the goal of these efforts being to perpetuate a truly scenic Gorge experience.

In an effort to make the material in this study more accessible, colored pages have been used to designate information pertaining to a particular highway.

- WHITE - Information applying to all highways.
- YELLOW - State Route 14
- GREEN - Interstate 84
- BLUE - Historic Highway



INTRODUCTION

INTRODUCTION

SETTING

Just as the states of Washington and Oregon have an unequalled variety of topographic and climate-created landscapes, the Columbia River Gorge that separates them also varies dramatically in landscape settings. State Route 14, in Washington and Interstate 84 and the Historic Columbia River Highway, in Oregon are the highways of the Gorge. The portions that are within the Columbia River Gorge National Scenic Area travel through rolling grasslands, spectacular geologic formations, dense fir stands, oak and maple woodlands, both open and enclosed landscapes, settings created by various types and degrees of development and more.

Current land uses along the three corridors include an assortment of designated Urban Areas ranging in size from The Dalles at the large end of the scale to the smaller town of Lyle. These Urban Areas encompass residential, commercial and industrial uses that are, for the most part, outside the scope of this study. Throughout the rest of the Gorge, land uses include scattered residential areas, recreational development, utility corridors, railroad rights of way, Forest Service and State Parks Department lands, highway related uses including rest areas and weigh stations, gravel pits, and occasional commercial and industrial developments outside the Urban Areas.

The existing visual conditions along the Gorge corridors include areas where the river dominates the view, as well as areas where it is not apparent at all; steep angular cliffs and rolling pasture lands; expansive views that go forever and views cluttered with highway signs, powerlines and railroad wires; scattered developments that contrast with the landscape and others that have an appealing historical or cultural flavor; views enclosed or enframed by tall firs and settings where plant material other than grasses is virtually nonexistent.

PURPOSE

In order to protect its unique resources and encourage appropriate development, legislation was enacted, in 1986, designating the Columbia River Gorge as a National Scenic Area. This legislation directs federal, state and local agencies to work together to produce a Management Plan for the Gorge. The visual analysis of these three transportation corridors will provide information that can be used in the creation of this Management Plan. This scenic corridor study will identify opportunities to improve the scenic quality and enhance the recreational travel experience along these three corridors. To take advantage of the unparalleled scenic beauty offered by the Columbia River Gorge and provide the optimum experience for

the visitor to the National Scenic Area. This can be accomplished both by perpetuating desired visual characteristics and by identifying opportunities for mitigation and enhancement.

The recommendations of this study can be implemented over time. Priorities have been established to indicate those enhancement and mitigation opportunities that are more urgent and those that, while important to the ultimate goals of the Scenic Area, do not require immediate attention. In addition, there are recommendations that will require continued implementation such as the creation and maintenance of vistas.

SCOPE AND ASSUMPTIONS

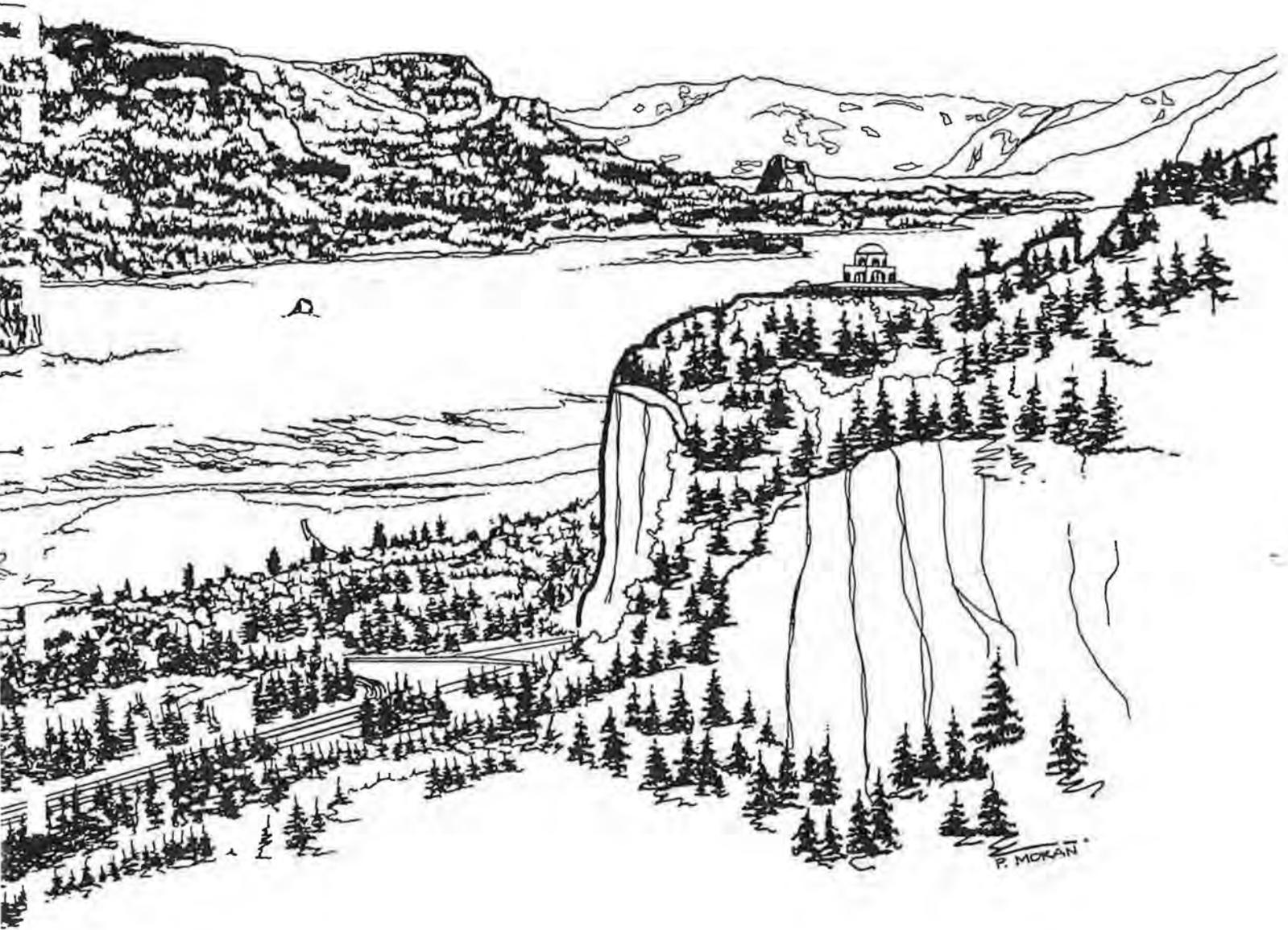
The Scenic Area Act designates land within the Gorge as Special Management Areas and as Urban Areas. All other areas within the Scenic Area are identified as General Management Areas. Under the provisions of the act, the Urban Areas are exempt from most of the legislation and the Special Management Areas (usually environmentally more sensitive) are given special consideration. While these facts certainly played a role in the Corridor Visual Inventory, the emphasis of the study was on evaluating the scenic quality of features as viewed from the corridors. Therefore sites at the entrances to the Urban Areas and within the Special and General Management Areas were considered primarily on the basis of their visual impact to the corridors and secondarily according to their Scenic Act designation.

Both general and site specific recommendations have been made for each route. Opportunities have been identified for mitigation and enhancement, potential recreational or interpretive sites and opportunities to emphasize a sense of arrival at either end of the scenic area.

This study does not presume to make land use recommendations except as they relate specifically to the visual quality of the highway corridors.

Realistically, enhancement and mitigation opportunities that occur on public lands will more likely be implemented than those on private lands, therefore attempts were made to locate potential screening or vegetative thinning for vistas within highway rights of way, on Forest Service Land, etc. Recommendations in Urban Areas were primarily limited to the entrances. The assumption was made, however, that this study should at least document all opportunities to improve the scenic quality of the corridors.

The coordination of specific projects, funding, timing and enforcement considerations are not part of this study.



LANDSCAPE CHARACTER TYPES

LANDSCAPE CHARACTER TYPES

As the field inventory work for this study was being conducted, an effort was made to break each of the three corridors into "working units". These landscape units or zones are sections of the corridors that set themselves apart by having a key view, particular vegetation species, a special visual sensitivity or other characteristic visual quality. These qualities combine to define the Landscape Character Type of each zone. Each Landscape Character Type has been given a descriptive name and further defined by vegetation type, spatial experience, relationship to the river, geology, description of line, form, color and texture and the existing visual experience of the zone.

All these factors were evaluated to determine the Desired Visual Experience for each of these Landscape Character Types. In some of the character types the Desired Visual Experience is very similar to what exists, while in other character types the influence of development and revegetation have caused the visual character to move away from what is desired. Efforts should be encouraged to reduce these conflicts through vegetative management and guidelines for development that are sympathetic to the natural landscape.

The Desired Visual Experience becomes the basis of this analysis. The direction any general recommendations or specific enhancement and mitigation opportunities take will be dictated by the Desired Visual Experience of their Landscape unit or Character Type.

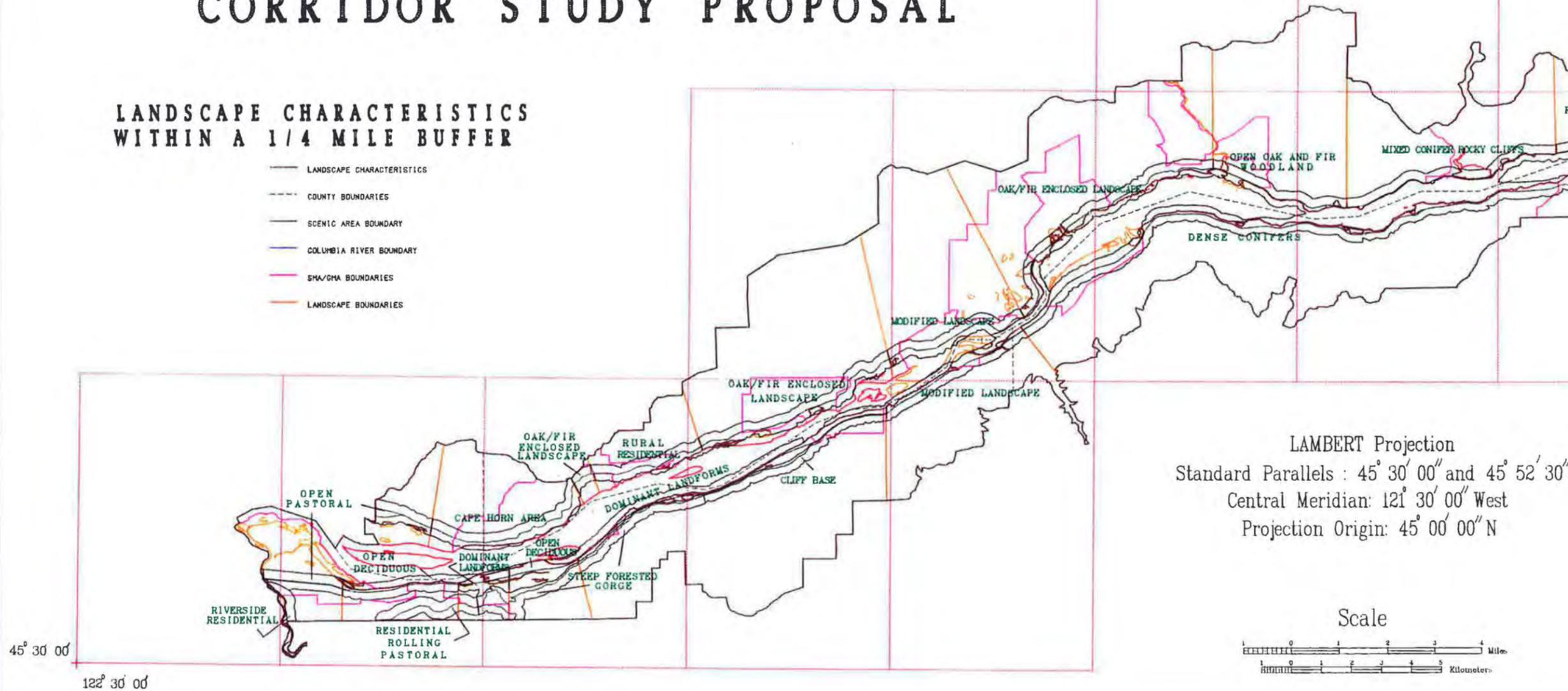
Following are descriptions of the Landscape Character Types that make up each of the three highway corridors and maps indicating their locations.

45° 52' 30" + 122° 30' 00"

Columbia River Gorge National Scenic Area CORRIDOR STUDY PROPOSAL

LANDSCAPE CHARACTERISTICS WITHIN A 1/4 MILE BUFFER

- LANDSCAPE CHARACTERISTICS
- - - COUNTY BOUNDARIES
- SCENIC AREA BOUNDARY
- COLUMBIA RIVER BOUNDARY
- SMA/GMA BOUNDARIES
- LANDSCAPE BOUNDARIES



LAMBERT Projection
 Standard Parallels : 45° 30' 00" and 45° 52' 30"
 Central Meridian: 121° 30' 00" West
 Projection Origin: 45° 00' 00" N

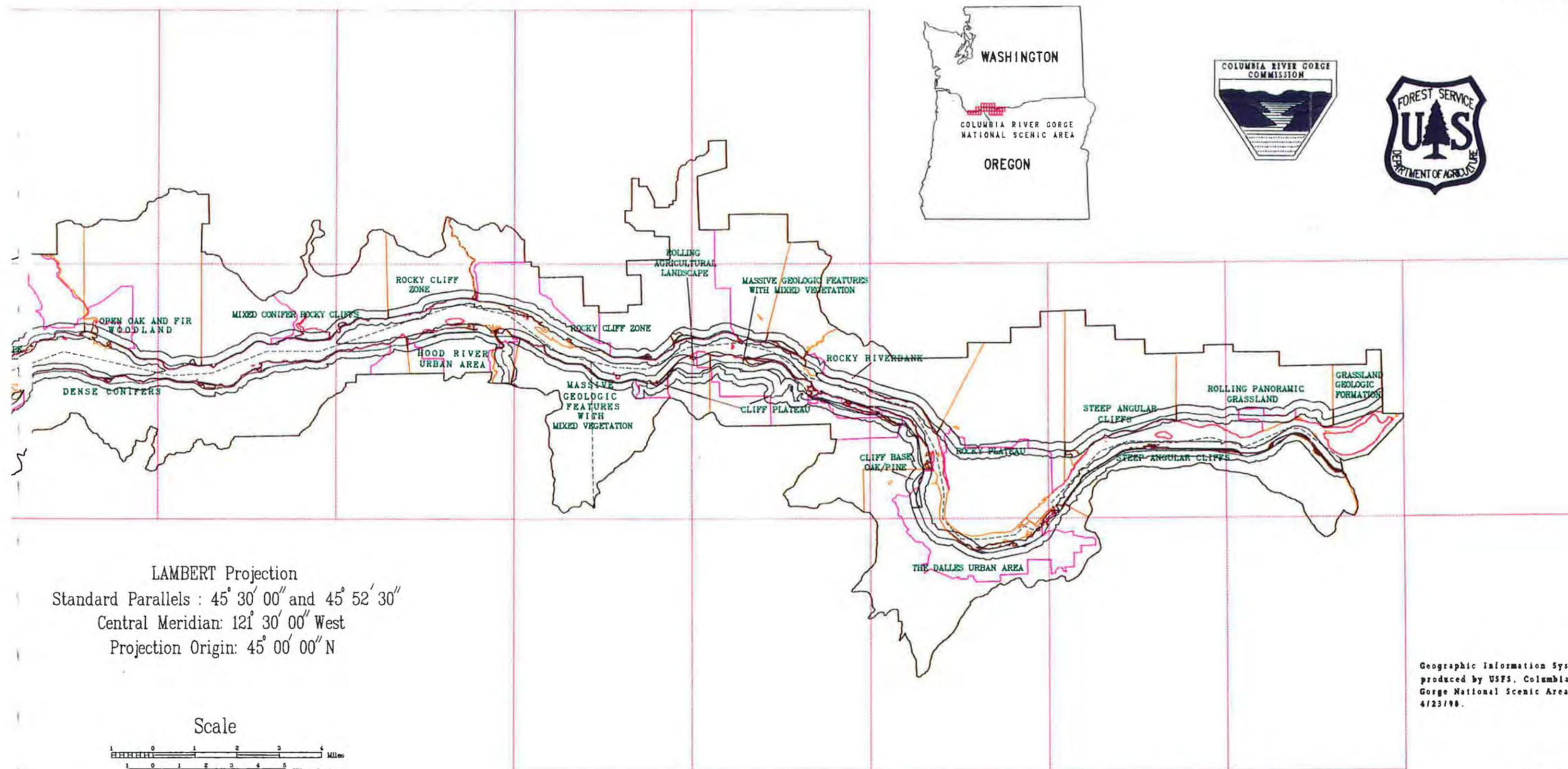
Scale



45° 30' 00"

122° 30' 00"

120° 45' 00" +
45° 52' 30"



LAMBERT Projection
Standard Parallels : 45° 30' 00" and 45° 52' 30"
Central Meridian: 121° 30' 00" West
Projection Origin: 45° 00' 00" N

Scale



Geographic Information System map
produced by USFS, Columbia River
Gorge National Scenic Area Office
4/23/98.

120° 45' 00" +
45° 30' 00"

SR14 LANDSCAPE CHARACTER TYPE

OPEN-PASTORAL

A. Characteristics

- 1) **Vegetation** - Grass pastures, oaks, maples, alders, a few scattered fir.
- 2) **Spatial Experience** - Very open, panoramic.
- 3) **Relationship to the River** - River not visible or not dominant.
- 4) **Geology** - Flat to very gently rolling landforms. No rocks or outcroppings.
- 5) **Description of the Elements:**

Line Strong horizontal line in horizons, fences, etc.

Form Only noticeable in larger trees and distant hills.

Color Bright green pastoral landscape.

Texture Very smooth - not important.

Dominant Element(s) Horizontal line, color.

B. Existing Visual Experience

Strong cultural landscape: fences, pastures and old buildings add visual interest to this landscape. Modern highway and utility structures tend to dominate the landscape, but still borrow horizontal line and smooth textures from the characteristic landscapes. Vegetation is modified, yet looks appropriate for this pastoral setting.

C. Desired Visual Experience

Preserve open, panoramic pastoral setting. Do not introduce buildings, roads or other structures that depart from the pastoral, historic or cultural qualities of this zone. Do not bisect existing pastures and meadows with access-ways or structures. Convert modern facilities to historic-appearing where possible. (Remove, paint, or convert structures and facilities that do not borrow from these qualities). Manage vegetation to promote an extremely open, panoramic landscape with rows of trees breaking up large-scaled pastures.

SR14 LANDSCAPE CHARACTER TYPE

CAPE HORN AREA

A. Characteristics

1) **Vegetation** - Douglas Fir, maple, alder, Sword Ferns, grassy pastures.

2) **Spatial Experience** - Very open, panoramic, with a few enclosed "tunnels" along the highway.

3) **Relationship to the River** - River is the dominant visual feature.

4) **Geology** - Steep, rugged, vertical cliffs to gently rolling landforms.

5) Description of the Elements:

Line Vertical in cliff walls; horizontal on skyline and riverbank.

Form Strong landform in Cape Horn area and in middleground.

Color Gray-brown rock on cliffs, green moss on cliffs, canyon walls, dark green conifers contrasting lighter rock cliffs and deciduous trees.

Texture Varied - very smooth on river surface, very coarse in rock cliffs and vegetation.

Dominant Element(s) Color and texture, however, all elements are very significant.

B. Existing Visual Experience

Somewhat enclosed experience that provides filtered views to the river, with a large-scale, panoramic world-class view that surprises the viewer at the Cape Horn area. Natural appearing cliffs have been covered by chain-link and gunnite, that seem out of character. Road seems "forced" on the Cape Horn landscape, but is accepted by viewer as the means by which this landscape can be accessed. Some residences and other structures catch the viewers attention.

C. Desired Visual Experience

Maintain pockets of larger trees with occasional glimpses of river. Viewpoint at Cape Horn should be more accessible, safe and people oriented. Consider rerouting truck traffic to the North. Structures should blend with the natural elements of form, line, color and texture.

SRI4 LANDSCAPE CHARACTER TYPE

OAK AND FIR ENCLOSED LANDSCAPE

A. Characteristics

1) **Vegetation** - Oak, fir, maple, sword ferns, alder, and some exotic species in urban areas.

2) **Spatial Experience** - Very enclosed landscape with only occasional openings.

3) **Relationship to the River** - River is present only in filtered views through dense vegetation.

4) **Geology** - Foreground rock outcroppings and accumulations of boulders; middleground offers massive, rolling, mountainous landforms.

5) Description of the Elements:

Line Only in distant silhouettes of ridges.

Form Found in vegetation shapes and middleground mountainous landforms.

Color Dark green evergreens and deciduous trees; gray-brown rocks.

Texture Much variety and contrasts in vegetative textures.

Dominant Element(s) Texture, especially in vegetation and rocky slopes adjacent to highway.

B. Existing Visual Experience

Very interesting, diverse landscape, primarily natural in appearance. Sporadic residential developments occur throughout this zone and seem to be an appropriate landscape component. Urban areas are typical, small rural centers. Exotic plant species look out of character, even adjacent to residential developments.

C. Desired Visual Experience

Cut banks should be reshaped and vegetated to look "natural". Residential developments should blend with the textures, colors and forms found in the natural landscape. Discordant structures should be screened from view with native plant species. Large-tree character should be perpetuated, especially in the fir. Exotic-looking species should not be introduced, even in residential areas. Urban areas should consider following a unifying "theme".

SR14 LANDSCAPE CHARACTER TYPE

MODIFIED LANDSCAPE:

A. Characteristics

1) **Vegetation** - Primarily conifers and grasses, most of which have been introduced over disturbed landforms.

2) **Spatial Experience** - Very open and panoramic to the North, partially enclosed to the South.

3) **Relationship to the River** - River visible, but not prominent.

4) **Geology** - Mountainous, rolling, to sharply-sculpted gorge walls.

5) Description of the Elements:

Line Horizontal to diagonal; some vertical in foreground trees.

Form Mostly dominated by power generation and transmission structures. Natural form found on gorge walls.

Color Greens (dark), to tan and gray-brown. Grays, gray-greens.

Texture Coarse, but not significant.

Dominant Element(s) Introduced forms.

B. Existing Visual Experience

Viewers attention shifts from natural elements to man-made. Structural elements and the evidence of man dominates this visual experience. The natural beauty of the mountainous gorge walls and coniferous forests are temporarily forgotten and often "enframing" throughout this zone.

C. Desired Visual Experience

Accept the modified quality of this landscape. Do not try to disguise or screen powerline and dam structures and facilities. Promote this zone as a "showcase" illustrating sound land management and resource utilization. Do not deliberately create a further modified landscape, but encourage vegetative "healing" of disturbed areas. Continue vegetation diversity in species and size classes. Do not introduce exotic species.

SR14 LANDSCAPE CHARACTER TYPE

RURAL RESIDENTIAL

A. Characteristics

1) **Vegetation** - Oak, fir, alder, maple, Sword Ferns, with some exotic species in urban areas.

2) **Spatial Experience** - More open than Oak and Fir Enclosed Landscape in some areas, but totally enclosed otherwise.

3) **Relationship to the River** - Only glimpses of river; not really a major feature.

4) **Geology** - Only significant on occasionally viewed middleground peaks.

5) Description of the Elements:

Line Not significant.

Form Vegetative forms and boulders in immediate foregrounds.

Color Dark green conifers contrast against light-colored bark of deciduous trees.

Texture Very important - seen primarily in vegetative species.

Dominant Element(s) Texture

B. Existing Visual Experience

Scattered residential developments provide a rural-appearance to this landscape. Utility lines, fences and roads give this "residential rural" landscape a somewhat cluttered appearance. Between developments, conifers and deciduous trees form dense canopies that create an almost entirely enclosed landscape. Occasional openings permit middleground views that add to the visual variety of this zone.

C. Desired Visual Experience

Maintain dense vegetation between developments. Hold number of developments visible from SR 14 to current level. Reduce "cluttered" appearance of minor structures (bus stops, signs, etc.), utility lines and fences. Keep future developments out of seen-area, or screen with native-appearing vegetation.

SR14 LANDSCAPE CHARACTER TYPE

OPEN OAK AND FIR WOODLAND:

A. Characteristics

- 1) **Vegetation** - Oak, fir, a few scattered pines, some grasses but not significant.
- 2) **Spatial Experience** - More enclosed through areas of dense vegetation, open in most areas.
- 3) **Relationship to the River** - River hidden by vegetation except for occasional glimpses.
- 4) **Geology** - Cliffs are either absent or high above the viewer. Landforms are rolling except for middlegrounds and backgrounds, where landforms are massive and angular. Talus slopes provide opportunity for vegetation to gain a foothold.
- 5) **Description of the Elements:**
 - Line** Not important.
 - Form** Massive, angular landforms in middleground and backgrounds, but not important otherwise.
 - Color** Subdued and not very significant.
 - Texture** Much textural diversity in vegetation.
 - Dominant Element(s)** Texture.

B. Existing Visual Experience

Enclosed landscape to open panorama. Railroad structures are the primary cultural elements in this landscape. Other structures are very subdued. Vegetative textures and variety are the strongest visual element.

C. Desired Visual Experience

Except within the urban area of Home Valley, structures should not be apparent in this landscape. New colors, forms and lines should not be introduced into this landscape. Textures must borrow from those currently found in the natural landscape. Provide relatively short-term views of the river between enclosed, heavily vegetated "tunnel" landscapes. Landforms should be unaltered or returned to their natural contours.

SR14 LANDSCAPE CHARACTER TYPE

MIXED CONIFER ROCKY CLIFFS

A. Characteristics

1) **Vegetation** - Pine, fir, maples, grasses, shrubs (fir dominant)

2) **Spatial Experience** - Very open panoramic, to partially enclosed. Viewer inferior.

3) **Relationship to the River** - River is strongest feature in this landscape.

4) **Geology** - Rounded landforms to angular, roughly-textured rocky cliffs.

5) Description of the Elements:

Line	Not significant except in silhouette of ridgelines.
Form	Rounded, massive, rocky landforms.
Color	Browns, gray-green, green, dark green.
Texture	Very diverse; a full range from smooth to coarse.

Dominant Element(s) Form.

B. Existing Visual Experience

Expansive view of river. Very pleasant; much variety in forms and colors. Cultural landscape. "Historic" feeling is a significant aspect of this landscape.

C. Desired Visual Experience

Maintain vegetative diversity in species and size classes. Expansive, open view of river should be maintained. Historic structures should remain and be perpetuated. Structures that are not of an historic nature should remain totally subordinate to the massive, rocky forms in this landscape. Do not do anything that would compete with the attraction of the river or massive rock forms, (like introduce bright colors, shapes, lines, etc.).

SRI4 LANDSCAPE CHARACTER TYPE

ROCKY CLIFF ZONE:

A. Characteristics

1) **Vegetation** - Oak, pine, maple. Vegetation more evident than in other zones.

2) **Spatial Experience** - Open on river side, enclosed on North.

3) **Relationship to the River** - River very prominent and is the dominant visual feature.

4) **Geology** - Rock outcroppings and monoliths are outstanding features. Sharp cliffs and boulders plentiful.

5) Description of the Elements:

Line	Vertical, diagonal and horizontal, but not distinctive.
Form	Large Ponderosa Pines, rock outcroppings and monoliths.
Color	Dark green vegetation contrasts gray-beige of rocks.
Texture	Coarse to medium. Important element.
Dominant Element(s)	Color, Texture, Form are all very important.

B. Existing Visual Experience

Vegetation is a very important feature in this landscape. It compliments the river and competes with outstanding geologic features in this diverse, interesting and very special landscape zone. This landscape has a great deal of inherent visual variety. Cultural characteristics are significant, especially the Broughton Mill area.

C. Desired Visual Experience

Maintain diversity of vegetative species, but do not introduce additional species. Maintain historic character of the mill. Maintain prominence of geologic features: any architecture or other site work should remain subordinate and should conform to geology. Maintain large tree character. Do not create any artificial lines that would draw attention. Care must be taken to not add man-made features that will appear as "clutter".

SR14 LANDSCAPE CHARACTER TYPE

ROCKY RIVERBANK

A. Characteristics

- 1) **Vegetation** - Oaks, maples, pines, willows, grasses and some minor shrub species.
- 2) **Spatial Experience** - Partially enclosed, very pleasant.
- 3) **Relationship to the River** - River is a prominent feature in this landscape. Close to viewer, very wide. Major component to this visual experience.
- 4) **Geology** - Rocky cliffs, small canyons, talus slopes. Smaller scale landforms than in zone to the east.
- 5) **Description of the Elements:**

Line	Diagonal, somewhat vertical with cliffs.
Form	Cliffs are strong element.
Color	Beige, gray and brown tones most common.
Texture	Vegetation, geology and river offer diverse textures.

Dominant Element(s) Texture

B. Existing Visual Experience

Primarily natural except for railroad signal lines, tunnels and the Lyle Urban Area. Absence of recreational use, man-made facilities and landscape modifications adds to the very pleasant visual experience in this zone. More "intimate" landscape than in other zones, partially due to the scale of the cliffs and proximity of viewer to the river.

C. Desired Visual Experience

Maintain unobstructed view of river through well-planned vegetative management and land uses. Do not change the character of the talus-slopes below cliff areas. Allow talus slopes to support a variety of vegetation. Do not add features and/or facilities in this zone that dominate views; keep them low-key and subordinate to overall strength of this subtle, sensitive landscape.

SRI14 LANDSCAPE CHARACTER TYPE

ROCKY PLATEAU

A. Characteristics

1) **Vegetation** - Grassy slopes and flats with small patches of deciduous trees and large shrubs.

2) **Spatial Experience** - Partially enclosed to fully enclosed in some areas.

3) **Relationship to the River** - River not visible throughout most of this landscape. Nearly impossible to see river except at Western edge.

4) **Geology** - Rock outcrops abundant. Steep angular cliffs in some areas. Series of flat to gently sloping grassy, pastoral zones.

5) Description of the Elements:

Line Broken horizontal to somewhat diagonal.

Form Rock outcroppings are prominent forms.

Color Gray-brown rock outcroppings, green grasses.

Texture Strong contrast between smooth grassy areas and coarse rock outcroppings.

Dominant Element(s) Texture.

B. Existing Visual Experience

Evidence of development; urban-appearance. Evidence of grazing, utilities, fences, etc. Without river-visibility, viewer's attention is drawn to structures and facilities. These create a haphazard appearance throughout much of this zone.

C. Desired Visual Experience

Maintain open grassy flats and do not allow anything to detract from coarsely-textured rock outcroppings. Reduce the number of man-made facilities and "artificial focal-points" that occur in this zone.

SR14 LANDSCAPE CHARACTER TYPE

GRASSLAND GEOLOGIC FORMATION

A. Characteristics

1) **Vegetation** - Grassy openings, sage, bitterbrush, etc. Lack of trees.

2) **Spatial Experience** - Open, vast landscape. Non-confining. Large-scale landscape.

3) **Relationship to the River** - Clear, open view to river and islands. Wide river, but farther away than on Oregon side.

4) **Geology** - Large angular boulders scattered over steep slopes. Very angular cliffs and talus slopes.

5) Description of the Elements:

Line Horizontal, but not prominent

Form Angular boulders, sharp cliffs

Color Muted; gray and gray-green

Texture Very coarsely textured.

Dominant Element(s) Texture is dominant

B. Existing Visual Experience

Predominately natural landscape. Few developments, utilities and facilities that don't borrow from the characteristic landscape. Old homesteads add an historical "flavor" to this landscape.

C. Desired Visual Experience

Maintain open grassland with boulders scattered over steep, sloping landscape. No spraying of herbicides. No introduction of plant species. Maintain open, undisturbed steep slopes. Reduce forms, lines and colors that are not found in the natural landscape. Limit vertical elements. Replace fencing in kind, if needed. Except for occasional "historic-looking" homesteads all other developments should remain subordinate to the landscape.

SR14 LANDSCAPE CHARACTER TYPE

ROLLING PANORAMIC GRASSLAND

A. Characteristics

1) **Vegetation** - Mostly grasses with occasional patches of shrubs. Green grasses and patches of wildflowers.

2) **Spatial Experience** - Very open, rolling, "moulded landforms". Very large-scale landscape.

3) **Relationship to the River** - Clear, open views of wide river. "Viewer superior" offers views of large portions of the river and both shorelines.

4) **Geology** - Very rounded, "sculpted", rolling landforms. Lacks rock outcroppings and boulders found to the East.

5) Description of the Elements:

Line Rolling, broken, not prominent.

Form Rounded, massive, large-scale hills.

Color Green, browns, depending on season.

Texture Smooth to moderately smooth.

Dominant Element(s) Rounded hills (form) and smooth texture.

B. Existing Visual Experience

Natural landscape with a few urban-appearing areas (Wishram, etc.). Utility lines, highway and railroads create lines that seem to "flow" through these rollings, rounded landforms.

C. Desired Visual Experience

Maintain open grassland and rolling character. Do not encourage trees on this landscape. Avoid angular structures, road cuts and vegetative treatments that may alter the "mottled" appearance of native species (like controlled burns).

I-84 LANDSCAPE CHARACTER TYPE

OPEN-PASTORAL

A. Characteristics

- 1) **Vegetation** - Grass pastures, oaks, maples, alders, a few scattered fir.
- 2) **Spatial Experience** - Very open, panoramic.
- 3) **Relationship to the River** - River not visible or not dominant.
- 4) **Geology** - Flat to very gently rolling landforms. No rocks or outcroppings.
- 5) **Description of the Elements:**

Line	Strong horizontal line in horizons, fences, etc.
Form	Only noticeable in larger trees and distant hills.
Color	Bright green pastoral landscape.
Texture	Very smooth - not important.
Dominant Element(s)	Horizontal line, color.

B. Existing Visual Experience

Strong cultural landscape: fences, pastures and old buildings add visual interest to this landscape. Modern highway and utility structures tend to dominate the landscape, but still borrow horizontal line and smooth textures from the characteristic landscapes. Vegetation is modified, yet looks appropriate for this pastoral setting.

C. Desired Visual Experience

Preserve open, panoramic pastoral setting. Do not introduce buildings, roads or other structures that depart from the pastoral, historic or cultural qualities of this zone. Do not bisect existing pastures and meadows with access-ways or structures. Convert modern facilities to historic-appearing where possible. (Remove, paint, or convert structures and facilities that do not borrow from these qualities). Manage vegetation to promote an extremely open, panoramic landscape with rows of trees breaking up large-scaled pastures.

I-84 LANDSCAPE CHARACTER TYPE

OPEN DECIDUOUS

A. Characteristics

- 1) **Vegetation** - Alders, cottonwoods, maples, scattered pasture grasses, willows, and some fir.
- 2) **Spatial Experience** - Partially enclosed by landform on south side of highway. Normally open on north side.
- 3) **Relationship to the River** - River far away from viewer and either not prominent or not visible.
- 4) **Geology** - Steep hills on south side of highway, flat north of highway. Some rock outcroppings.
- 5) **Description of the Elements:**

Line Horizontal on skylines, diagonal on hills and ridges, vertical in immediate foreground trees.

Form Moderately strong landforms south of highway and in middlegrounds.

Color Green and reddish twigs in winter. Grays, gray-greens most other seasons.

Texture Smooth to moderate.

Dominant Element(s) Line and texture.

B. Existing Visual Experience

Railroad and utilities are obvious, but don't dominate view. Vegetation appears natural. Strong cultural landscape: fences, pastures and old buildings add visual interest. Modern highway and utility structures tend to dominate, but still borrow horizontal line and smooth textures from the characteristic landscape.

C. Desired Visual Experience

Reduce visibility of railroad and highway facilities. Perpetuate deciduous forest with a few scattered fir, preferably in groups. Preserve open, panoramic pastoral setting. Do not introduce buildings, roads or other structures that depart from the pastoral, historic or cultural qualities of this zone. Do not bisect existing pastures and meadows with access-ways or structures. Convert modern facilities to historic-appearing where possible.

I-84 LANDSCAPE CHARACTER TYPE

DOMINANT LANDFORMS

A. Characteristics

1) **Vegetation** - Alders, maples, dense conifers on hillsides with intermittent deciduous groves. Some scattered, relatively small grassy areas.

2) **Spatial Experience** - Open to partially enclosed.

3) **Relationship to the River** - River highly visible and close to viewer.

4) **Geology** - Very strong landforms: huge monoliths, sharply sculpted cliffs and bluffs with striking waterfalls.

5) Description of the Elements:

Line Very broken, difficult to describe.

Form Very strong in geologic forms.

Color Dark green in coniferous hillsides, green to grey-green in lower portions.

Texture Coarse in vegetation and landform.

Dominant Element(s) Form (Landforms)

B. Existing Visual Experience

Very striking. The natural landscape is dominated by strong geologic formations in all distance zones. Vegetation is diverse and natural in appearance. Except for clustered residential developments, structures normally remain subordinate because of the strength of this landscape. Some structures are of historic significance. Highway structures are visible, but acceptable because of their obvious necessity in this landscape. Some structures in foregrounds and across rivers are highly visible because of contrasting colors and textures.

C. Desired Visual Experience

Do not attempt vegetation management or earthwork anywhere near major geologic features. Some foreground vegetation can be managed to enhance views of landscape features. Promote diverse vegetative species, with hardwoods as a prominent component. Save large trees. Except for some historic structures, all structures should be subordinate to this landscape, screened from view or removed. Only highway structures that are necessary for user safety should be visible.

I-84 LANDSCAPE CHARACTER TYPE

MODIFIED LANDSCAPE:

A. Characteristics

1) **Vegetation** - Primarily conifers and grasses, most of which have been introduced over disturbed landforms.

2) **Spatial Experience** - Very open and panoramic to the North, partially enclosed to the South.

3) **Relationship to the River** - River visible, but not prominent.

4) **Geology** - Mountainous, rolling, to sharply-sculpted gorge walls.

5) Description of the Elements:

Line Horizontal to diagonal; some vertical in foreground trees.

Form Mostly dominated by power generation and transmission structures. Natural form found on gorge walls.

Color Greens (dark), to tan and gray-brown. Grays, gray-greens.

Texture Coarse, but not significant.

Dominant Element(s) Introduced forms.

B. Existing Visual Experience

Viewers attention shifts from natural elements to man-made. Structural elements and the evidence of man dominates this visual experience. The natural beauty of the mountainous gorge walls and coniferous forests are temporarily forgotten and often "enframing" throughout this zone.

C. Desired Visual Experience

Accept the modified quality of this landscape. Do not try to disguise or screen powerline and dam structures and facilities. Promote this zone as a "showcase" illustrating sound land management and resource utilization. Do not deliberately create a further modified landscape, but encourage vegetative "healing" of disturbed areas. Continue vegetation diversity in species and size classes. Do not introduce exotic species.

I-84 LANDSCAPE CHARACTER TYPE

DENSE CONIFERS

A. Characteristics

- 1) **Vegetation** - Dense fir with a few scattered hardwoods. Ferns, mosses and grasses in some areas.
- 2) **Spatial Experience** - Partially enclosed to fully enclosed, very diverse spatial experience.
- 3) **Relationship to the River** - River visible occasionally, but not consistently a prominent element.
- 4) **Geology** - Rolling, massive gorge walls, to series of smaller flats connected by the highway corridor.
- 5) **Description of the Elements:**

Line	Not significant.
Form	Seen in gorge walls.
Color	Dark green of conifers is significant.
Texture	Moderately coarse throughout this zone, but river (where visible) provides contrast in its mirror-like smoothness.

Dominant Element(s) Color

B. Existing Visual Experience

Vegetative diversity is somewhat interesting, but tends to be monotonous after a while. Freeway structures (signs, lightposts, guardrails, intersections, etc.) tend to dominate the visual experience in some areas. Residential and administrative structures are highly visible, especially in foreground zone.

C. Desired Visual Experience

Freeway structures should only be permitted where necessary for user safety. Other structures (including residences and administrative facilities) should either remain visible, yet subordinate to the overall strength of the landscape, or should be removed. Colors and textures of structures should duplicate those found in the natural landscape. Maintain dense conifers with patches of hardwoods. Small-scale diversity should be perpetuated by a mosaic of small stands on groups of trees.

I-84 LANDSCAPE CHARACTER TYPE

HOOD RIVER URBAN AREA:

A. Characteristics

1) **Vegetation** - Same as previous zone, except more variety of species associated with developments. Trees on hills provide coarse texture. Larger trees still important.

2) **Spatial Experience** - Partially contained landscape. Scale not important.

3) **Relationship to the River** - View is obscured, but viewer is aware of river.

4) **Geology** - Rolling hills with some landslides visible. Geology hidden by structures and not very significant.

5) **Description of the Elements:**

Line	Relatively insignificant.
Form	Relatively insignificant.
Color	Variety of colors in man-made landscape dominate
Texture	Structures and vegetation mix equals coarse texture.

Dominant Element(s) Color.

B. Existing Visual Experience

Signs tend to dominate the highway experience. (Some are discordant features). Homes on hillside dominate middleground and background views. Large trees on hillsides are visually important in breaking-up the expanse of structures and in adding to the coarse texture of the hills.

C. Desired Visual Experience

Use native-appearing plant materials. Colors and textures for future developments should be in harmony with those found in the natural landscape. Preserve large trees.

I-84 LANDSCAPE CHARACTER TYPE

MASSIVE GEOLOGY WITH MIXED VEGETATION - MP 65.0 to MP 71.0

A. Characteristics

1) **Vegetation** - Pines and oaks, with some fir and maple, dominate landscape. Grassy areas provide visual variety.

2) **Spatial Experience** - Cliffs and hills are closer to viewer and seem larger, confine visual experience.

3) **Relationship to the River** - River is a prominent visual component. View is very close to the river, viewer superior to river. Geology is steeper, forcing attention toward the river.

4) **Geology** - A variety of steep, angular, yet diagonal rock forms, mixed with rolling, large hills.

5) Description of the Elements:

Line	Line is diagonal rather than truly horizontal.
Form	Steep, angular, yet diagonal rock forms.
Color	Color is subdued but evident.
Texture	The heavily timbered, mixed species create a coarsely textured landscape.

Dominant Element(s) Texture and form.

B. Existing Visual Experience

In the western portion of this zone developments on the north side of river become a dominant feature. (Bingen Mill, especially)

C. Desired Visual Experience

Maintain heavily vegetated slopes, with grassy-areas that range from 1 to 20 acres. Control wildfires and/or management activities that result in open areas to less than 20 acres. Retain variety in vegetative species. Do not spray vegetation on fill slopes between I-84 and river especially clumps of young fir. Avoid introducing non-native species. Developments can continue to be prominent feature, but should remain in harmony with the landscape in terms of colors, orderly appearance, and relative scale and be primarily horizontal.

I-84 LANDSCAPE CHARACTER TYPE

ROLLING AGRICULTURAL LANDSCAPE

A. Characteristics

- 1) **Vegetation** - Rows of poplars, fruit trees, etc. provide an agricultural landscape. Oaks, pines and other species, mixed with open, grassy areas, cover hills around agricultural areas. Grassy, open areas are larger, sometimes several hundred acres.
- 2) **Spatial Experience** - Very open and non-confining.
- 3) **Relationship to the River** - River is dominant feature and is very wide in this zone.
- 4) **Geology**- Gently rolling, non-angular. Not a dominant feature.
- 5) **Description of the Elements:**

Line	Line is primarily horizontal but horizon is more diagonal.
Form	Form is not significant.
Color	Greens of agricultural landscape are dominant.
Texture	Significant in coarse hillsides and neat rows of poplars and orchards.

Dominant Element(s) Color.

B. Existing Visual Experience

A pleasant agricultural experience with rows of poplar windbreaks and fruit trees.

C. Desired Visual Experience

Maintain agricultural appearance. (Retain or increase orchards). Keep coarsely textured hillsides. Do not introduce forms on hillsides (like water tanks, transmission lines and towers, etc.). Retain and manage for larger trees in foregrounds.

I-84 LANDSCAPE CHARACTER TYPE

MASSIVE GEOLOGY WITH MIXED VEGETATION - MP 72.0 to MP 81.0

A. Characteristics

1) **Vegetation** - Pines and oaks, with some fir and maple, dominate landscape. Open, rock slides and grassy areas provide visual variety.

2) **Spatial Experience** - Cliffs, hills and rimrocks seem more massive and confine visual experience. Cliffs and hills are closer to viewer and seem larger.

3) **Relationship to the River** - Viewer is aware of river, but it is not extremely prominent. Viewer is far away from river.

4) **Geology** - A variety of steep, angular, yet diagonal rock forms, mixed with rolling, large hills.

5) Description of the Elements:

Line	Line is diagonal rather than truly horizontal.
Form	Steep, angular, yet diagonal rock forms.
Color	Color is subdued but evident.
Texture	The heavily timbered, mixed species create a coarsely textured landscape.

Dominant Element(s) Texture and form.

B. Existing Visual Experience

Evidence of past developments and some management activities are apparent, but remain subordinate to the overall strength of this landscape. Wildlife not noticeable.

C. Desired Visual Experience

Maintain heavily vegetated slopes, with grassy-areas that range from 1 to 20 acres. Control wildfires and/or management activities that result in open areas to less than 20 acres. Retain variety in vegetative species. Do not spray vegetation on fill slopes between I-84 and river especially clumps of young fir. Avoid introducing non-native species. New developments should continue to be subordinate to the landscape.

I-84 LANDSCAPE CHARACTER TYPE

THE DALLES URBAN AREA

A. Characteristics

1) **Vegetation** - Mostly grasses, with groups of trees along riverbank, and in drainages. Trees are mostly associated with development.

2) **Spatial Experience** - Extremely open, non-confining. Very large-scale, except developments tend to confine the visual experience to foregrounds.

3) **Relationship to the River** - Virtually no visual relationship to the river.

4) **Geology** - Geology is not visually attractive. Bubbly, volcanic-looking formations in "valley". ~~Rolling, semi-~~angular hills around valley.

5) Description of the Elements:

Line	Line (horizontal) but not broken.
Form	Rolling, rocky landforms.
Color	Not significant.
Texture	Seen in grasses and rocky landscape. diverse textures.

Dominant Element(s) Texture

B. Existing Visual Experience

Cluttered, visually discordant. Industrial appearance.

C. Desired Visual Experience

Development and structures will remain dominant, however the messy, haphazard look should be reduced through:

- Using materials that are more consistent with the natural landscape.
- The use of colors that are in harmony with the natural landscape.
- Cleaning-up "boneyards" seen from highway.
- Reducing the size and number of billboards.

I-84 LANDSCAPE CHARACTER TYPE

STEEP ANGULAR CLIFFS

A. Characteristics

1) **Vegetation** - Primarily grasses with scattered shrubs. Lack of trees except in occasional drainages.

2) **Spatial Experience** - Open, vast, large-scale landscape. Non-confining on Oregon side, partially confining on Washington side.

3) **Relationship to the River** - Clear, open view of the entire river and its islands. Wide river. Close to river's edge.

4) **Geology** - Steep, angular cliffs, with high, rolling hills surrounding them. Layered-effect of geology creates a very horizontal landscape.

5) Description of the Elements:

Line Horizontal line prominent on Oregon side.

Form Massive cliff forms are a prominent element on Washington side.

Color Color and texture are of lesser significance.

Texture

Dominant Element(s) Form and horizontal line.

B. Existing Visual Experience

Appears cluttered in some areas. Evidence of past development and management activities is apparent, but mostly subordinate to the overall strength of this landscape. Wildlife visibility is a major attraction especially on the Oregon side.

C. Desired Visual Experience

Maintain open grassland and cliff characteristics. Maintain horizontal features. Reduce vertical man-made features and avoid introduction of vertical elements. Manage vegetation in this zone to maintain existing character. Avoid introducing trees and shrubs, except in drainages where riparian species are acceptable. Eradicate blackberries. Do not introduce colors and/or textures that are foreign to this landscape. Developments must remain subordinate to the landscape. Maintain wildlife visibility.

HISTORIC HIGHWAY LANDSCAPE CHARACTER TYPE

RIVERSIDE RESIDENTIAL

A. Characteristics

- 1) **Vegetation** - Large tree character with much diversity in species and size classes. Many exotic species associated with developments. Riparian species along river (equisetum, cottonwoods, willows, etc.)
- 2) **Spatial Experience** - Very enclosed to slightly open on river side. Sandy River visible along most of western portion.
- 3) **Relationship to the River** - Columbia is not visible from western portion.
- 4) **Geology** - Troutdale formation very interesting, especially along Sandy River.
- 5) **Description of the Elements:**

Line	Verticals in foreground trees.
Form	Is subordinate, except Troutdale Formation.
Color	Muted.
Texture	Is subordinate.
Dominant Element(s)	Line.

B. Existing Visual Experience

Viewer's attention is focused on the Sandy River. This is a moderately altered landscape with scattered development across the river. Enclosed to partially enclosed experience through vertical cliffs and groups of tall trees.

C. Desired Visual Experience

Limit new residences and other development along Sandy River. Maintain large, dense vegetation. Maintain size diversity. Architecture should be subordinate to the overall strength of the landscape and unnecessary structures should be phased out if possible.

HISTORIC HIGHWAY LANDSCAPE CHARACTER TYPE

RESIDENTIAL ROLLING PASTORAL

A. Characteristics

1) Vegetation - Rolling grassy hills, agricultural, berries, etc., and Douglas Fir occasionally.

2) Spatial Experience - Very open.

3) Relationship to the River - River is not very noticeable from the highway, only visible in a few isolated vistas.

4) Geology - Rolling hills, detailed geology not apparent.

5) Description of the Elements:

Line Subordinate.

Form Created by rolling landforms and groups of trees.

Color Found in vegetation, varies seasonally.

Texture Subordinate.

Dominant Element(s) Form.

B. Existing Visual Experience

Heavily altered landscape where structures and the evidence of agricultural development dominate the landscape. Corbett stands out as a "rural center" within this visual experience type.

C. Desired Visual Experience

Efforts should be made to perpetuate natural elements. Future development should blend with the existing rural community atmosphere. Avoid introducing forms and colors that create artificial focal points.

HISTORIC HIGHWAY LANDSCAPE CHARACTER TYPE

STEEP FORESTED GORGE

A. Characteristics

1) **Vegetation** - Very diverse mix of species and age classes. "Rain Forest" appearance: ferns, moss, etc. Very large, old growth trees are rare, but truly add another visual dimension. Blackberries and ivy "look" indigenous to visitor.

2) **Spatial Experience** - Enclosed on uphill side to very open toward river side. Waterfalls are "feature" elements within enclosed foreground landscape.

3) **Relationship to the River** - River is seen as middleground and is a very significant feature in this zone.

4) **Geology** - Steep cliffs and small benches.

5) Description of the Elements:

Line Definite verticals in trees.

Form Some distant geologic forms.
Occasional rock outcroppings in foreground.

Color Color and texture are subordinate elements.

Texture

Dominant Element(s) Line.

B. Existing Visual Experience

Very intimate, primarily foreground landscape offering a rich and diverse visual experience. A discovery around every corner. Evidence of development limited to the highway facility.

C. Desired Visual Experience

Do not cut large trees (>16"), including hazard trees, or create vegetative openings for vista enhancement without involving a landscape architect. Maintain "big trees" wherever they exist. Maintain "totally enclosed" tunnel thru maple and other dense vegetation. Maintain existing variety of vegetation but allow natural succession. Maintain historic nature in all structures. Do not introduce colors or textures not found in the natural landscape.

HISTORIC HIGHWAY LANDSCAPE CHARACTERISTIC TYPE

CLIFF BASE

A. Characteristics

- 1) **Vegetation** - Rain forest appearance, ferns, moss, etc. Comfortable mix of native Douglas Fir and introduced ivy and blackberries.
- 2) **Spatial Experience** - No longer "cliff" effect. More intimate. Able to notice more details, but feel like you can drive faster.
- 3) **Relationship to the River** - River is visible, yet landforms often compete for visual dominance.
- 4) **Geology** - Strong landforms: huge monoliths, sharply sculpted cliffs and bluffs. Massive, rolling, mountainous gorge walls with striking waterfalls.
- 5) **Description of the Elements:**

Line Broken.

Form Strong in geologic forms.

Color Dark green in coniferous hillsides.

Texture Coarse in vegetation and landforms.

Dominant Element(s) Form.

B. Existing Visual Experience

Striking landscape dominated by strong geologic landforms. Vegetation is diverse. Slower speed of highway makes the landscape more intimate and vegetation and development details more evident.

C. Desired Visual Experience

Do not attempt any management of vegetation or earthwork near major geologic features. Some foreground vegetation can be managed to enhance views of landscape features. Except for some historic structures, all structures should be subordinate to the natural landscape, removed or filtered from view with vegetation.

HISTORIC HIGHWAY LANDSCAPE CHARACTER TYPE

CLIFF/PLATEAU

A. Characteristics

1) **Vegetation** - Oak, pine, and some fir (oak savannah), open grassy areas and cherry orchards.

2) **Spatial Experience** - Cherry orchards provide unusual "farmland" experience. Experience is generally very open, rather than contained, but some views are not as open as the plateau experience.

3) **Relationship to the River** - Seen mostly as middleground or not at all from plateau.

4) **Geology** - Steep, angular volcanic basalt formations.

5) **Description of the Elements:**

Line Not evident.

Form Found in cliffs and individual trees.

Color Abundant in vegetation.

Texture Coarse in vegetation and rock formations, smooth in river.

Dominant Element(s) Color and texture.

B. Existing Visual Experience

Dynamic, varied landscape. It is a predominately natural landscape with the exception of the communities of Rowena and Mosier and other scattered residential and agricultural development. Viewer superior position to the river creates impressive views. Vegetation creates both enclosed and open sections of the corridor. In the open sections, the viewer is reminded of the large scale of the gorge.

C. Desired Visual Experience

Preserve feeling of a "natural landscape". Homes, agriculture and vegetative management will continue to occur but should not dominate. Future residential developments should be kept in clusters, mainly in depressions in landform. Keep them in the valleys, not on ridges. New commercial development should not be visible from the Historic Highway.

HISTORIC HIGHWAY LANDSCAPE CHARACTER TYPE

CLIFF BASE OAK, PINE

A. Characteristics

1) **Vegetation** - Oak, pine, grasses and some exotic species near developments. Some pastoral landscape, but smaller scale.

2) **Spatial Experience** - Open on one side, enclosed on cliff side.

3) **Relationship to the River** - Middleground view of river. River is primary focal point; geologic features are secondary.

4) **Geology** - Sharp cliffs with very interesting and striking "features", like pinnacles, etc. Some alluvial deposits provide contrasting geologic forms at the base of the cliffs.

5) Description of the Elements:

Line is only significant as skyline which is horizontal.

Form of rocky cliffs is prominent.

Color evident in browns and golds of cliffs and grasses. Greens of trees.

Texture is varied, mostly coarse because of rocky cliffs.

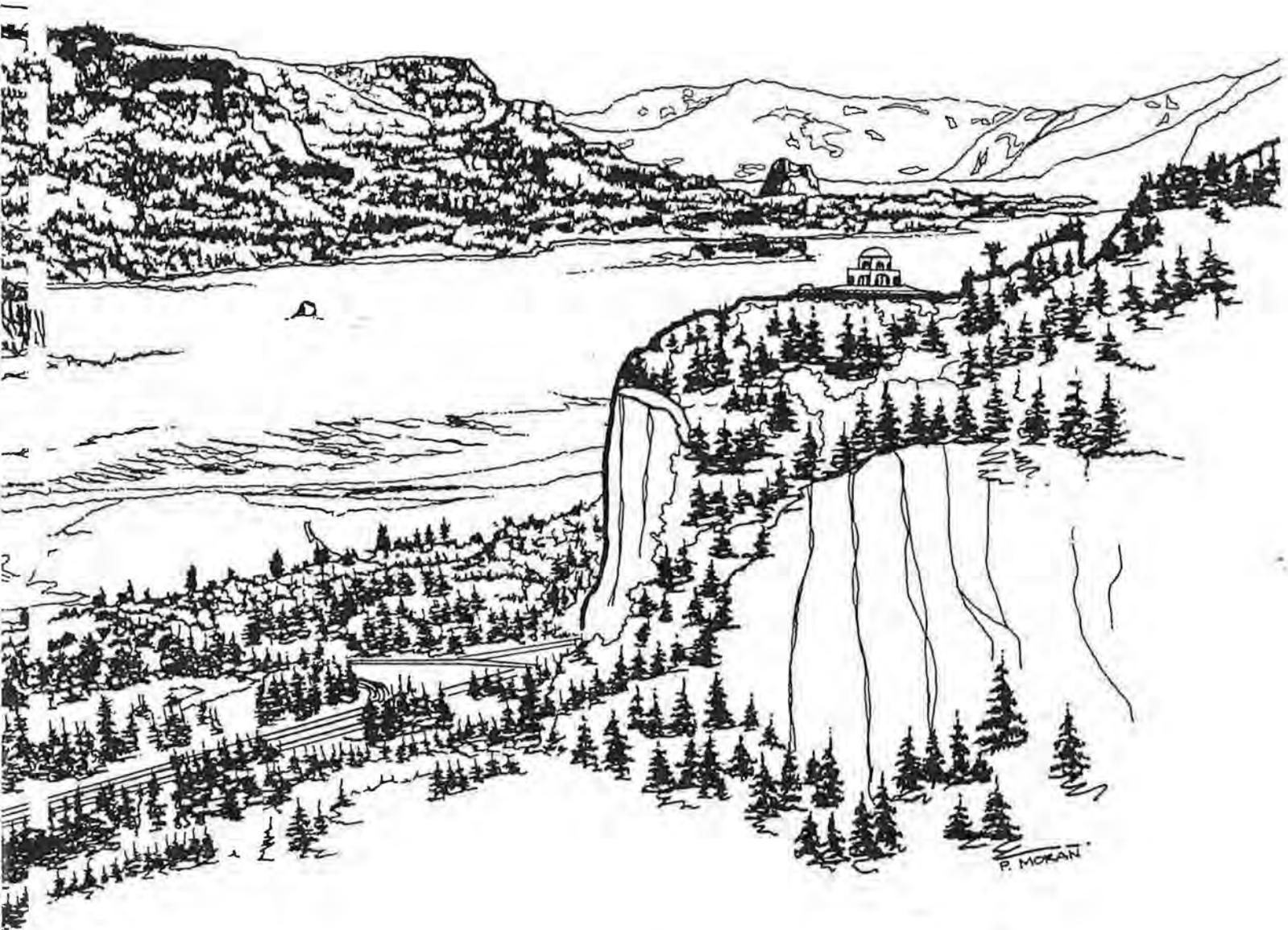
Dominant Element(s) Form.

B. Existing Visual Experience

Heavily altered landscape. Manmade development is obvious throughout and is dominant over the natural landscape. A variety of plant material exists providing visual interest.

C. Desired Visual Experience

Maintain natural condition on cliff side, so that attention is not distracted from the river to an artificial focal point. No new commercial developments visible from highway. Grassy, open space is desirable. Eliminate visually discordant land/resource uses. Colors and textures should mimic those that occur naturally.



SPECIFIC MANAGEMENT REPORTS

SPECIFIC MANAGEMENT REPORTS

The following reports elaborate on specific types of projects along each corridor, identifying locations and priorities.

SIGNAL WIRES

The railroad is a vital part of the transportation network of the Columbia River Gorge. Tracks run the length of the National Scenic Area on both sides of the river. While the tracks are of little consequence visually and the trains themselves are an interesting visual element, there are other elements associated with the railroad that are very discordant in this scenic landscape. Perhaps the most noticeable of these are the signal wires that run adjacent to the tracks. This corridor analysis proposes having sections of these wires put underground to greatly enhance the scenic quality of the SR14 and I-84 highway corridors.

The nature of this proposal warranted careful assessment of the impact of these wires. In some areas the wires are not noticeable from the highway and can be left above ground. For the rest of the sections priorities were assigned to the importance of undergrounding the wires in relation to the magnitude of their visual impact. Priorities rank from extreme to high to moderate to low. Naturally any decisions regarding undergrounding fall to the Rail Companies. This is a project that would be accomplished over time. Even with full cooperation from the Rail Companies, many of the lower priority sections may not be put underground for many years. It is hoped, however, that serious consideration can be given to undergrounding signal wires of extreme or high priorities, situations where wires totally dominate an otherwise spectacular view of the river or stack up as a long line of discordant vertical elements. This could be accomplished either as special projects or in conjunction with other rail work.

The following summarizes signal wire undergrounding recommendations for each highway according to highway milepost and priority. Milepost limitations are from a visual standpoint and could be adjusted to coincide with proposed project limits.

SR14

LOW PRIORITY

MP 74.4 - MP 75.6

MP 87.8 - MP 89.0

MODERATE PRIORITY

MP 32.4 - MP 33.7

MP 62.1 - MP 63.9

MP 69.4 - MP 72.0

MP 78.3 - MP 80.4

HIGH PRIORITY

MP 41.1 - MP 41.3

MP 42.1 - MP 43.9

MP 53.0 - MP 58.9

MP 76.8 - MP 78.3

EXTREME PRIORITY

MP 50.4 - MP 51.8

MP 68.9 - MP 69.4

I-84

LOW PRIORITY

MP 18.7 - MP 20.1
MP 20.5 - MP 23.0
MP 37.9 - MP 40.0
MP 97.1 - MP 97.5 (SOUTH SET)

MODERATE PRIORITY

MP 23.0 - MP 23.6
MP 27.2 - MP 27.4
MP 27.8 - MP 29.2
MP 32.1 - MP 33.1
MP 46.7 - MP 47.4
MP 50.2 - MP 50.5
MP 55.6 - MP 56.2
MP 65.3 - MP 66.6
MP 75.7 - MP 78.0
MP 96.0 - MP 97.1 (SOUTH SET)
MP 99.2 - MP 100.2 (NORTH SET)
MP 97.5 - MP 98.1 (SOUTH SET)

HIGH PRIORITY

MP 31.6 - MP 32.2
MP 51.4 - MP 52.1
MP 53.3 - MP 55.6
MP 57.4 - MP 58.2
MP 66.6 - MP 67.0
MP 74.5 - MP 75.7
MP 78.8 - MP 79.6
MP 88.6 - MP 89.0
MP 89.9 - MP 90.4
MP 90.7 - MP 91.6
MP 97.5 - MP 99.2 (NORTH SET)

EXTREME PRIORITY

MP 52.1 - MP 53.3
MP 58.2 - MP 59.2
MP 67.0 - MP 67.8
MP 89.0 - MP 89.9
MP 90.4 - MP 90.7
MP 91.6 - MP 95.5
MP 95.5 - MP 97.5 (NORTH SET)

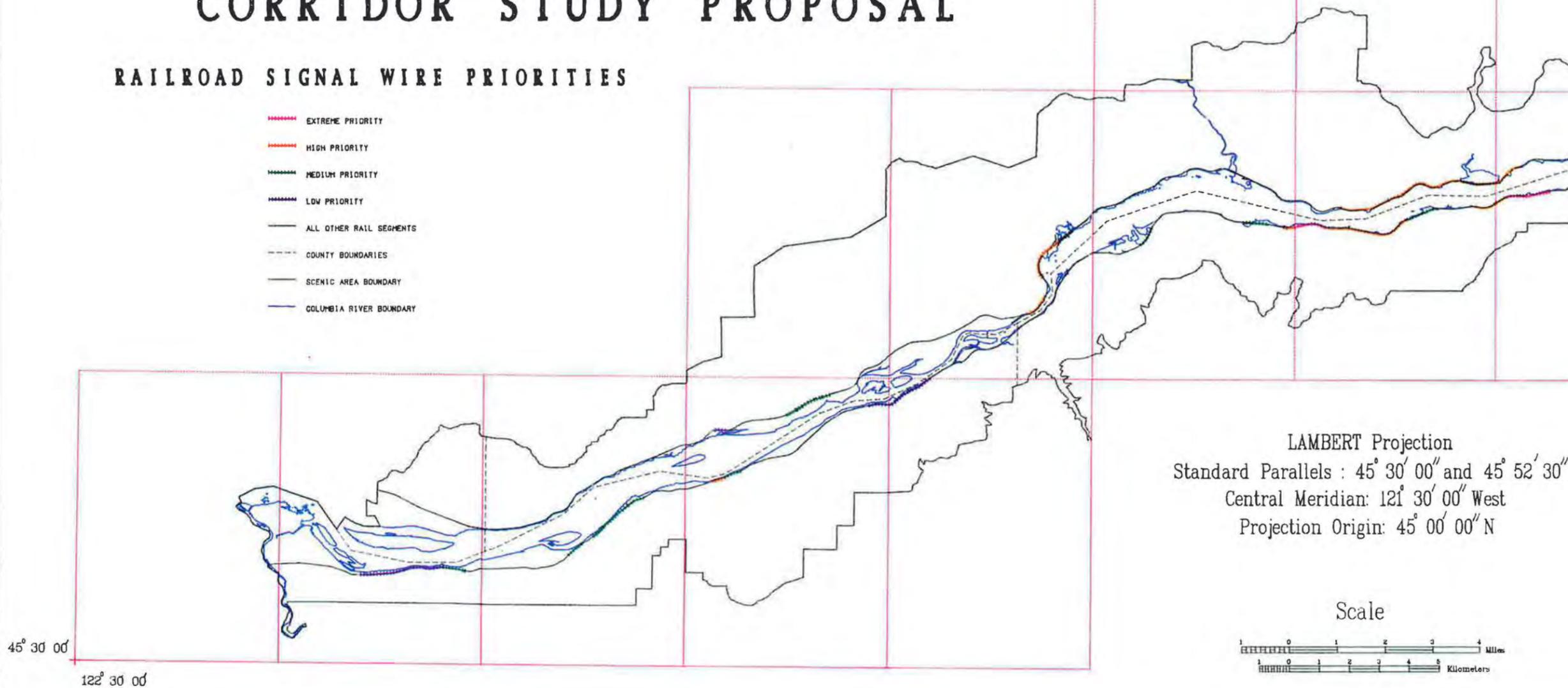
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Columbia River Gorge National Scenic Area

CORRIDOR STUDY PROPOSAL

RAILROAD SIGNAL WIRE PRIORITIES

- EXTREME PRIORITY
- HIGH PRIORITY
- MEDIUM PRIORITY
- LOW PRIORITY
- ALL OTHER RAIL SEGMENTS
- COUNTY BOUNDARIES
- SCENIC AREA BOUNDARY
- COLUMBIA RIVER BOUNDARY



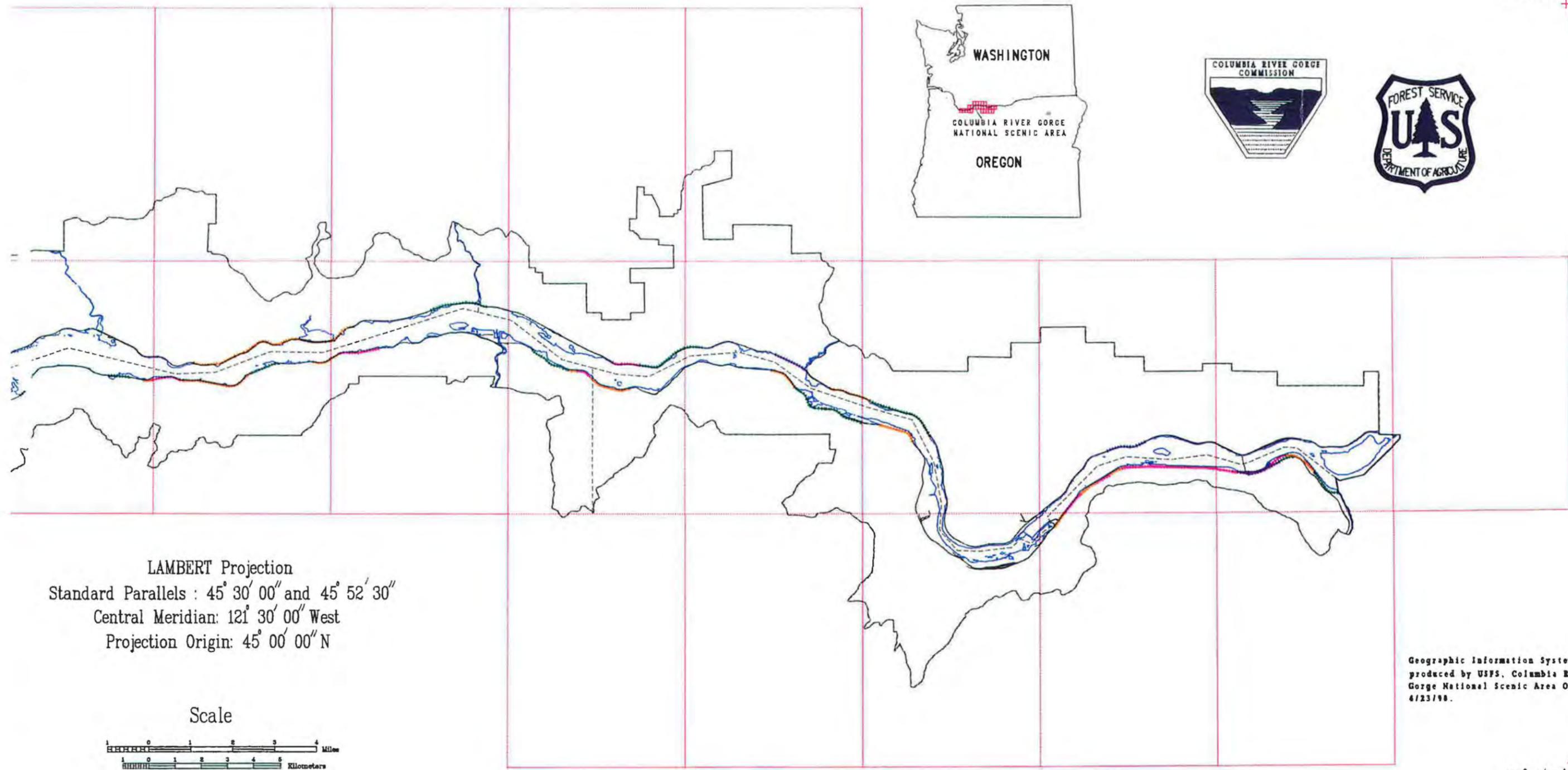
LAMBERT Projection
Standard Parallels : 45° 30' 00" and 45° 52' 30"
Central Meridian: 121° 30' 00" West
Projection Origin: 45° 00' 00" N

Scale



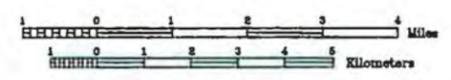
45° 30' 00" + 122° 30' 00"

120° 45' 00" +
45° 52' 30"



LAMBERT Projection
Standard Parallels : 45° 30' 00" and 45° 52' 30"
Central Meridian: 121° 30' 00" West
Projection Origin: 45° 00' 00" N

Scale



Geographic Information System map
produced by USFS, Columbia River
Gorge National Scenic Area Office
4/23/98.

120° 45' 00" +
45° 30' 00"

VISTA ENHANCEMENT

Visual analysis of the highway corridors of the Gorge included identifying potential opportunities for vista enhancement. These were areas where a good view of a Gorge feature (the river, lakes, wildlife, waterfalls, etc.) existed but had been obscured by revegetation or, in some cases, by unnatural highway cut banks. Sites were identified along each corridor where views could be opened up by thinning or removing stands of trees or leveling cut banks.

Considerations in locating these sites included whether or not trees were accessible, both physically and based on ownership of the land; where there was a minimum area between the highway and the feature so that the fewest number of trees would be removed; and what impact opening of the vista would have on the other corridors.

Sites along each corridor were located by a range of mileposts. Each site has been given a priority ranging from low to moderate to high to extreme, based on the impact the vista will have on improving the scenic quality of the corridor. A Landscape Architect should be consulted before cutting is done on any project. For more detail see the individual site descriptions.

SR14

LOW PRIORITY

Site #91 MP 30.5 - Maintain filtered view of river.
Site #18 MP 79.0 to MP 79.8 - Level cut bank to allow view towards river.

MODERATE PRIORITY

Site # 112 MP 20.8 - Thin vegetation for filtered views of river.
Site #106 MP 23.5 to MP 25.0 - Manage vegetation for intermittent vistas of river.
Site #98 MP 28.3 to MP 28.4 - Manage for filtered views of river.
Site #71 MP 47.0 - Maintain short duration vistas of river.
Site #51 MP 56.2 - Reconstruct overlook.

HIGH PRIORITY

Site # 104 MP 25.1 to MP 25.4 - Create and maintain vistas of river.
Site #102 MP 26.3 - Maintain existing view of river.
Site #101 MP 26.5 - Create openings for glimpse views of river.
Site #95 MP 29.3 - Maintain filtered view of river
Site #90 MP 31.3 MP 31.5 - Maintain filtered vista toward river.

Site #73 MP 46.8 - Thin and prune to promote vista toward Gorge.
Site # 118 MP 74.2 - Regrade cut bank to enhance vista of river.
Site #7 MP 93.5 - Level cut bank to create view of river.
Site #6 MP 93.9 - Level borrow area to create view of river.

I-84

LOW PRIORITY

Site #92 MP 25.7 - Enhance view of wetlands south of highway.
Site #41 MP 56.5 to MP 56.7 - Provide filtered view of river.

MODERATE PRIORITY

Site # 85 MP 20.4 to MP 22.0 - Promote vistas of river.
Site #97 MP 30.4 - Manage vegetation to promote views of Benson Lake.
Site #99 MP 33.8 to MP 34.2 - Enhance vista of Horsetail Falls.
Site #73 MP 34.1 to MP 34.5 - Provide filtered vistas of river.
Site #67 MP 38.9 to MP 39.4 - Plant to improve view of SR14.
Site #9 MP 92.4 to MP 93.0 - Maintain views of river from highway.

HIGH PRIORITY

Site # 82 MP 23.4 to MP 24.7 - Perpetuate vistas of river.
Site #91 MP 24.4 - Provide openings in vegetation to promote views of lake and wildlife.
Site #78 MP 26.9 to MP 31.0 - Provide rotating vistas of river.
Site #69 MP 37.9 - Enhance view of McCord Creek Falls.
Site #57 MP 47.7 - Create vistas on north side of highway.
Site #45 MP 54.2 - Provide view of Lancaster Falls.
Site # 32 MP 71.3 - Perpetuate vistas of river.
Site #13 MP 90.5 to MP 90.9 - Prune to permit filtered view of river.
Site #12 MP 90.9 to MP 91.7 - Provide vistas of river.
Site # 11 MP 91.9 - Perpetuate vistas of river.

EXTREME PRIORITY

Site # 74 MP 32.0 to MP 33.7 - Manage vegetation to provide vistas of river.

Site #68 MP 38.1 - Remove vegetation to permit view from highway toward Beacon Rock.

Site #56 MP 48.3 - Remove conifers to provide vistas of river.

Site #35 MP 67.8 - Remove rock to open view of river.

HISTORIC HIGHWAY

MODERATE PRIORITY

Site #15 MP 20.7 to MP 21.4 - Create vistas of river.

HIGH PRIORITY

Site #7 MP 14.8 to MP 15.0 - Selectively remove vegetation to open vista of Gorge.

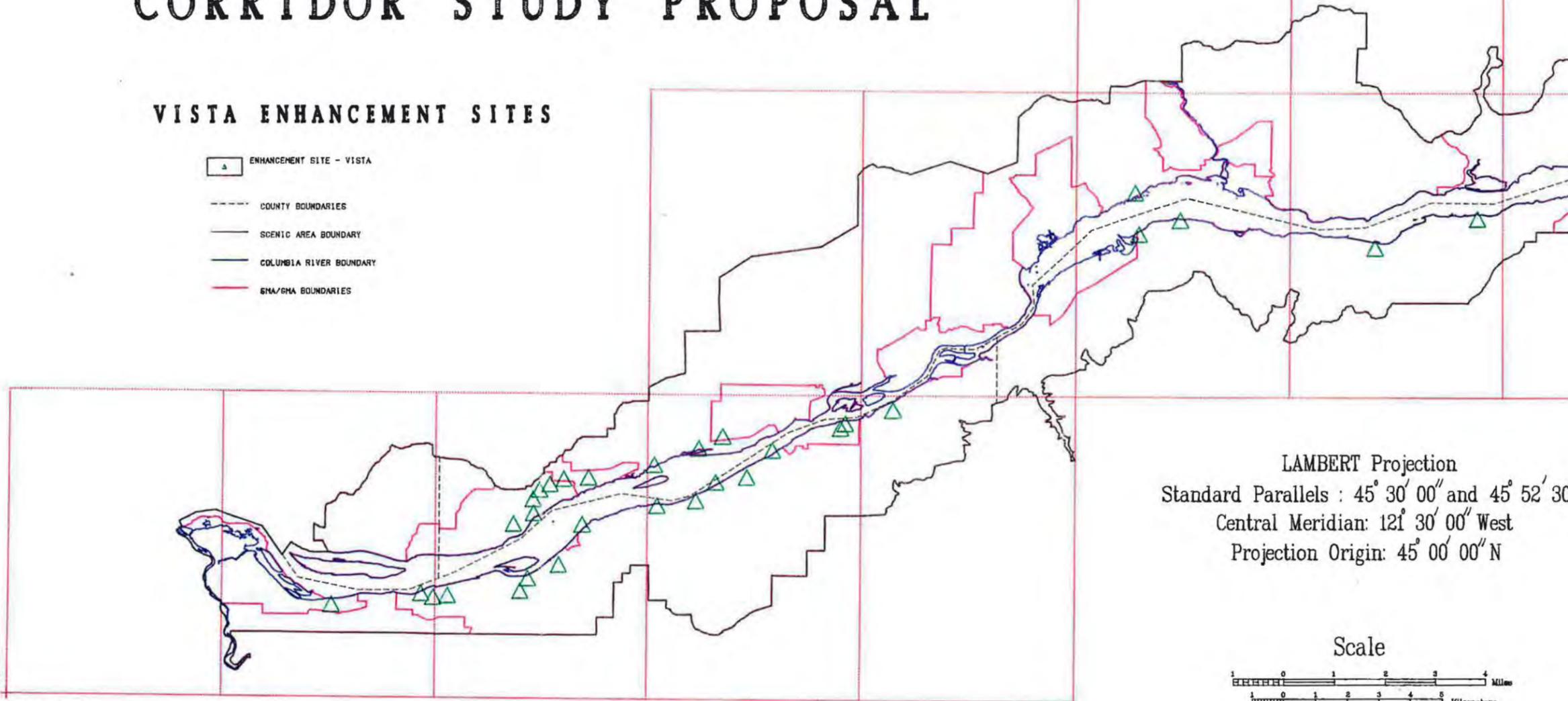
Site #8 MP 15.9 to MP 16.2 - Selectively thin vegetation to open up vistas of Gorge.

45° 52' 30" + 122° 30' 00"

Columbia River Gorge National Scenic Area CORRIDOR STUDY PROPOSAL

VISTA ENHANCEMENT SITES

-  ENHANCEMENT SITE - VISTA
-  COUNTY BOUNDARIES
-  SCENIC AREA BOUNDARY
-  COLUMBIA RIVER BOUNDARY
-  BNA/RNA BOUNDARIES



45° 30' 00"

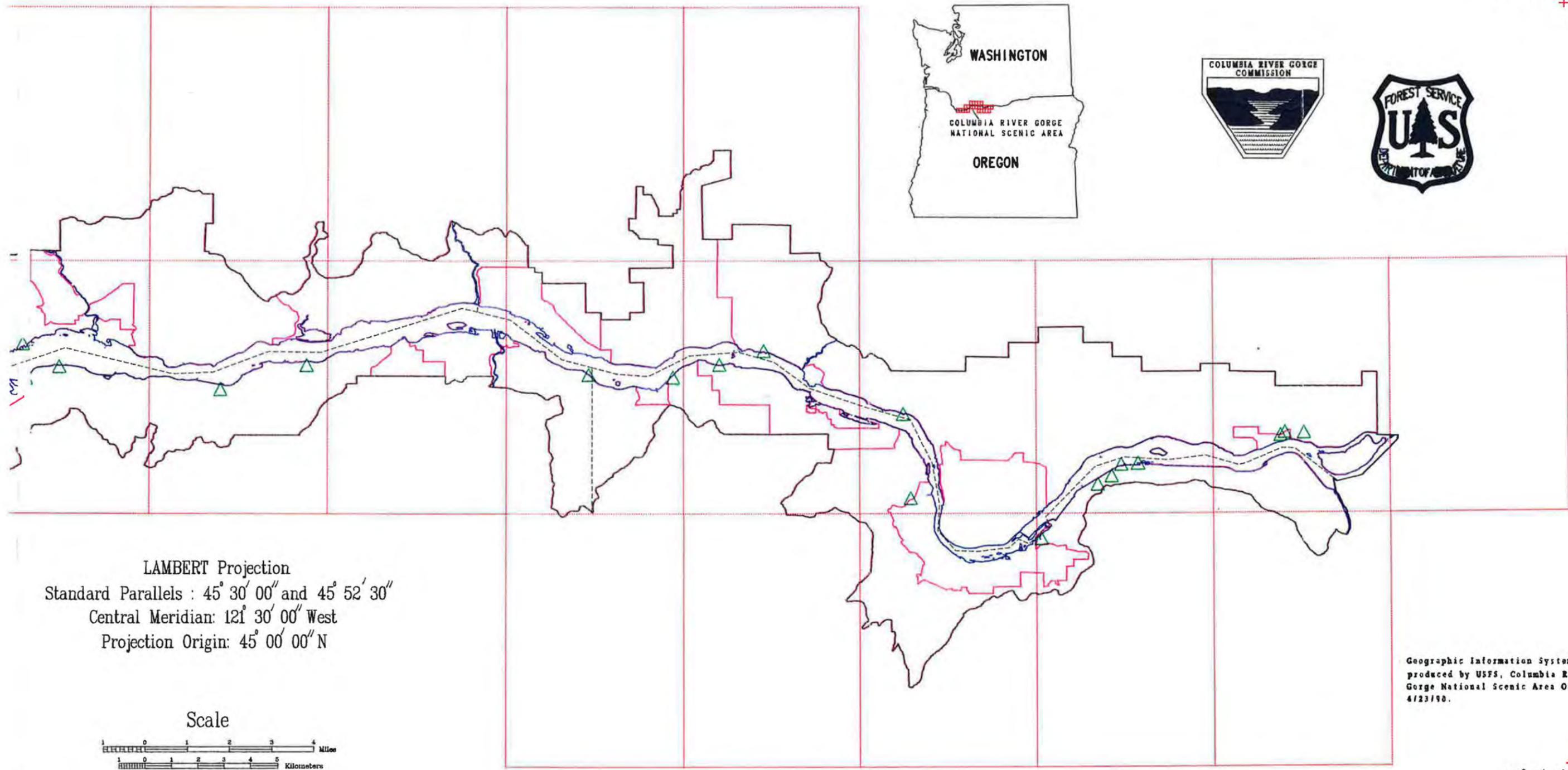
122° 30' 00"

LAMBERT Projection
 Standard Parallels : 45° 30' 00" and 45° 52' 30"
 Central Meridian: 121° 30' 00" West
 Projection Origin: 45° 00' 00" N

Scale



120° 45' 00" +
45° 52' 30"

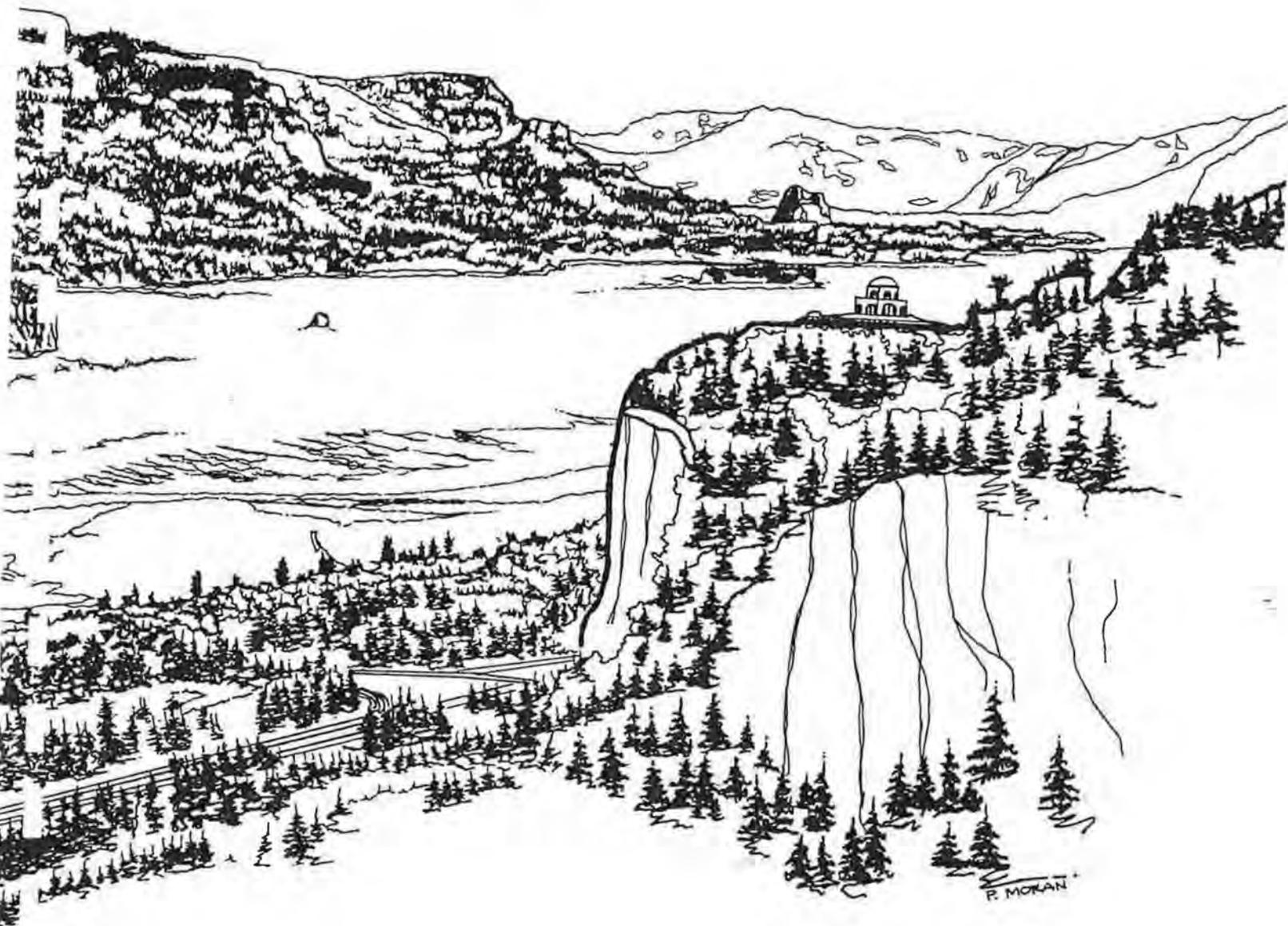


LAMBERT Projection
Standard Parallels : 45° 30' 00" and 45° 52' 30"
Central Meridian: 121° 30' 00" West
Projection Origin: 45° 00' 00" N



Geographic Information System map
produced by USFS, Columbia River
Gorge National Scenic Area Office
4/23/90.

120° 45' 00" +
45° 30' 00"



GENERAL COMMENTS

GENERAL COMMENTS

The following are recommendations, broken out by highway, that apply to the length of the corridors rather than to a specific site.

SR14

HIGHWAY

The location and design of highway appurtenances and the implementation of highway maintenance procedures can have as big an effect on the visual quality of the transportation corridor as any other single component. Some basic guidelines for highway work with thought towards its visual impact can do a great deal to improve and retain the scenic quality of the Gorge. The general recommendations of this analysis are as follows:

1. Existing turnouts - The many existing turnouts along SR14 are used not only as slow vehicle turnouts but also as picture taking spots by Gorge travellers. On these turnouts, where picture taking is not a hazardous activity, encroaching vegetation should be removed where possible to allow views into the Gorge. This work should be supervised by a WSDOT district Landscape Architect.
2. Guardrail - There is currently a variety of guardrail types on SR14. Some of these are of an historic nature and at certain locations have been identified to be retained (if they are not a safety hazard) as an interesting feature in the landscape. Most of the newer guardrail is galvanized steel and this is an expected element of highway travel that is visually acceptable. The problem lies where painted white guardrail is used for patching. It is very noticable and is discordant in this landscape. The suggested policy is to use only galvanized guardrail for new installations and for repairs.
2. Maintenances sites - The WSDOT should take a lead role in eliminating maintenance stockpile sites and staging areas that are visible from the highway. While it is important for highway maintenance to have easy access to areas for disposing of excess materials, it is imperative to the scenic integrity of this corridor that these areas be kept out of view of the highway. Existing sites should be recontoured and revegetated to a natural appearance. County and city maintenance departments are encouraged to follow suit.

3. Herbicide use - If herbicides are required within the highway right of way, their use should be in accordance with the WSDOT Maintenance Manual. Extra care should be taken to insure that use of herbicides does not leave any scar either temporary or permanent on this scenic landscape.

4. Traffic signs - Traffic signing should continue to be evaluated on the basis of true safety and informational needs to avoid sign pollution.

5. Graffiti - Periodically remove graffiti from the rocks along the corridor, including surveyor's markings that are not absolutely necessary.

INTERPRETIVE SIGNING

The interpretive signs along this route are bulky in design and in some places are weathered and illegible. Consideration should be given to a new design for this signing that is low profile, low maintenance and legible, while retaining an historic character. The signs should add to the scenic nature of the corridor rather than dominate the landscape. They should continue to be located for easy and safe access.

PRIVATE SIGNING

"For sale" and other private signing is discordant in this scenic corridor and should be removed from highway right of way. The "homemade" signs on private property are equally out of place on a scenic highway but hard to regulate. Efforts by landowners to eliminate these signs wherever possible are encouraged (i.e. remove out of date signs, professionalize the design on signs that must remain).

MAIL BOXES/PAPER BOXES

Attempts should be made to make mail boxes and paper boxes blend with the landscape. They should be clustered when possible, designed using natural materials in earth-tone colors and maintained in good repair.

BUS SHELTERS

Consideration should be given to eliminating any bus shelters that are not being used. Those shelters that must remain should be of a consistent design. They should use natural materials, in earth-tone colors and be maintained in good repair. Graffiti should be removed regularly.

RAILROAD EQUIPMENT

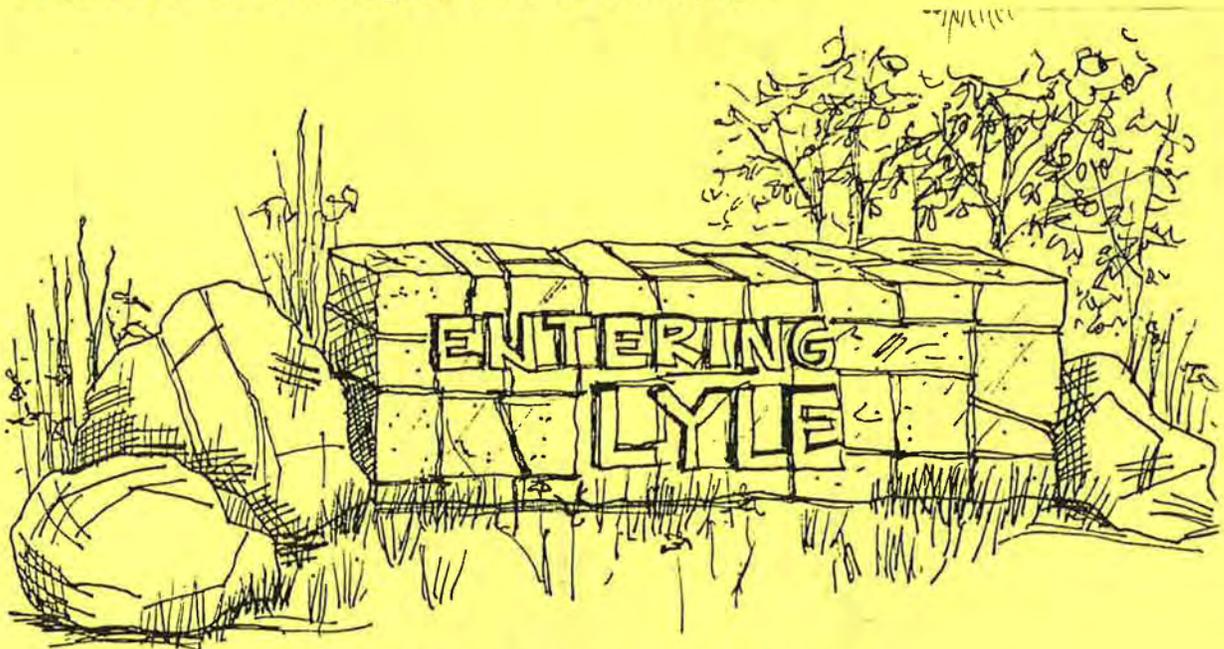
The scenic quality of this corridor could be enhanced by making the railroad signal boxes and other appurtenances less conspicuous in the landscape. Coordination should take place with Burlington Northern to select an earth-tone color for painting of this equipment throughout the scenic area whether as a special project or in the course of routine maintenance.

URBAN AREA ENTRANCES

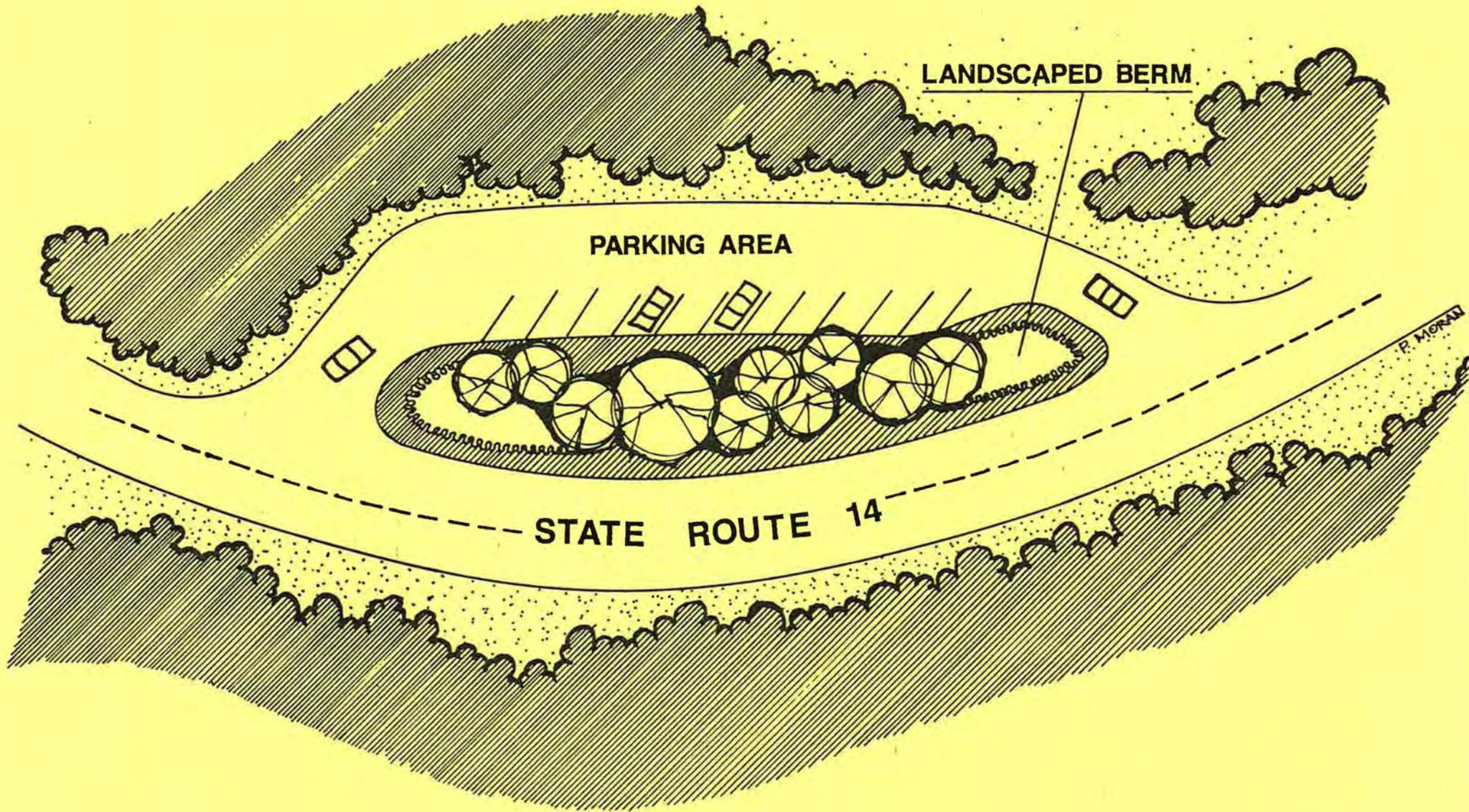
There are several designated Urban Areas and the Skamania Rural Center along SR14. A sign at both edges of each Urban Area/Rural Center would not only give the area some identity but also advise the traveler to expect a different visual experience. Design and location of these signs would be up to the individual Urban Area/Rural Center. In some cases specific siting recommendations have been made in this analysis, while in others just a general milepost has been noted. Consider installing signs of a low profile rock masonry design, tied into the landscape with earth berming and seeding of native grasses and/or wildflowers. Other plant material native to the Landscape Character Type of the sign's location could be included. A sample design is shown in the sketch below.

VISTA ENHANCEMENT

Along the SR14 corridor, primarily in the west end, sites have been documented for managing vegetation to enhance and perpetuate vista opportunities. In many of these cases specific recommendations have been outlined for the work, in others just a range has been noted with mileposts. In all cases a qualified landscape architect should be consulted before vegetation is removed.



URBAN AREA ENTRANCE SIGN



THE ACCESS TO AND FROM PULL-OUTS SHOULD BE SAFE AND EASY. A LANDSCAPED BERM OF MIXED VEGETATION TYPES SHOULD SCREEN THE PULL-OUT FROM THE ROADWAY TO MAINTAIN VISUAL UNITY ALONG THE HIGHWAY CORRIDOR.

HIGHWAY

As with SR14, the location and design of highway appurtenances and the implementation of highway maintenance procedures greatly effect the visual quality of this scenic corridor. General recommendations for guidelines with visual impacts in mind are as follows:

1. Guardrail - Continue using galvanized guardrail for consistency in both new installations and repairs (no painted guardrail).

2. Guide posts / Reflectors - Consider installing flexible guide posts instead of steel and eventually having all one type within the scenic area. Limit their use to strictly the number required for safety purposes. If a large number of reflectors are required in one location perhaps another solution should be investigated.

3. Traffic signing - Because of the scenic area designation, special consideration should be given to evaluating traffic signs on the basis of real safety or informational need. Consider removing any signs that don't meet this criteria, i.e. "GROOVED PAVEMENT" signs where there is no longer grooved pavement. Are "SLOWER TRAFFIC KEEP RIGHT" and "PATROLLED BY AIRCRAFT" type signs an absolute requirement or could they be eliminated in the case of this scenic highway. Consider coloring sign backs brown in cases where the sign is larger than 4' in any one direction.

4. Maintenance sites - Eliminate stockpile and staging areas that are visible from the highway. While easy access for highway maintenance debris sites is important, it is imperative to the protection of the scenic quality of this corridor that these areas not be viewed from the highway. Existing sites should be regraded and revegetated to a natural character.

5. Vegetation management - Plantings along I-84 should be done with native or native-appearing shrubs and trees that are appropriate to the Landscape Character Type they are to be planted in. Junipers, barberries, etc. look out of character. Consider eliminating (killing and removing) the weedy scotch broom within the highway right of way. Herbicides should be used only as necessary and in such a manner as to not detract from the visual quality of the corridor.

6. Litter - A regular litter pick-up program should continue to be carried out along the highway. Consider activating the patrol more frequently. There should also be a periodic pick-up of large items that have been dumped over hillsides at various sites throughout the corridor and are visible from the highway.

7. Graffiti - Periodically remove graffiti from the rocks along the corridor (primarily in the eastern end).

RAILROAD EQUIPMENT

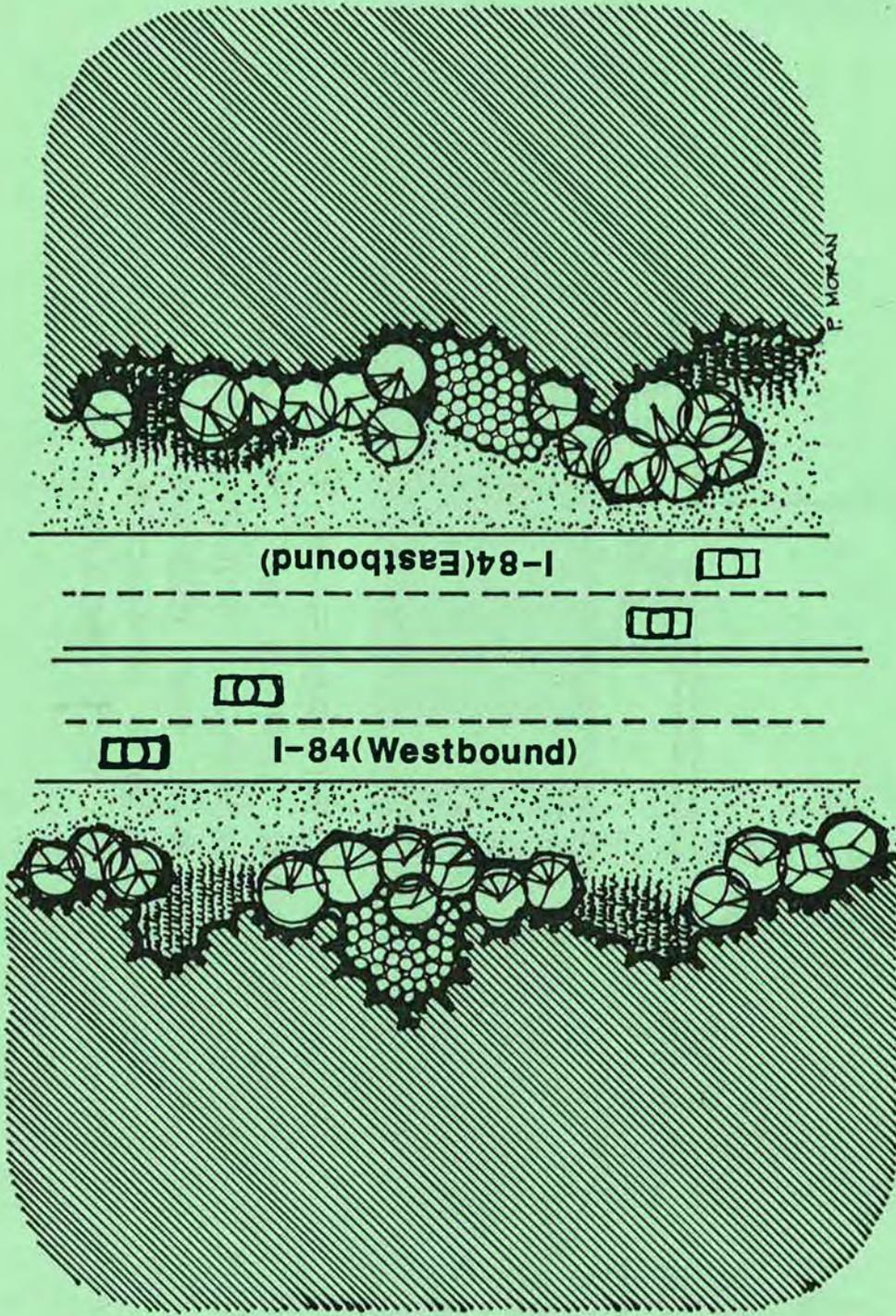
The scenic quality of this corridor could be enhanced by making the railroad signal boxes and other appurtenances less conspicuous in the landscape. Coordination should continue to take place with Union Pacific to select an earth-tone color for painting of this equipment throughout the scenic area whether as a special project or in the course of routine maintenance.

PRIVATE SIGNING

"For sale" and other private signing is discordant in this scenic corridor and should be removed from highway right of way. The "homemade" signs on private property are equally out of place on a scenic highway but hard to regulate. Efforts by landowners to eliminate these signs wherever possible are encouraged (i.e. remove out of date signs, professionalize the design on signs that must remain).

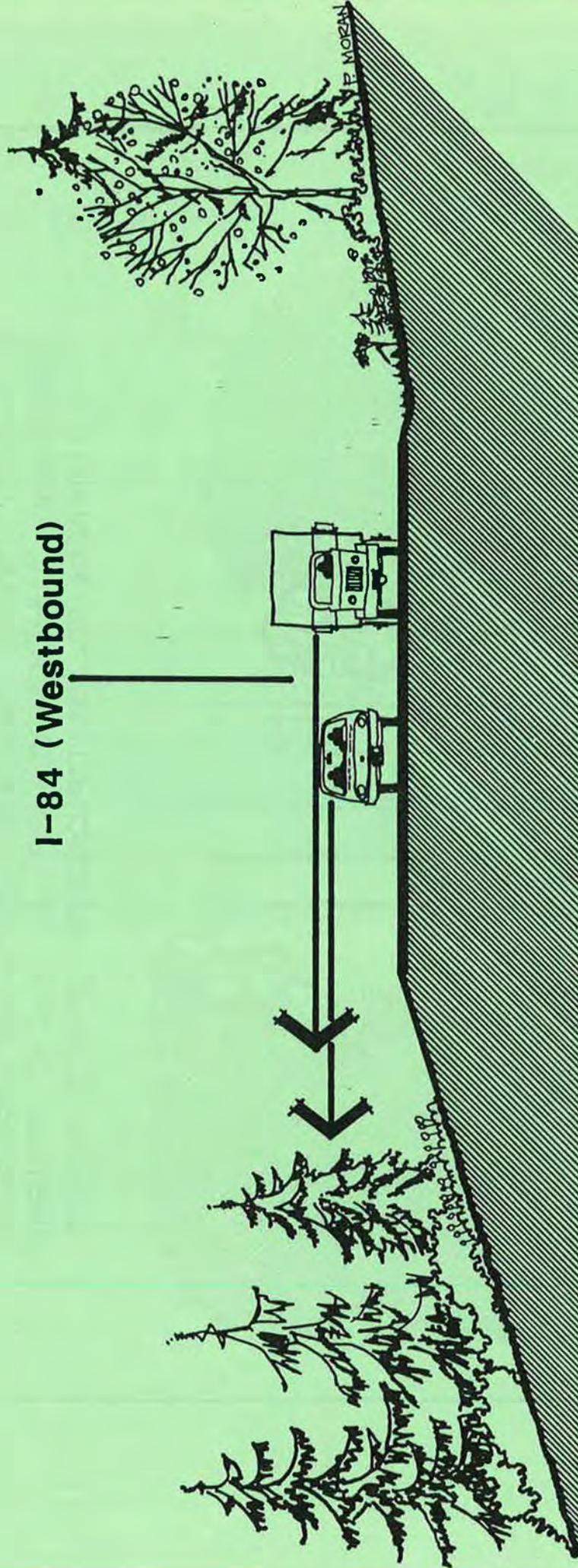
VISTA ENHANCEMENT

In the west end of the I-84 corridor, sites have been documented for managing vegetation to enhance vista opportunities. In many of these cases specific recommendations have been outlined for the work, in others just a range has been noted with mileposts. In all cases a qualified landscape architect should be consulted before vegetation is removed. The impact of opening these individual vistas must be evaluated not only from I-84 but from the Historic Highway above as well



WHERE NATIVE VEGETATION IS TO REMAIN,
INSTALL A MIX OF COMPLEMENTARY INDIGENOUS
SPECIES OF PLANT MATERIAL USING NON-
SYMMETRICAL PATTERNS AND IRREGULAR SPACINGS.
THIS WILL MAINTAIN THE VISUAL UNITY ALONG THE
HIGHWAY CORRIDOR.

I-84 (Westbound)



SELECTIVELY THIN TREES ON FILL SLOPE TO PROVIDE OPEN VISTAS OF THE COLUMBIA RIVER. OCCASIONAL CLUMPS OF CONIFERS ARE DESIRABLE FOR ENFRAMING VIEWS, HOWEVER CONIFERS SHOULD BE SELECTIVELY THINNED WHEN THEY BECOME SCREENING ELEMENTS.

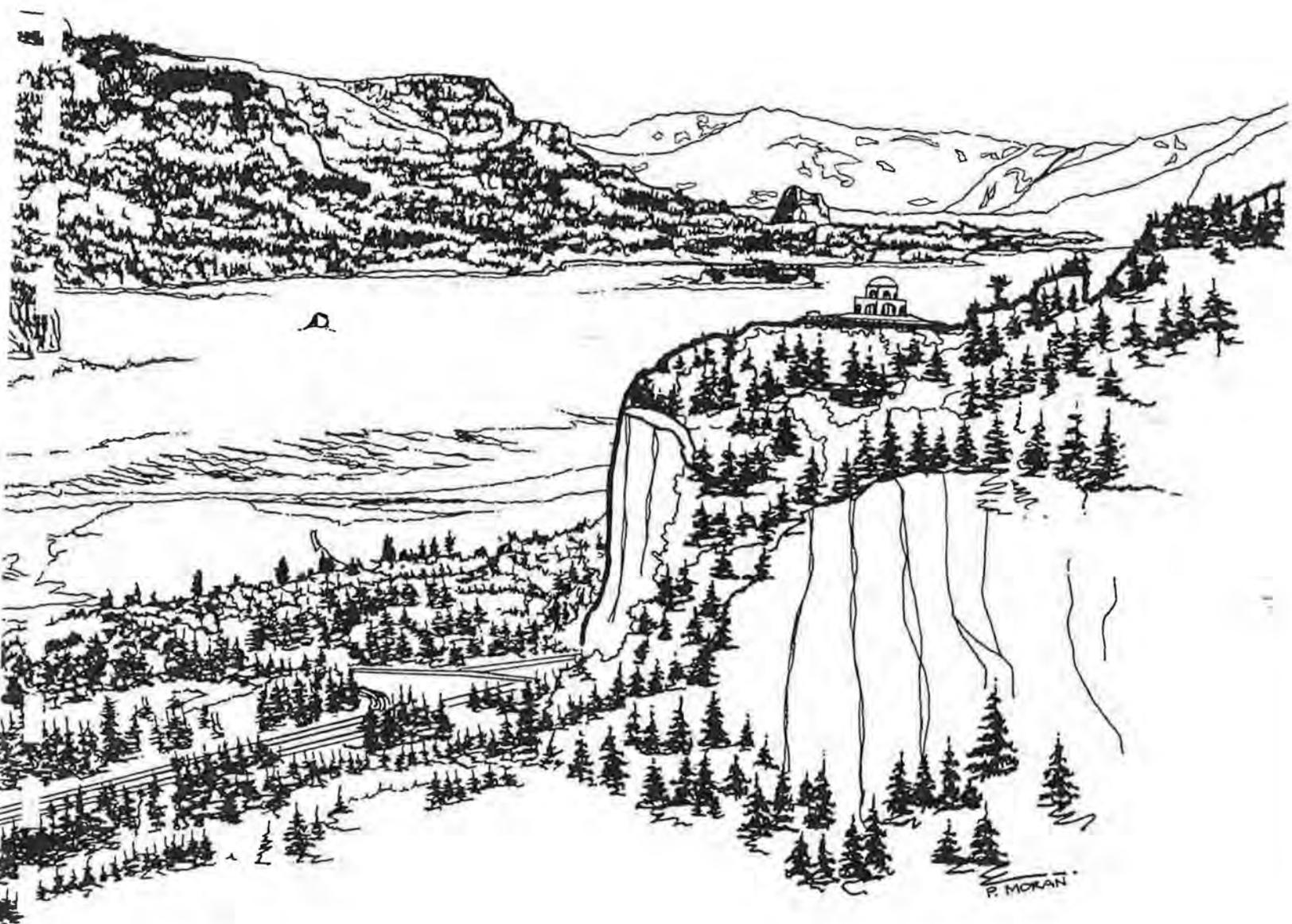
HISTORIC HIGHWAY

VISTA ENHANCEMENT

Throughout the Historic Highway corridor, sites have been documented for managing vegetation to enhance vista opportunities. In many of these cases specific recommendations have been outlined for the work, in others just a range has been noted with mileposts. In all cases a qualified landscape architect should be consulted before vegetation is removed. The impact of opening these individual vistas must be evaluated not only from the Historic Highway but from I-84 below as well.

ENTRANCE SIGNS

Travel along the Historic Highway takes you through several rural communities. These communities would benefit from having a special entry sign at either entrance. As with SR14, these signs would bring an identity to the community as well as expectations of a different visual experience to the traveller. Design recommendations would be much the same as for SR14 but with more of an historical theme. Consider low profile signs mimicking the features found in the highway bridges, guardrails, rock walls, etc. Signs could be tied to the landscape with earth berming and plantings of native grasses and/or other appropriate plant materials.



MONITORING

MONITORING AND FOLLOW-UP

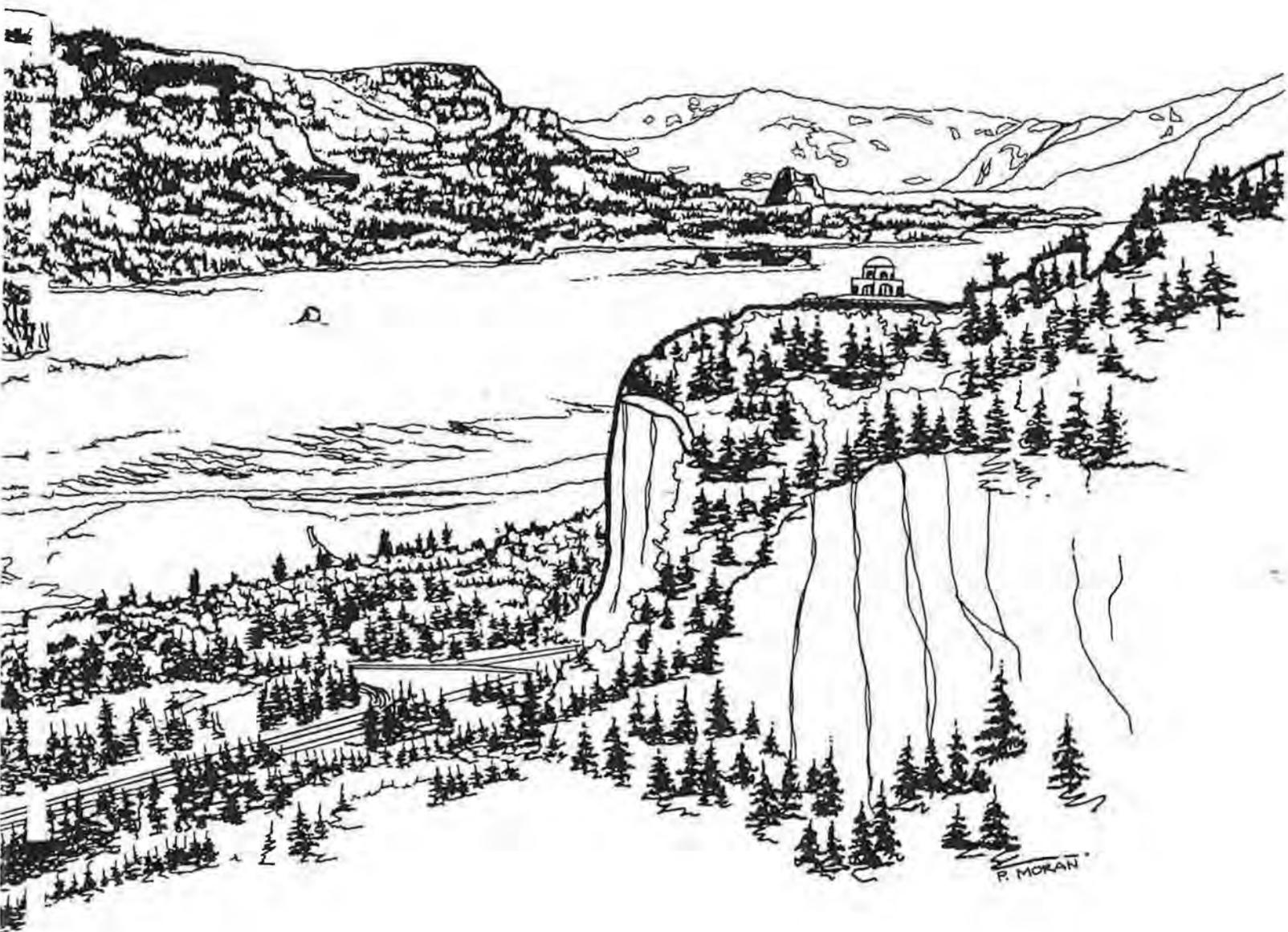
In the ever-changing landscape of the Columbia River Gorge National Scenic Area, visual conditions will require continued evaluation. At five to ten year intervals following completion and acceptance of this study, changes in the visual resources as viewed from all three corridors should be monitored by the Gorge Commission, in conjunction with the State D.O.T.s and Forest Service, to determine whether the Desired Visual Experiences stated in this document are being achieved.

Individual projects, such as vegetative thinning to enhance vista opportunities or undergrounding railroad signal wires to reduce discordant elements, should be reviewed and analyzed with respect to the Landscape Character Type in which they exist rather than evaluated individually. The visual impression that a landscape leaves on the recreational traveller is generally a composite experience rather than based on an individual piece of the landscape.

A photographic record would be a key to monitoring foreground and middleground views for all three corridors. Fixed monitoring points should be selected and marked to represent significant viewer locations within each Landscape Character Type. Video film records of visual experiences within each Character Type are recommended.

Photos and video tapes can be compared to the Desired Visual Experience of each Landscape Character Type to confirm that the changes resulting from recommendations in this study are consistent with long-term visual resource objectives. If inconsistencies are found or the Desired Visual Experience is not being achieved through implementation projects, modifications to the Corridor Study may be required. These could include reviewing a Desired Visual Experience or the Landscape Character Type itself and updating either where appropriate.

A qualified Landscape Architect should be included in the monitoring activities and should assist with any updating that may be required.



SCENIC CORRIDOR STUDY SITES

SCENIC CORRIDOR STUDY SITES

The following are specific sites that have been identified by the study team, through their field work, as opportunities to improve the visual quality of the three highway corridors in the Scenic Area. The sites identify potential projects that, through their implementation, could move the existing visual character of an area closer to what is desired in that Landscape Character Type.

The site descriptions are arranged by highway and as they occur east to west by highway milepost. They are accompanied by maps showing their locations. The field work was done by travelling all three highways in both directions so numbering may not be consecutive.

These recommendations are identified as either Enhancement or Mitigation opportunities and fall under the headings of:

- ENHANCEMENT/RECREATIONAL OPPORTUNITY
- ENHANCEMENT/STRUCTURES
- ENHANCEMENT/VISTA
- ENHANCEMENT/VEGETATION
- ENHANCEMENT/WILDLIFE

- MITIGATION/STRUCTURES
- MITIGATION/EXISTING LAND USE
- MITIGATION/VEGETATION

Priorities have been assigned to each recommendation ranging from extreme through high, through moderate, to low based on the severity of the visual impact of the site.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 1
LOCATION:
MILEPOST: 97.4
RECOMMENDED ACTIONS:

ENHANCEMENT/RECREATIONAL OPPORTUNITY
ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: GRASSLAND GEOLOGIC FORMATION
PRIORITY: HIGH

PROJECT DESCRIPTION:

Thru-cut for highway construction has created an unnatural "berm" on the south side of the highway. Level berm consistent with highway grade. Roll back top of cutbank on the north side of the highway. Underground powerline from NSA boundary to MP 96.5 (high priority). Just west of this point, on the south side of the highway, is a potential site for an entrance (to the scenic area) facility. The site offers a look into the spectacular Hells Gate Canyon as well as a panoramic view of the Gorge.

RAILROAD SIGNAL WIRES: ABOVE GROUND

.....
HIGHWAY: SR14
SITE NUMBER: 2
LOCATION:
MILEPOST: 96.5
RECOMMENDED ACTIONS:

ENHANCEMENT/STRUCTURES

LANDSCAPE CHARACTER TYPE: GRASSLAND GEOLOGIC FORMATION
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Existing old homestead appears quite appropriate in this Landscape Character Type. Consider cleanup of sheetmetal and scattered debris in pasture, and moving travel trailers from highway view.

RAILROAD SIGNAL WIRES: ABOVE GROUND

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 3
LOCATION:
MILEPOST: 95.6
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROLLING PANORAMIC GRASSLAND
PRIORITY: HIGH

PROJECT DESCRIPTION:

Consider removing reflectorized arrows (six of them) and placing reflectors on guardrail. Remove unnecessary signs.

RAILROAD SIGNAL WIRES: ABOVE GROUND

.....
HIGHWAY: SR14
SITE NUMBER: 4
LOCATION:
MILEPOST: 95.1
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROLLING PANORAMIC GRASSLAND
PRIORITY: LOW

PROJECT DESCRIPTION:

Sandblast rocks that have been spray painted.

RAILROAD SIGNAL WIRES: ABOVE GROUND

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 5
LOCATION: CELILO FALLS OVERLOOK
MILEPOST: 94.6
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: ROLLING PANORAMIC GRASSLAND
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Reconstruct overlook. Replace section of guardrail around overlook with masonry. Incorporate interpretive signing into rock masonry. Consider a vegetated island to separate overlook from highway. Use only native plants.

RAILROAD SIGNAL WIRES: ABOVE GROUND

.....
HIGHWAY: SR14
SITE NUMBER: 6
LOCATION:
MILEPOST: 93.9
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: ROLLING PANORAMIC GRASSLAND
PRIORITY: HIGH

PROJECT DESCRIPTION:

Level borrow area south of highway. Leave slightly rolling landform, allowing view into the Gorge. Continue guardrail. Plant with native grasses.

RAILROAD SIGNAL WIRES: ABOVE GROUND

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 7
LOCATION:
MILEPOST: 93.5
RECOMMENDED ACTIONS:

**ENHANCEMENT/VISTA
MITIGATION/STRUCTURES**

LANDSCAPE CHARACTER TYPE: ROLLING PANORAMIC GRASSLAND
PRIORITY: HIGH

PROJECT DESCRIPTION:

Level cut-bank berm south of highway. Leave slightly rolling landform allowing view from highway. Continue guardrail. Plant native grasses. Replace concrete median barriers with low rock masonry toe-wall, tapered at both ends (moderate priority). Galvanized bin wall is very visible from I-84. Paint dark brown or other earth-tone color (extreme priority).

RAILROAD SIGNAL WIRES: ABOVE GROUND

.....
HIGHWAY: SR14
SITE NUMBER: 124
LOCATION:
MILEPOST: 92.3
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: ROLLING PANORAMIC GRASSLAND
PRIORITY: HIGH

PROJECT DESCRIPTION:

Install an "entering Urban Area" sign at this point and at the east edge of the Wishram/Wishram Heights Urban Area.

RAILROAD SIGNAL WIRES: ABOVE GROUND

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 123
LOCATION:
MILEPOST: 92.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROLLING PANORAMIC GRASSLAND
PRIORITY: LOW

PROJECT DESCRIPTION:

Paint water tank a neutral color.
Remove "Leaving Range Area" sign, if possible.

RAILROAD SIGNAL WIRES: ABOVE GROUND

.....
HIGHWAY: SR14
SITE NUMBER: 8
LOCATION:
MILEPOST: 90.6
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: ROLLING PANORAMIC GRASSLAND
PRIORITY: HIGH

PROJECT DESCRIPTION:

Suggest planting to soften view of residences. Tie into north side of highway by planting groups in alluvial fan. Consider painting structures in earth-tones.

RAILROAD SIGNAL WIRES: ABOVE GROUND

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 9
LOCATION:
MILEPOST: 89.7
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Do not expand existing rock pit to the point that it visually impacts either SR14 or I-84.

RAILROAD SIGNAL WIRES: ABOVE GROUND

.....
HIGHWAY: SR14
SITE NUMBER: 10
LOCATION:
MILEPOST: 89.0
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Consider using an earth-tone paint color on sheds, the trim of the mobile home and on the satellite dish to help blend development into the surrounding landscape.

RAILROAD SIGNAL WIRES: ABOVE GROUND TO THE EAST.
UNDERGROUNDING PRIORITY LOW TO THE WEST.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 11
LOCATION:
MILEPOST: 88.2
RECOMMENDED ACTIONS:

ENHANCEMENT/RECREATIONAL OPPORTUNITY

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Good potential for an interpretive site back in the cottonwoods. Provides a chance to get off the highway. Consider interpreting rock wall, geology, early settlers, old roads, etc. Site should be low key and self-service with no structures except possibly a restroom. Site should remain east of canyon.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY LOW

.....
HIGHWAY: SR14
SITE NUMBER: 12
LOCATION:
MILEPOST: 87.1
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Phase out landfill site as soon as possible.

RAILROAD SIGNAL WIRES: ABOVE GROUND

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 13
LOCATION: SPEARFISH INTERPRETIVE SIGN
MILEPOST: 86.1
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Site is visually unattractive because of chain-link fence and the massive sign. Replace sign with low profile interpretive sign. Replace chain-link fence with one that ties into existing guardrail. Surface for accessibility.

RAILROAD SIGNAL WIRES: ABOVE GROUND

.....
HIGHWAY: SR14
SITE NUMBER: 14
LOCATION:
MILEPOST: 84.8 TO 85.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY PLATEAU
PRIORITY: HIGH

PROJECT DESCRIPTION:

Use poplars, willows and locusts within the highway right of way to partially screen private development from the highway.

RAILROAD SIGNAL WIRES: ABOVE GROUND

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 15
LOCATION:
MILEPOST: 83.5
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: ROCKY PLATEAU
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Relocate or reduce height of piles of gravel in staging/maintenance area. Remove old access ways to reduce cluttered appearance. Consider eliminating gravel turnout between staging area and highway. Reditch, earth-fill and revegetate.

RAILROAD SIGNAL WIRES: ABOVE GROUND
.....

HIGHWAY: SR14
SITE NUMBER: 16
LOCATION:
MILEPOST: 83.5
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY PLATEAU
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Try to eliminate or at least reduce the scale of the billboards on The Dalles bridge highway that are seen from SR14.

RAILROAD SIGNAL WIRES: ABOVE GROUND

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 122
LOCATION:
MILEPOST: 82.5
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY PLATEAU
PRIORITY: HIGH

PROJECT DESCRIPTION:

Consider changing the color of the Fire Station to an earth-tone.
Plant to filter view of building from highway.

RAILROAD SIGNAL WIRES: ABOVE GROUND
.....

HIGHWAY: SR14
SITE NUMBER: 121
LOCATION:
MILEPOST: 81.5
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: ROCKY PLATEAU
PRIORITY: HIGH

PROJECT DESCRIPTION:

Install an "ENTERING URBAN AREA" sign at both edges of the urban area.

RAILROAD SIGNAL WIRES: ABOVE GROUND

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 17
LOCATION:
MILEPOST: 80.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY RIVER BANK
PRIORITY: HIGH

PROJECT DESCRIPTION:
Eliminate railroad rock-fall sensor system if possible.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.
.....

HIGHWAY: SR14
SITE NUMBER: 18
LOCATION:
MILEPOST: 79.0 TO 79.8
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: ROCKY RIVER BANK
PRIORITY: LOW

PROJECT DESCRIPTION:
Level 5 cut-bank berms. Roll topography slightly toward river. Place topsoil over rock and seed with native grasses. (Use material for other construction projects?) Continuous guardrail.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 19
LOCATION: DOUG'S BEACH
MILEPOST: 78.9
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY RIVER BANK
PRIORITY: HIGH

PROJECT DESCRIPTION:

Visually "soften" fence and emphasize recreation area entrance by adding vegetation in highway right of way. Do not increase parking beyond current capacity.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.
.....

HIGHWAY: SR14
SITE NUMBER: 120
LOCATION:
MILEPOST: 78.6
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY RIVER BANK
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Change color/texture of gauging station on river, possibly by adding a rock face. Consider interpreting.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 20
LOCATION:
MILEPOST: 78.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY RIVER BANK
PRIORITY: EXTREME

PROJECT DESCRIPTION:
Paint signal boxes/devices an earth-tone color. Remove rock-fall sensor system, if possible.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH
.....

HIGHWAY: SR14
SITE NUMBER: 119
LOCATION:
MILEPOST: 77.4
RECOMMENDED ACTIONS:

ENHANCEMENT/RECREATIONAL OPPORTUNITY

LANDSCAPE CHARACTER TYPE: ROCKY RIVER BANK
PRIORITY: MODERATE

PROJECT DESCRIPTION:
Define entrance/exit to parking area and buffer from the highway with vegetated berms.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 21
LOCATION:
MILEPOST: 76.8 TO 76.9
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY RIVER BANK
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Reconstruct wood entrances to tunnel with rock masonry structures.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH
.....

HIGHWAY: SR14
SITE NUMBER: 22
LOCATION:
MILEPOST: 76.9
RECOMMENDED ACTIONS:

MITIGATION/ EXISTING USE

LANDSCAPE CHARACTER TYPE: ROCKY RIVERBANK
PRIORITY: HIGH

PROJECT DESCRIPTION:

Install sign indicating entrance to Lyle urban area. Landscape by removing gravel berm, adding earth berm and topsoil. Plant with native grasses.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 23
LOCATION:
MILEPOST: 75.7
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: ROCKY RIVERBANK
PRIORITY: HIGH

PROJECT DESCRIPTION:

Install sign indicating entrance to Lyle urban area, near Appleton Road intersection (consistent design with rock masonry, etc.). Earth berm/fill old Appleton Road intersection. Grade to natural appearance. Plant native grasses. Continue ditch line. Combine signs and/or eliminate unnecessary ones. Cut off, remove or replace "retaining wall" form structure south of Appleton Road intersection - this is where the entrance sign goes. Consider painting mobile home on hillside an earth-tone.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: SR14
SITE NUMBER: 24
LOCATION:
MILEPOST: 74.8 TO 75.6
RECOMMENDED ACTIONS:

ENHANCEMENT/WILDLIFE

LANDSCAPE CHARACTER TYPE: ROCKY RIVERBANK
PRIORITY: HIGH

PROJECT DESCRIPTION:

Habitat improvement zone. Replace painted guardrails with galvanized. Increase riparian edge effect to encourage water birds by filling areas along the shoreline on all sides. Plant native grasses, shrubs and trees. Do not encourage human use of this lake. Only watchable wildlife. Work with railroad to stop or limit spraying along the right-of-way. Do not spray vegetation along either side of SR14.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY LOW.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 118
LOCATION:
MILEPOST: 74.2
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Regrade portion of cut berm to enhance vista. Install guardrail as necessary. Eliminate rock wall.

RAILROAD SIGNAL WIRES: ABOVE GROUND
.....

HIGHWAY: SR14
SITE NUMBER: 25
LOCATION:
MILEPOST: 74.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Consider eliminating roof structures on picnic tables or changing colors. Replace garbage cans or enclose in architectural enclosure. Add sumac or other shrubs between rock wall at lower overlook and chain link fence to give rock wall a backdrop. Move pet area sign out of focal area. Consider replacing galvanized chain link fencing with flat black vinyl-coated fencing. Across highway from rest area eliminate loading dock and concrete block pillars at entrance to driveway, if possible.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 26
LOCATION: HEWITT LAKE
MILEPOST: 73.0
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Eliminate graffiti "84.4" bench marks seen across lake. At MP 72.8 eliminate small gravel access road if not needed. Extend galvanized guardrail east to earth berm.

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 27
LOCATION:
MILEPOST: 72.5
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Obliterate old gravel pit access road. Remove gate, etc. Restore to natural appearing grade. Remove asphalt concrete pavement and import fill material. Continue drainage swale. Revegetate with native species. Duplicate on opposite side of highway between rocks.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 28
LOCATION:
MILEPOST: 72.0
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Eliminate access on south side of highway if not needed. Guardrail should be continuous. Remove asphalt/concrete apron. Reshape to natural contours. Add topsoil and seed mix.

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 29
LOCATION: ROWLAND LAKE
MILEPOST: 71.7
RECOMMENDED ACTIONS:

ENHANCEMENT/WILDLIFE
MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Improve wildlife habitat by creating vegetated peninsulas, islands and shoreline nodes to attract water birds along railroad side and on both sides of highway. Eliminate white guardrails. Remove surveyor's graffiti on rocks on north side of highway. Remove small gravel parking area on Rowland Lake. Good viewing area but very dangerous. Lower elevation of this fill and use material as other habitat areas. Plant riparian vegetation on remaining material. On the north side of the highway, consider changing color of satellite dish and light green barn to an earth-tone. Paint or stain concrete wall below residence, if possible.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 30
LOCATION: INTERSECTION OF COUNTY ROAD 1230 ON ROWLAND LAKE
MILEPOST: 70.9
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Remove asphalt/concrete paving on old roadbed visible from intersection. Plant maples and place native rocks on old road grade. Remove piles of rubble at Rowland Lake sign. Cleanup and landscape road intersection. Expansive gravel areas should be reshaped, topsoiled and seeded. Obliterate pavement, restore ditch and add seed mix.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.
.....

HIGHWAY: SR14
SITE NUMBER: 31
LOCATION: COUNTY ROAD 1230 STATE WILDLIFE DAY USE SITE
MILEPOST: 70.9
RECOMMENDED ACTIONS:

ENHANCEMENT/WILDLIFE

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Potential for a day use wildlife viewing area, (waterfowl protection unit) consisting of a picnic area, natural appearing viewing "blinds", etc. Encourage riparian vegetation. Remove red signs and negative messages. Eliminate access points off county road 1230 except for day use area. Eliminate surveyor's graffiti. Replace guardrails along county road 1230.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 32
LOCATION:
MILEPOST: 70.4
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Eliminate barbed wire fence between highway and railroad if possible.
Remove "LEAVING RANGE AREA" sign if not needed.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.
.....

HIGHWAY: SR14
SITE NUMBER: 33
LOCATION:
MILEPOST: 70.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Re-evaluate need for gravel railroad access apron. Redesign to appear more natural and to discourage public use. Eliminate or replace barbed wire fence. Eliminate public parking across highway. Encourage grasses and wildflowers.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 34
LOCATION: LOCKE LAKE
MILEPOST: 69.7
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: LOW

PROJECT DESCRIPTION:

Leave old highway around Locke Lake as a pedestrian "discovery area". Place native rock to eliminate vehicles past cattle chute. Consider constructing small parking area near cattle chute.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

.....

HIGHWAY: SR14
SITE NUMBER: 35
LOCATION:
MILEPOST: 69.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Regrade/reshape rock berm to appear more natural. Plant with native grasses. Remove rock-fall signal system along railroad if possible or consider alternatives (guardrail, wall, etc.) Extend berm on north side of highway.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY EXTREME.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 117
LOCATION:
MILEPOST: 68.4
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Work with landowner to remove or relocate vehicles, heavy equipment, old structures and debris to reduce "skyline" appearance when traveling east.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: SR14
SITE NUMBER: 36
LOCATION:
MILEPOST: 68.2
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Place sign "Entering Bingen Urban Area".

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 116
LOCATION:
MILEPOST: 68.1
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: EXTREME

PROJECT DESCRIPTION:

Consider relocating and changing color of satellite dish, even though in urban area. Very visible from I-84. Morning light conditions increase visibility of 4 inch white pvc pipe east of satellite dish. Add earth-tone paint.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: SR14
SITE NUMBER: 37
LOCATION: INTERSECTION OF COOK UNDERWOOD ROAD
MILEPOST: 63.2
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Place "ENTERING URBAN AREA" sign just west of intersection. Construct subtle earth berm behind sign. Consider minor planting around sign. Plant evergreen trees in a natural, clumping manner to provide "filtered view" of Underwood boat site. Plant some low shrubs behind and around phone booth on northwest corner of intersection. Replace all guardrails with galvanized steel.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 38
LOCATION: SPRING CREEK FISH HATCHERY
MILEPOST: 62.7
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: MODERATE

PROJECT DESCRIPTION:
Tone down roof color and texture by painting with an earth-tone, matte finish paint.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

.....
HIGHWAY: SR14
SITE NUMBER: 39
LOCATION:
MILEPOST: 62.2
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: HIGH

PROJECT DESCRIPTION:
Remove or relocate commercial firewood operation between highway and railroad tracks.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 40
LOCATION:
MILEPOST: 61.9
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Mobile home, satellite dish and shed are very discordant on this landscape. Consider screening, painting, etc. Plant vines to drape over concrete wall or add rock masonry facing.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: SR14
SITE NUMBER: 41
LOCATION: BROUGHTON MILL
MILEPOST: 61.6
RECOMMENDED ACTIONS:

ENHANCEMENT/STRUCTURES

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Present character of mill buildings is a desirable feature in this landscape. Building materials, textures, colors, should not be changed in an effort to create a more "modern appearance". Do not screen from view of highway.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 42
LOCATION:
MILEPOST: 61.5
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: ROCKY CLIFF ZONE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Eliminate fast food truck site, and parking area. Scarify area, seed and plant clumps of trees in old "parking lot" to enhance view of Broughton Mill. Eliminate all unnecessary signs, concrete, posts and vehicular access. Berm present entrance to stop vehicular use.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

.....
HIGHWAY: SR14
SITE NUMBER: 43
LOCATION:
MILEPOST: 61.5
RECOMMENDED ACTIONS:

ENHANCEMENT/RECREATIONAL OPPORTUNITY

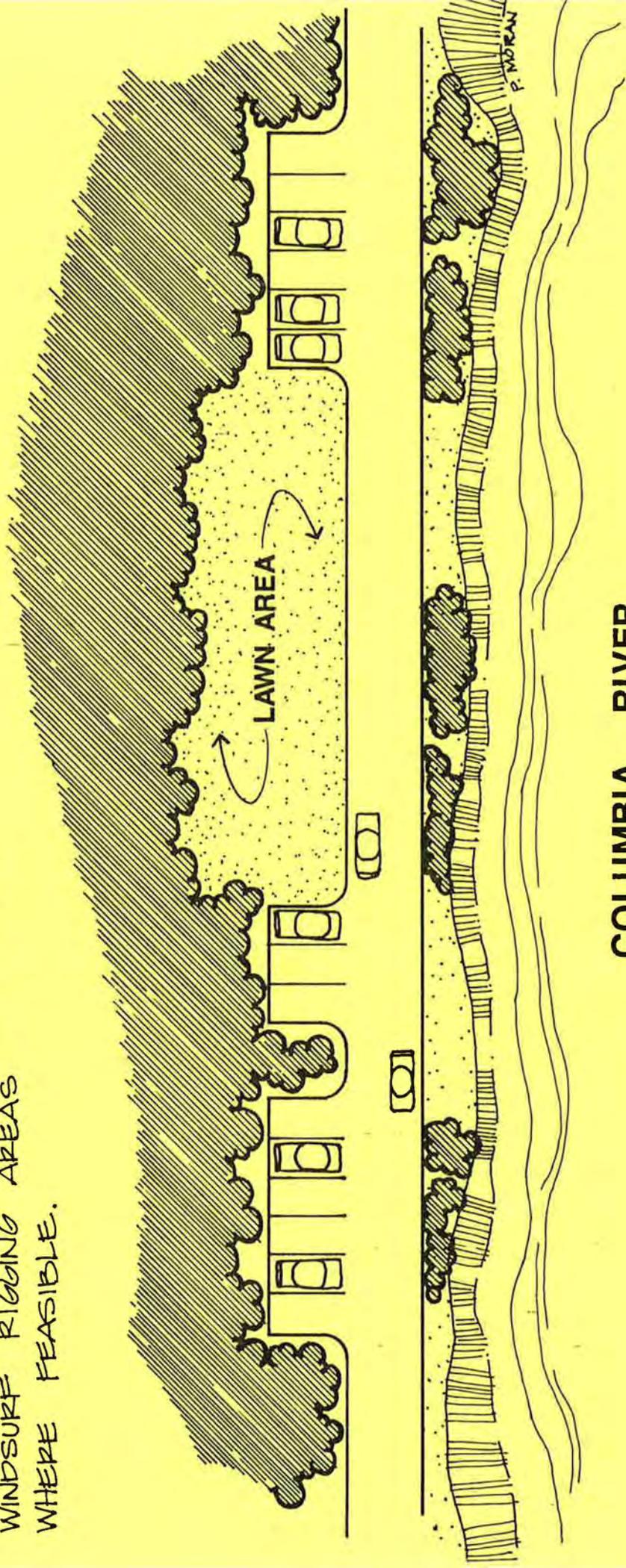
LANDSCAPE CHARACTER TYPE: MIXED CONIFER ROCKY CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Consider additional windsurfing parking along hatchery road in bays of 3 to 12 cars each. Leave green space between bays. Move "Spring Creek Fish Hatchery" sign toward the highway intersection to increase visibility.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

CONSIDER ADDITIONAL WINDSURF PARKING
ALONG HATCHERY ROAD IN "BAYS" OF
3 TO 12 CARS EACH. LEAVE LAWN AREAS
BETWEEN THE PARKING "BAYS" TO PROVIDE
WINDSURF RIGGING AREAS
WHERE FEASIBLE.



COLUMBIA RIVER

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 44
LOCATION: GALIGAN SPRING
MILEPOST: 59.2
RECOMMENDED ACTIONS:

ENHANCEMENT/RECREATIONAL OPPORTUNITY

LANDSCAPE CHARACTER TYPE: MIXED CONIFER ROCKY CLIFFS
PRIORITY: LOW

PROJECT DESCRIPTION:

Leave site as a low key rest area. Clean up site, prune vegetation. Re-establish water to site (spring). Add colorful native shrubs. Recreate low growing vegetated island with masonry curb. Potential interpretive site.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: SR14
SITE NUMBER: 45
LOCATION: TUNNEL LAKE
MILEPOST: 58.5
RECOMMENDED ACTIONS:

ENHANCEMENT/RECREATIONAL OPPORTUNITY

LANDSCAPE CHARACTER TYPE: MIXED CONIFER ROCKY CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Maintain lake in its present state. Allow dispersed recreation use (unimproved) to continue as long as Washington State DOT feels it is safe for ingress and egress.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 46
LOCATION:
MILEPOST: 58.3
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MIXED CONIFER ROCKY CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Replace guardrails with galvanized. Clean up trash.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

.....
HIGHWAY: SR14
SITE NUMBER: 47
LOCATION: DRANO LAKE
MILEPOST: 70.0
RECOMMENDED ACTIONS:

ENHANCEMENT/RECREATIONAL OPPORTUNITY

LANDSCAPE CHARACTER TYPE: MIXED CONIFER ROCKY CLIFFS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Redevelope boating site in free-form design, don't enlarge it just improve the looks. Remove deadheads, if possible. Add vegetated peninsulas along north side of highway. Re-align access road to enter highway at 90 degrees and level with highway.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 48
LOCATION: LITTLE WHITE SALMON RIVER BRIDGE
MILEPOST: 57.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MIXED CONIFER ROCKY CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Paint highway bridge to blend with landscape or replace. (same with railroad trestle).
Extreme sign pollution at entrance to hatchery, combine or eliminate some signs. Replace guardrail with galvanized.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

.....
HIGHWAY: SR14
SITE NUMBER: 49
LOCATION: COOK UNDERWOOD ROAD INTERSECTION
MILEPOST: 56.5
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MIXED CONIFER ROCKY CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Paint railroad structures an earth-tone (approximately ten of them).

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 50
LOCATION: COOK UNDERWOOD ROAD INTERSECTION
MILEPOST: 56.5
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: MIXED CONIFER ROCKY CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Provide native "clumpy effect" vegetative screen between highway and railroad right of way to filter view of development to the south. Extend planting back to "East Cook" railroad shack east of chestnut tree.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

.....
HIGHWAY: SR14
SITE NUMBER: 51
LOCATION: OLD QUARRY SITE
MILEPOST: 56.2
RECOMMENDED ACTIONS:

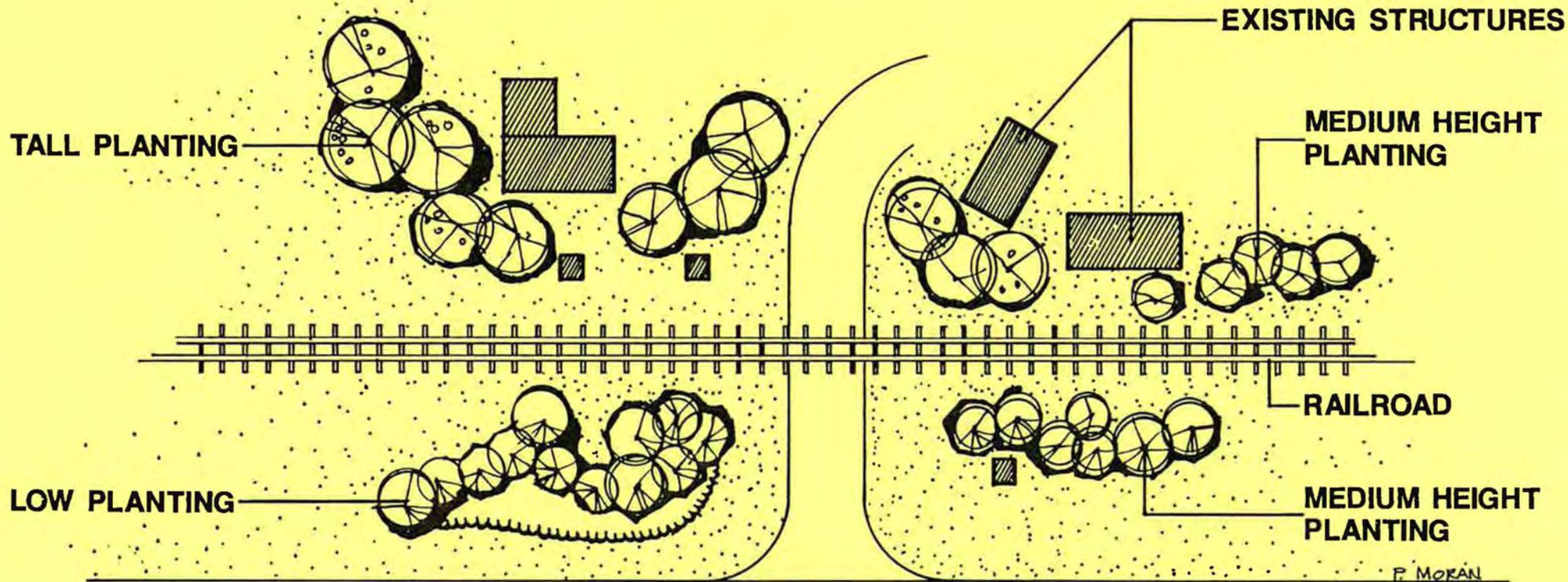
ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: MIXED CONIFER ROCKY CLIFFS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Add native plantings to make this cliff look more natural. Consider oblitterating "parking area" turnout. Remove guardrail on the north. Regrade portions of the site to achieve a more natural rolling, appearance. Eliminate vehicular use by earth-berming and planting, seed with native grasses.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.



PROVIDE NATIVE "CLUMPY EFFECT"
 PLANTING SCREEN BETWEEN THE HIGHWAY RIGHT OF WAY AND
 RAILROAD RIGHT OF WAY TO ADD VISUAL DIVERSITY IN THE LONG
 TANGENT OF HIGHWAY SECTION ON STATE ROUTE 14.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 52
LOCATION: DOG CREEK FALLS
MILEPOST: 55.9
RECOMMENDED ACTIONS:

ENHANCEMENT/RECREATIONAL OPPORTUNITY

LANDSCAPE CHARACTER TYPE: MIXED CONIFER ROCKY CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Remove barbed wire fence at Dog Creek on south side of highway. Extend guardrail. Leave falls as a small "discovery area". Eliminate access to the western part of the existing parking area with earth-berming and rocks. Add a grass seed mix. Manage highway fill slope vegetation to perpetuate an open vista of the falls. Some very careful, selective thinning of trees near the falls could enhance the duration of view.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

.....
HIGHWAY: SR14
SITE NUMBER: 53
LOCATION:
MILEPOST: 55.7 TO 55.8
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: MIXED CONIFER ROCKY CLIFFS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

At toe of large landslide: 1) use earth-berms and rocks to stop vehicular access entirely. 2) Stop dumping that exists on site. 3) Plant groups of shrubs and trees. No vehicular access should be allowed anywhere on this site.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 54
LOCATION:
MILEPOST: 55.1
RECOMMENDED ACTIONS:

**ENHANCEMENT/STRUCTURES
MITIGATION/EXISTING USE**

LANDSCAPE CHARACTER TYPE: MIXED CONIFER ROCKY CLIFFS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Rock masonry wall barrier on the north side of the highway adds visual diversity and is somewhat of a landmark. Retain, if possible. Consider adding another course of masonry to raise height to standard. Reduce size of gravel turnout using earth-berms and vegetation. Eliminate signing if possible. Consider paving turnout to better define vehicular space and to stop encroaching on vegetated slopes.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

.....
HIGHWAY: SR14
SITE NUMBER: 55
LOCATION:
MILEPOST: 54.7
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MIXED CONIFER ROCKY CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Consider better protection of highway from rock slides by extending height of retaining toe wall. Add masonry-faced concrete gravity wall about 15 feet high or construct "reinforced-earth" buttress with a secondary ditch or catch-wall on top of the buttress. Seed with native grasses.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 56
LOCATION:
MILEPOST: 54.5
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: MIXED CONIFER ROCKY CLIFFS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Eliminate vehicular access road north of small turnout. Use vegetation and/or earth-berm to deter vehicles. Seed small cut bank and plant native shrubs.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

.....
HIGHWAY: SR14
SITE NUMBER: 57
LOCATION:
MILEPOST: 54.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MIXED CONIFER ROCKY CLIFFS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Consider raising the height of the masonry guardrail/wall on the south side of the highway to standard by adding another course. (Could be replaced by galvanized guardrail as a last resort.)
Eliminate the need for the zebra board on the masonry wall on the north side by building an earth-berm that tapers up to wall height and ties into the bank. (Continued maintenance access by rolling over berm or removing large rock.)

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 58
LOCATION: DOG MOUNTAIN TRAILHEAD
MILEPOST: 53.6
RECOMMENDED ACTIONS:

ENHANCEMENT/RECREATIONAL OPPORTUNITY
MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: MIXED CONIFER ROCKY CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Trailhead development: 1) Provide filtered screening of parking lot from highway using native species only. 2) Emphasize natural appearance. 3) Architecture should feature rock masonry ("Cascadian" theme).
Do not spray railroad right of way adjacent to fishing site. Encourage native vegetation to grow from existing alders east of the site to the edge of the existing pines (about 150 feet).

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

.....
HIGHWAY: SR14
SITE NUMBER: 59
LOCATION: GRANT LAKE
MILEPOST: 53.2
RECOMMENDED ACTIONS:

ENHANCEMENT/RECREATIONAL OPPORTUNITY

LANDSCAPE CHARACTER TYPE: OPEN OAK AND FIR WOODLAND
PRIORITY: LOW

PROJECT DESCRIPTION:

Close off small gravel turnout at east end of lake by using planted earth-berms that extend out from rocky cliff area east of turnout. Reshape existing earth "dumping" mounds. Remove dead vegetation in railroad right of way resulting from spraying. Develop small (3-5 cars) overlook on west bank of lake where small Forest Service parking area exists, improve access road and add acceleration/deceleration lanes to highway. Create overhead canopy of native trees offering shade.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 60
LOCATION:
MILEPOST: 52.8
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: OPEN OAK AND FIR WOODLAND
PRIORITY: EXTREME

PROJECT DESCRIPTION:

Remove stockpiled spoils material from view. Regrade to natural appearance and revegetate with native materials. Eliminate vehicular access.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: SR14
SITE NUMBER: 61
LOCATION:
MILEPOST: 52.1
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: OPEN OAK AND FIR WOODLAND
PRIORITY: HIGH

PROJECT DESCRIPTION:

Stop removal of material from bank north of highway. Roll top of cut-bank to look more natural. Seed exposed soils. Do not spray banks in this area. Eliminate graffiti on large rocks.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 62
LOCATION:
MILEPOST: 51.8
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OPEN OAK AND FIR WOODLAND
PRIORITY: HIGH

PROJECT DESCRIPTION:

Paint railroad structures. Maintain gravel turnout in present condition, discontinue spraying of vegetation adjacent to parking area.

RAILROAD SIGNAL WIRES: ABOVE GROUND TO THE EAST.
UNDERGROUNDING PRIORITY EXTREME TO THE WEST.

.....
HIGHWAY: SR14
SITE NUMBER: 63
LOCATION:
MILEPOST: 51.7
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: OPEN OAK AND FIR WOODLAND
PRIORITY: MODERATE

PROJECT DESCRIPTION:

If possible, eliminate old road access. Use earth-berming and seed.
Extend ditchline.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY EXTREME.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 64
LOCATION:
MILEPOST: 51.5
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: OPEN OAK AND FIR WOODLAND
PRIORITY: HIGH

PROJECT DESCRIPTION:

The "KEEP SKAMANIA COUNTY GREEN" sign is discordant in this landscape but is recognized as an historic feature.

Discontinue use of the landslide area as a borrow source. Consider building a rock buttress with a terrace, tie into the existing bench and plant. Remove piles of broken rock. Reshape area between buttress and highway and revegetate. Remove barbed wire fence. Eliminate vehicular access.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY EXTREME.

.....
HIGHWAY: SR14
SITE NUMBER: 65
LOCATION:
MILEPOST: 50.8
RECOMMENDED ACTIONS:

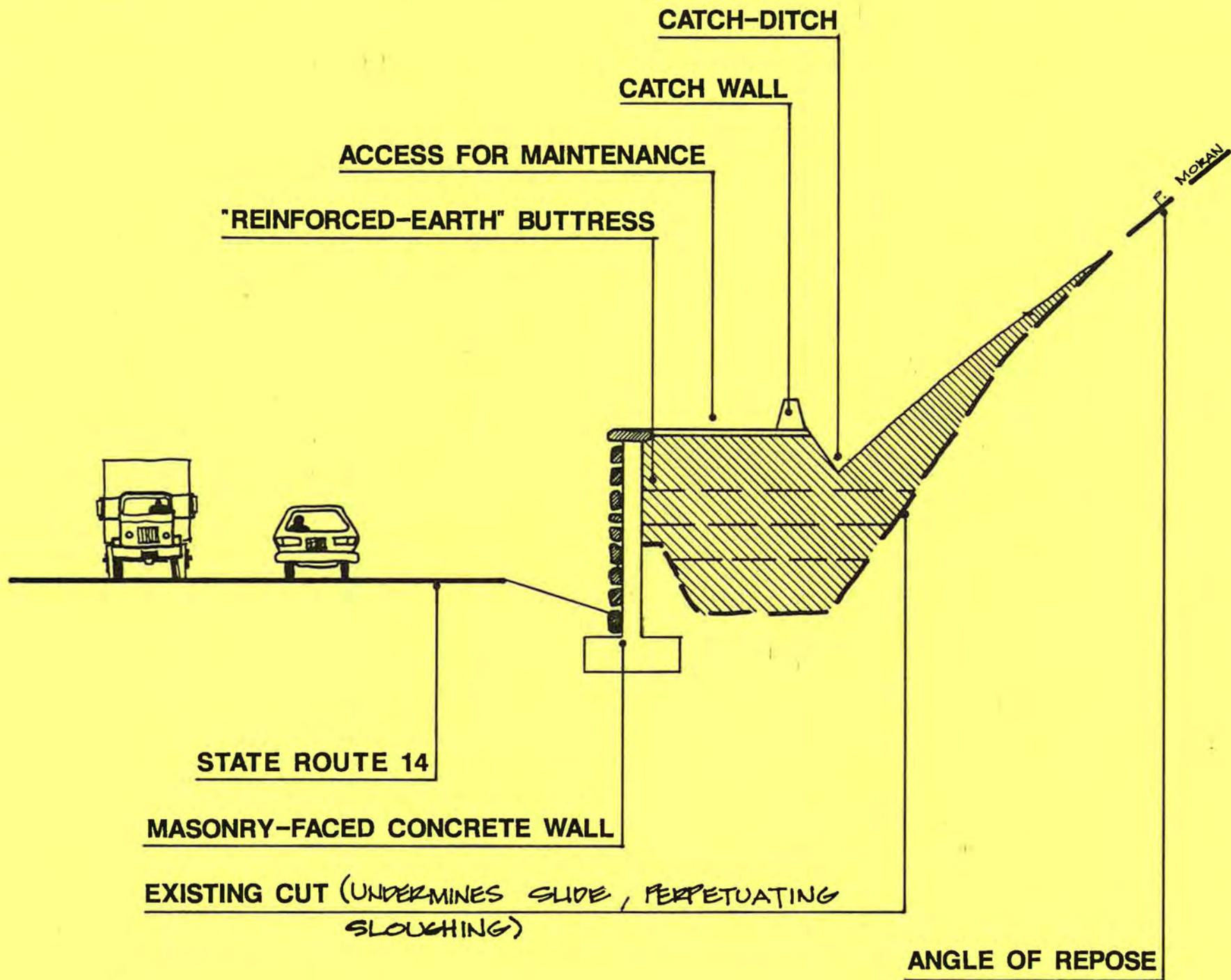
MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: OPEN OAK AND FIR WOODLAND
PRIORITY: HIGH

PROJECT DESCRIPTION:

Reshape spoils piles below rock slide. Confine vehicular access to existing gravel turnout. Encourage taller vegetation. Thin when practical to maximize height growth of fir. Control vehicles with earth-berms, rocks and vegetation. Eliminate "pioneer roads".

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY EXTREME.



SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 66
LOCATION:
MILEPOST: 49.8
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: OPEN OAK AND FIR WOODLAND
PRIORITY: HIGH

PROJECT DESCRIPTION:

Place sign for entering urban area at this site just west of Wind Mountain Road.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: SR14
SITE NUMBER: 67
LOCATION: HOME VALLEY CO PLY MILL
MILEPOST: 49.7
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OPEN OAK AND FIR WOODLAND
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Consider planting a screen between highway and railroad. Plant groups of vegetation to "filter view" (deciduous and conifer). Change color of large equipment at plant to an earth-tone.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 125
LOCATION:
MILEPOST: 49.3
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: OPEN OAK AND FIR WOODLAND
PRIORITY: HIGH

PROJECT DESCRIPTION:

Install sign west of Al Henry Bridge indicating "ENTERING HOME VALLEY URBAN AREA".

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: SR14
SITE NUMBER: 68
LOCATION: AL HENRY BRIDGE
MILEPOST: 49.3
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OPEN OAK AND FIR WOODLAND
PRIORITY: HIGH

PROJECT DESCRIPTION:

Remove chain-link fence if not required. Maintain ditch to catch small boulders. Color concrete wall on south side of highway to reduce visibility from I-84, the river and the bridge. Consider painting railroad trestle dark brown.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 69
LOCATION:
MILEPOST: 47.9
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: MODERATE

PROJECT DESCRIPTION:
Reshape and plant old borrow site. Eliminate vehicular access entirely. Eliminate unnecessary signs.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: SR14
SITE NUMBER: 70
LOCATION: WIND RIVER ROAD INTERSECTION
MILEPOST: 47.5
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:
Temporary commercial use of this site is visually discordant. Remove all handmade signs. Consider realigning Wind River Road to create a 90 degree intersection.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 71
LOCATION:
MILEPOST: 47.0
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Maintain short duration vista at this location. As vegetation grows, carefully thin and prune to maintain filtered view of Gorge.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: SR14
SITE NUMBER: 72
LOCATION:
MILEPOST: 46.9
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Underground phone and power lines from this point west to the Stevenson urban area. (MP 44.5)

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 73
LOCATION:
MILEPOST: 46.8
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA
MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Replace concrete median barriers with rock masonry wall or galvanized guardrail, if possible. Maintain vista toward Gorge. As vegetation encroaches, remove, thin or prune to promote vista.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: SR14
SITE NUMBER: 74
LOCATION:
MILEPOST: 46.1
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Install "ENTERING URBAN AREA" sign.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 75
LOCATION:
MILEPOST: 42.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES
MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Place sign indicating entrance to urban area.
Underground powerline and phone line to Stevenson. (MP 42.1 - MP 43.9)
Consider painting fairground buildings an earth-tone.
At west edge of Ashes Lake, plant to screen small substation. Regrade fill material. Remove debris. Plant shrub species. Limit vehicular access to east edge of existing parking area.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

.....
HIGHWAY: SR14
SITE NUMBER: 76
LOCATION: BRIDGE OF THE GODS
MILEPOST: 41.6
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Blue sign over bridge entrance is discordant in this landscape but may be of historic interest.
If possible, eliminate frontage road and block access at Ice House Lake across from Bridge of the Gods. Remove asphalt concrete apron, establish drainage ditch. Seed old access way and frontage road with. Manage vegetation to perpetuate view of lake from highway.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 77
LOCATION:
MILEPOST: 40.4
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Underground powerline from Bridge of the Gods to North Bonneville urban area (approximately MP 41.6).
Underground phone line from MP 41.0 to MP 41.6 (high priority).

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

.....
HIGHWAY: SR14
SITE NUMBER: 78
LOCATION:
MILEPOST: 40.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES
MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: MODIFIED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Install "ENTERING URBAN AREA" signs at both edges of the urban area. Consider removing old Bonneville buildings that are not in use. Level site. Remove all power lines. Restrict vehicular access beyond building site. Consider for possible park site and revegetate for future development. Remove old tires, concrete median barriers and cable type barrier on south side of site.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 79
LOCATION:
MILEPOST: 39.6
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **MODIFIED LANDSCAPE**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Plant screening vegetation within highway right of way to filter view of Forest Service trailhead.

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 80
LOCATION:
MILEPOST: 38.6 TO 39.2
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: **MODIFIED LANDSCAPE**
PRIORITY: **MODERATE**

PROJECT DESCRIPTION:

Plant drifts of selected wildflowers to add visual variety. Plant shrubs and trees along this section of highway in areas where powerlines dominate middleground views and around toilet buildings south of highway to screen them from the highway. Also plant in the right of way north of the highway to filter view of mobile homes. Paint highway traffic counter equipment an earth-tone.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 81
LOCATION:
MILEPOST: 36.1
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MODIFIED LANDSCAPE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Underground powerlines at edge of urban area toward Beacon Rock (to approximately MP 33.6).

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 82
LOCATION:
MILEPOST: 35.5
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Remove or redesign bus shelter. Allow cut bank behind shelter to revegetate, do not spray.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 83
LOCATION:
MILEPOST: 35.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Blend gabion wall east of Beacon Rock into the landscape by covering with topsoil and allowing it to filter into the rocks, seeding with native grasses and allowing to naturalize.

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 84
LOCATION:
MILEPOST: 34.8
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: LOW

PROJECT DESCRIPTION:

Eliminate old access way on west side of Beacon Rock, across from Kueffler Road intersection. Use earthwork and vegetation to obliterate.
Eliminate big snow signs at Kueffler Road intersection. Very confusing and discordant.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 85
LOCATION:
MILEPOST: 34.6
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Consider removing the unoccupied Beacon Rock Tavern building, undergrounding or eliminating the powerline and returning the site to a natural appearance.

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 86
LOCATION:
MILEPOST: 34.3
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Manage vegetation between the highway and the trailer park for dense screening. Add additional trees and shrubs where needed. Remove homemade signs at trailer park entrance, if possible. On north side of highway, remove "For Sale" signs, if possible. Do not spray vegetation on either side of the highway

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 87
LOCATION:
MILEPOST: 34.3
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Consider adding curbing to define turnout on north side of highway
across from trailer park.

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 88
LOCATION: SKAMANIA COUNTY FIRE STATION #5
MILEPOST: 33.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: LOW

PROJECT DESCRIPTION:

Consider painting fire station a lighter earth-tone color to blend with
surrounding vegetation.
Remove old truck body.
Paint transformer boxes west of fire station.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 89
LOCATION:
MILEPOST: 32.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: LOW

PROJECT DESCRIPTION:
Underground powerlines from MP 32.6 to MP 33.6.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.
.....

HIGHWAY: SR14
SITE NUMBER: 90
LOCATION:
MILEPOST: 31.3 TO 31.5
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:
Expand turnout at MP 31.5 to provide interpretive stop at Franz Lake for Whistling Swans. Maintain enframed views through trees. Thin and prune often.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 91
LOCATION:
MILEPOST: 30.5
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: LOW

PROJECT DESCRIPTION:

Maintain filtered view to river. Thin and/or prune deciduous trees periodically to maintain vista.
Stop spraying underneath powerline. Allow to revegetate.

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 92
LOCATION:
MILEPOST: 30.4
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Do not spray vegetation above rock cribbing, allow it to grow up and hang over, and creep into the rock outcropping.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 93
LOCATION: COUNTY STOCKPILE SITE I-5
MILEPOST: 29.9
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:
Eliminate existing stockpile site or screen from view with native
vegetation. Remove cable barrier and fence.

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 94
LOCATION: SMITH-CRIPE ROAD
MILEPOST: 29.5
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: RURAL RESIDENTIAL.
PRIORITY: MODERATE

PROJECT DESCRIPTION:
Roll back bank on northwest corner of intersection at 2:1 with rounded
top. Seed and mulch, add boulders and landscaping. Stop spraying.
Eliminate patch of painted guardrail or replace with galvanized.
House is sited quite nicely. Consider using an earth-tone at next
painting.
Underground powerlines from MP 29.5 to MP 32.0 (low priority).

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 95
LOCATION:
MILEPOST: 29.3
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA
MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: RURAL RESIDENTIAL
PRIORITY: HIGH

PROJECT DESCRIPTION:
Maintain filtered view south of the highway. Eliminate spraying on bank. Stop dumping of debris. Remove slash. Remove asphalt concrete apron. Reditch drainage.

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 96
LOCATION:
MILEPOST: 29.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: RURAL RESIDENTIAL
PRIORITY: HIGH

PROJECT DESCRIPTION:
Plant conifers for immediate screening. Paint gate an earth-tone. Stop spraying along ditch line.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 97
LOCATION: SKAMANIA COUNTY ROAD DEPT. PRINDLE SHOP
MILEPOST: 28.9
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: RURAL RESIDENTIAL
PRIORITY: LOW

PROJECT DESCRIPTION:

Consider extending painting to the front of the sand shed (earth-tone).
Extend low evergreen screen to visually soften stockpile site on west
edge of yard. Consider supplementing existing plantings with vine
maple and native conifers. Phase out ornamentals over the long term in
favor of a more natural appearing screen of native plants.

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 98
LOCATION:
MILEPOST: 28.3 TO 28.4
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: RURAL RESIDENTIAL
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Manage for filtered view of river. Thin and/or prune if necessary to
perpetuate vista.
Underground powerlines from MP 28.0 to MP 29.2 (low priority).

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 99
LOCATION: PRINDLE ROAD
MILEPOST: 27.9
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: RURAL RESIDENTIAL
PRIORITY: HIGH

PROJECT DESCRIPTION:

Consider moving or at least painting satellite dish.

Consider using earth-tones on the American Legion building and roof at the next opportunity (low priority).

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 100
LOCATION:
MILEPOST: 26.8 TO 27.5
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA
MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: RURAL RESIDENTIAL
PRIORITY: HIGH

PROJECT DESCRIPTION:

Manage open vistas that rotate through time. Create three 200 foot long openings in this section of highway.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 101
LOCATION:
MILEPOST: 26.5
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Create two 300 foot long openings for "glimpse" views.

Underground powerlines from MP 26.4 to MP 27.0 (low priority).

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 102
LOCATION:
MILEPOST: 26.3
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Maintain existing view by periodic pruning and thinning. Make sure it does not fill in.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 103
LOCATION:
MILEPOST: 26.0
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: OAK AND FIR ENCLOSED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Obliterate and block off entrance to dump area on the north side of the highway. Consider using earth-berms, planting, etc. to block temporary access.

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 104
LOCATION:
MILEPOST: 25.1 TO 25.4
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: CAPE HORN AREA
PRIORITY: HIGH

PROJECT DESCRIPTION:

Create and maintain two to three open vistas approximately 200 feet long each.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 105
LOCATION:
MILEPOST: 25.0
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA
ENHANCEMENT/RECREATIONAL OPPORTUNITY

LANDSCAPE CHARACTER TYPE: CAPE HORN AREA
PRIORITY: EXTREME

PROJECT DESCRIPTION:

The highest priority of this entire study is to make this a people space. Consider the possibilities of: Moving the highway, blasting rock, terracing, cantilevered deck, separate trucks (bypass), and eliminating netting.

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 106
LOCATION:
MILEPOST: 23.5 TO 25.0
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: CAPE HORN AREA
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Manage this section for intermittent vistas ranging from 200 to 500 feet long, five to seven openings in this section.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 107
LOCATION: BELLE CENTER ROAD
MILEPOST: 23.4
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: CAPE HORN AREA
PRIORITY: MODERATE

PROJECT DESCRIPTION:
Replace concrete median barriers with galvanized guardrail, if possible.

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 108
LOCATION:
MILEPOST: 23.2
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: CAPE HORN AREA
PRIORITY: LOW

PROJECT DESCRIPTION:
Protect young fir in clumpy dense effect. Remove dead trees, but do not thin.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 109
LOCATION:
MILEPOST: 23.0
RECOMMENDED ACTIONS:

ENHANCEMENT/RECREATIONAL OPPORTUNITY

LANDSCAPE CHARACTER TYPE: CAPE HORN AREA
PRIORITY: HIGH

PROJECT DESCRIPTION:

Site has good potential for visitor or interpretive center in pasture overlooking Gorge. It provides a very representative view of the Gorge. This is also a point where through traffic could break off to the north.

Eliminate or redesign bus shelter.

Underground powerlines from MP 22.9 to MP 23.4 (moderate priority).

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 110
LOCATION:
MILEPOST: 22.8
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION
MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: CAPE HORN AREA
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Maintain tunnel effect. Allow dense vegetation growth with little or no maintenance. Perpetuate species variety. Remove occasional individual trees or tree tops to provide camera corridors.
Replace concrete median barrier with galvanized guardrail, if possible.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 111
LOCATION:
MILEPOST: 21.4
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: CAPE HORN AREA
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Existing structure is discordant with the landscape. Attempts should be made to blend into the natural landscape by painting an earth-tone and filtering from view of the highway.

Underground the powerline or move it away from the highway from MP 20.9 to MP 21.8 (moderate priority).

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 112
LOCATION:
MILEPOST: 20.8
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA
MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: CAPE HORN AREA
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Consider painting existing fence at entrance to borrow site a flat black.
Revegetate along edge. Recontour with berm and plant. Thin for filtered view through oak and maple from MP 20.0 to MP 20.8.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 113
LOCATION:
MILEPOST: 19.6 TO 20.8
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: CAPE HORN AREA
PRIORITY: HIGH

PROJECT DESCRIPTION:

Underground all utilities through this section of scenic highway.
Possible that old phone line may not be in use. Eliminate existing bus
shelter or redesign.

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

HIGHWAY: SR14
SITE NUMBER: 114
LOCATION:
MILEPOST: 18.9
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OPEN PASTORAL
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Remove existing fence if not required for access control. Relocate
interpretive sign or develop parking area. Interpretive sign should be
redesigned to be low profile.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: SR14
SITE NUMBER: 115
LOCATION:
MILEPOST: 18.0 TO 18.9
RECOMMENDED ACTIONS:

ENHANCEMENT/STRUCTURES

LANDSCAPE CHARACTER TYPE: OPEN PASTORAL
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Recommend split rail or cross rail fence to preserve pastoral character of narural landscape. Remove seasonal signs (if possible) when not in use. Consider painting backs of signs that must remain. Do not bisect with any development.

RAILROAD SIGNAL WIRES: ABOVE GROUND.
.....

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 1
LOCATION:
MILEPOST: 100.0
RECOMMENDED ACTIONS:

ENHANCEMENT/STRUCTURES .

LANDSCAPE CHARACTER TYPE: **STEEP ANGULAR CLIFFS**
PRIORITY: **LOW**

PROJECT DESCRIPTION:

Entrance lacks emphasis or sense of beginning/arrival. Consider constructing a wood and masonry architectural element in addition to coordination of highway and railroad elements. (i.e. undergrounding signal wires, reduction of signs, paddle reflectors, painting of railroad boxes, etc.) Interpret barge buoy for interest.

RAILROAD SIGNAL WIRES: **LOWER SET UNDERGROUNDING PRIORITY MODERATE. UPPER SET ABOVE GROUND.**

.....
HIGHWAY: I-84
SITE NUMBER: 2
LOCATION:
MILEPOST: 99.4
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **STEEP ANGULAR CLIFFS**
PRIORITY: **MODERATE**

PROJECT DESCRIPTION:

Paint bin wall an earth-tone.

RAILROAD SIGNAL WIRES: **LOWER SET UNDERGROUNDING PRIORITY MODERATE. UPPER SET ABOVE GROUND.**

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 3
LOCATION: MILLER ISLAND
MILEPOST: 99.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES
MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Eliminate gravel quarry. Reshape contours and revegetate hillsides,
plant riparian vegetation for wildlife. Eliminate trailer if possible.
Plant railroad boxes an earth-tone.

RAILROAD SIGNAL WIRES: LOWER SET UNDERGROUNDING PRIORITY
IS MODERATE TO THE EAST AND HIGH TO THE WEST.

.....
HIGHWAY: I-84
SITE NUMBER: 4
LOCATION:
MILEPOST: 98.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: EXTREME

PROJECT DESCRIPTION:

Paint metal bin wall dark brown. Stop spraying vegetation that is
filtering the view of the binwall.
Promote shrubs and small trees around small lake to partially screen
old highway and railroad.

RAILROAD SIGNAL WIRES: LOWER SET UNDERGROUNDING PRIORITY
IS HIGH. UPPER SET IS ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 5
LOCATION:
MILEPOST: 97.1
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:
Paint existing white bollards in Celilo Park an earth-tone. Paint
railroad boxes.

RAILROAD SIGNAL WIRES: NORTH SET UNDERGROUNDING PRIORITY
EXTREME. SOUTH SET UNDERGROUNDING PRIORITY IS LOW TO THE
EAST AND MODERATE TO THE WEST.

.....
HIGHWAY: I-84
SITE NUMBER: 6
LOCATION: CELILO VILLAGE
MILEPOST: 96.7
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:
Group plantings between village and highway, to filter view.

RAILROAD SIGNAL WIRES: NORTH SET UNDERGROUNDING PRIORITY
EXTREME (MP 96.2 to MP 96.7). SOUTH SET UNDERGROUNDING
PRIORITY MODERATE.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 129
LOCATION:
MILEPOST: 96.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:
Remove white guardrail set in barrels at this location.

RAILROAD SIGNAL WIRES: (SIGNAL WIRES ON BOTH SIDES OF I-84 AT
MP 96.0) NORTH SET UNDERGROUNDING PRIORITY EXTREME. SOUTH
SET UNDERGROUNDING PRIORITY MODERATE.

.....
HIGHWAY: I-84
SITE NUMBER: 7
LOCATION:
MILEPOST: 95.4
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION
MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: EXTREME

PROJECT DESCRIPTION:
Maintain and enhance vegetation around lake for visual diversity.
Paint railroad structures, boxes, etc. with an earth-tone.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY EXTREME.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 8
LOCATION: GRAVEL PIT (NORTH SIDE OF RIVER)
MILEPOST: 94.6
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:
Abandon gravel quarry. Reshape to natural contours and seed with native mixes. Reclaim and revegetate upper portion, at a minimum.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY EXTREME.

.....
HIGHWAY: I-84
SITE NUMBER: 128
LOCATION:
MILEPOST: 94.3
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: MODERATE

PROJECT DESCRIPTION:
Reshape and recontour earth mound along south shoulder of highway below rocky cliffs to look "natural". Eliminate vehicular traffic in behind the berm.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY EXTREME.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 9
LOCATION:
MILEPOST: 92.4 to 93.0
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: **STEEP ANGULAR CLIFFS**
PRIORITY: **MODERATE**

PROJECT DESCRIPTION:

Maintain views of the river from the highway across the vegetated strip. As trees grow taller, thin on top, (or remove individual trees) to maintain vista opportunity.
Regrade piles of spoils material. Remove trash and maintain as a protected, riparian influence zone. Encourage wildlife here but not as watchable wildlife.

RAILROAD SIGNAL WIRES: **UNDERGROUNDING PRIORITY EXTREME.**

.....
HIGHWAY: I-84
SITE NUMBER: 10
LOCATION:
MILEPOST: 92.8
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **STEEP ANGULAR CLIFFS**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Eliminate or paint snow fence south of railroad in median strip.

RAILROAD SIGNAL WIRES: **UNDERGROUNDING PRIORITY EXTREME.**

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 127
LOCATION:
MILEPOST: 92.4
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Consider eliminating the acceleration/deceleration lanes, gate, road, etc. on the south side of the highway, if not in use.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY EXTREME.

.....
HIGHWAY: I-84
SITE NUMBER: 11
LOCATION:
MILEPOST: 91.9
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Stop spraying of vegetation between the highway and the river. Remove existing dead vegetation. Maintain vista opportunities by selectively removing individual trees and groups of taller trees.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY EXTREME.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 12
LOCATION:
MILEPOST: 90.9 TO 91.7
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: **STEEP ANGULAR CLIFFS**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Remove dead alder from the riverbank. Open up 3 to 5 vistas that are 400 to 700 feet long, randomly spaced between the highway and the river. The median strip should be allowed to grow in with tall material to serve as a buffer here. Alders to be favored.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY IS HIGH WEST OF
MP 91.6 AND EXTREME EAST OF MP 91.6.

.....
HIGHWAY: I-84
SITE NUMBER: 13
LOCATION:
MILEPOST: 90.5 TO 90.9
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: **STEEP ANGULAR CLIFFS**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Prune healthy alders to permit filtered view of river without "haphazard" visual effect. Eradicate blackberries.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY IS EXTREME WEST
OF MP 90.7 AND HIGH EAST OF MP 90.7.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 126
LOCATION:
MILEPOST: 90.0 TO 91.4
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Several "spoils" areas appear to be used by highway maintenance people to dispose of highway debris. This is unsightly and should be stopped immediately. Cleanup, remove and/or reshape piles of debris at these locations on the south side of the highway.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY IS HIGH WEST OF
MP 90.4 AND EXTREME EAST OF MP 90.4.

.....
HIGHWAY: I-84
SITE NUMBER: 14
LOCATION: THE DALLES DAM TURNOFF
MILEPOST: 89.0 TO 89.9
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: STEEP ANGULAR CLIFFS
PRIORITY: EXTREME

PROJECT DESCRIPTION:

Relocate fence out of view (or remove). Regrade and plant barren area with sumac, pea-vine or other native appearing plants. Leave rock outcroppings as they are. Plant open narrow strips.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY EXTREME.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 15
LOCATION:
MILEPOST: 89.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES .

LANDSCAPE CHARACTER TYPE: THE DALLES URBAN AREA
PRIORITY: HIGH

PROJECT DESCRIPTION:

Remove old concrete foundation. Plant area around and behind "The Dalles Dam" exit sign.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY IS EXTREME TO THE EAST AND HIGH TO THE WEST.

.....
HIGHWAY: I-84.
SITE NUMBER: 16
LOCATION: MAINTENANCE FACILITIES SOUTH OF I-84
MILEPOST: 88.7 TO 89.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: THE DALLES URBAN AREA
PRIORITY: HIGH

PROJECT DESCRIPTION:

Plant screening vegetation east of maintenance yard, fences, structures, etc. Paint all facilities, including chain-link fence, dark, non-reflective color. Remove barbed wire fence adjacent to chain-link fence. Don't need both.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 17
LOCATION:
MILEPOST: 88.2
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: THE DALLES URBAN AREA
PRIORITY: HIGH

PROJECT DESCRIPTION:

Plant the open weedy strip adjacent to The Dalles Dam between the railroad and the highway. Use low-growing shrubs and wildflower seed mixes to add color and interest. The Dalles Dam seems monotonous and lacks interest. Consider adding splashes of color on some equipment, or as a "trim color" like the Bonneville Dam.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 18
LOCATION:
MILEPOST: 81.4
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: THE DALLES URBAN AREA
PRIORITY: HIGH

PROJECT DESCRIPTION:

Plant groups of maple, and other plants native to this zone, wherever feasible in an attempt to restore to a natural character. Pick-up and remove trash. Plant for screening on flatlands between hillside and highway.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 19
LOCATION:
MILEPOST: 81.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: EXTREME

PROJECT DESCRIPTION:

Plant conifers and oaks in the right-of-way in natural looking masses for screening both on the north side of the highway and on the south side between the highway and the trailer park. Work to eliminate v-shaped billboard.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 20
LOCATION:
MILEPOST: 80.7
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: EXTREME

PROJECT DESCRIPTION:

Consider painting the pink building north of I-84 an earth-tone to blend with the natural landscape. Remove old sign posts and concrete structures. Eliminate or move highway access control fence. Eliminate all billboards outside of Urban Area designation.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 21
LOCATION: INTERPRETIVE CENTER SITE (OLD CONCRETE PLANT)
MILEPOST: 80.4 TO 80.6
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: EXTREME

PROJECT DESCRIPTION:

On north side of I-84 plant pine, oak, and maple in natural appearing groups to provide buffer along freeway right of way and north of access control fence. Eliminate concrete plant structures as soon as possible. Underground powerline. Regrade site to eliminate all "piles". Interpretive center architecture should be highly visible ("a drawing element") yet, not out of character with the Gorge. Access from new interchange should be obvious and intentional and decision points should be minimal (i.e. points of intersection).

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 22
LOCATION:
MILEPOST: 80.1
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: HIGH

PROJECT DESCRIPTION:

Consider painting all scattered mobile homes and other structures on hillside south of I-84 earth-tones. Encourage pine for screening on hillside. Stop vegetation spraying along railroad, except in immediate right of way.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 23
LOCATION:
MILEPOST: 79.8
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES -

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Encourage pines along skyline at wooden powerline tower locations to soften their visual impact.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 24
LOCATION:
MILEPOST: 79.4 TO 79.6
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES
MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: HIGH

PROJECT DESCRIPTION:

Eliminate old quarry site north of I-84. 1) Regrade to natural-appearing berm. 2) Plant with Ponderosa Pine, oak, and maple. Remove fence and pile of old tires above highway on south side. Promote open view of old homestead. Remove old snow fence that is on sand dunes north of railroad right of way.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 125
LOCATION:
MILEPOST: 79.1
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: EXTREME

PROJECT DESCRIPTION:

Remove dumped debris and refuse on south edge of Tooley Lake, between old highway and south shore of lake. Stop dumping. This site would be high priority for procurement in order to remove all structures, trailers, debris, etc. and restore lake to a natural appearance.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

.....
HIGHWAY: I-84
SITE NUMBER: 25
LOCATION:
MILEPOST: 77.1
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: HIGH

PROJECT DESCRIPTION:

Consider painting pink, yellow and turquoise houses earth-tones. Plant for a buffer between the highway and the backyards to the south.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 124
LOCATION:
MILEPOST: 76.3
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: HIGH

PROJECT DESCRIPTION:

Maintain vegetation on south side of highway to promote dense vegetative screen. Manage to promote pines rather than deciduous trees.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

.....
HIGHWAY: I-84
SITE NUMBER: 26
LOCATION:
MILEPOST: 75.9
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Paint bridge rails over railroad leading to Rowena Park with earth-tones. Plant both sides of highway bridge to "soften" structure. Screen traffic counter box and recent earthwork on south side of highway. Rowena State Park needs a master development plan. Tree pruning should result in a more natural look than is occurring with present techniques. Consider plants for screening of boat launch area and parking.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 27
LOCATION:
MILEPOST: 75.9
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Eliminate vehicular access on north side of I-84. Use earth-berm and rock barriers. Revegetate with native species. Add colorful native wildflowers in open area between highway and railroad to enhance view of river, adding "drifts" of color.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

.....
HIGHWAY: I-84
SITE NUMBER: 28
LOCATION:
MILEPOST: 75.7
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: EXTREME

PROJECT DESCRIPTION:

Paint railroad structures an earth-tone.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 123
LOCATION:
MILEPOST: 75.6
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: HIGH

PROJECT DESCRIPTION:

Stop debris dumping in flat area east of small pond. Eliminate vehicular access, rip "road" areas. Backfill with topsoil and remove excess gravel. Seed area to eliminate signs of vehicular use.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

.....
HIGHWAY: I-84
SITE NUMBER: 29
LOCATION: BRIDGE CONTROL MARKER #54
MILEPOST: 74.8
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Consider painting an earth-tone. Pile native rocks around concrete base to visually "tie-down" structure. Manage clumps of Douglas Fir seen west of this location to perpetuate their existence. Planting additional clumps west of existing would tend to slow down traffic on this large curve, as well as add diversity to the visual experience. Suggest 8 to 17 additional clumps, randomly spaced, 3 to 5 trees per clump.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 30
LOCATION:
MILEPOST: 74.1
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: LOW

PROJECT DESCRIPTION:

Plant fill slope on railroad grade to enhance view of river. Plant native shrubs in clump or mass-appearance. A few clumps of small trees would be okay. Stop spraying vegetation along railroad right of way in this location.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 122
LOCATION:
MILEPOST: 73.6 TO 74.1
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Remove debris and rock piles on south side of highway. Plant wide flat areas with native plants. Import topsoil where necessary. Stop debris dumping where visible from highway.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 121
LOCATION: EAST BOUND REST AREA (MEMALOOSE)
MILEPOST: 73.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Plant to screen, or partially screen eastbound rest area. Paint and screen transformer box and electric panel box from highway view, or move out of view. Develop landscape plan for this site.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 31
LOCATION:
MILEPOST: 72.8
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: HIGH

PROJECT DESCRIPTION:

Manage vegetation to perpetuate big fir and mixed conifer stands.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 32
LOCATION:
MILEPOST: 71.3
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: ROLLING AGRICULTURAL LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Perpetuate rows of poplars, accenting the agricultural nature of the visual experience. Keep vegetation on highway fill slope low, to permit expansive view of gorge.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 120
LOCATION: MOSIER OVERPASS
MILEPOST: 69.9
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: HIGH

PROJECT DESCRIPTION:

Plant conifers to soften visual effect of overpass structure.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 34
LOCATION:
MILEPOST: 68.3
RECOMMENDED ACTIONS:

ENHANCEMENT/RECREATIONAL OPPORTUNITY

LANDSCAPE CHARACTER TYPE: **MASSIVE GEOLOGY WITH MIXED VEGETATION**
PRIORITY: **MODERATE**

PROJECT DESCRIPTION:

Consider providing recreational access off of I-84 to the north side of the highway. Add acceleration/deceleration lanes, plant buffer along highway, pave or surface and add curbing or wheelstops.

RAILROAD SIGNAL WIRES: **ABOVE GROUND.**

.....
HIGHWAY: I-84
SITE NUMBER: 33
LOCATION:
MILEPOST: 67.9 TO 69.7
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **MASSIVE GEOLOGY WITH MIXED VEGETATION**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Paint railroad structures at milepost 69.0 an earth-tone, especially rockfall sensors.

RAILROAD SIGNAL WIRES: **ABOVE GROUND.**

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 35
LOCATION:
MILEPOST: 67.8
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: EXTREME

PROJECT DESCRIPTION:

Leftover rock berm looks out of character, remove to open up vista. Do not spray clumps of fir beginning to grow along highway fill slope.

RAILROAD SIGNAL WIRES: ABOVE GROUND TO THE EAST.
UNDERGROUNDING PRIORITY EXTREME TO THE WEST.

.....
HIGHWAY: I-84
SITE NUMBER: 36
LOCATION: STANLEY ROCK QUARRY SITE
MILEPOST: 66.0
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Stop dumping asphalt, etc. in this location. Plant Cottonwoods, fir, or other plant material native to this zone on small flat at east edge of gravel parking area to screen lower portion of quarry site as seen from eastbound I-84. Paint fence at rest area flat black. Plant in highway right-of-way to screen fence. Break-up expanse of gravel at rest area with vegetated islands. Recreation site needs some work on access control, site development and vegetation management.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 119
LOCATION:
MILEPOST: 65.9 TO 67.8
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MASSIVE GEOLOGY WITH MIXED VEGETATION
PRIORITY: HIGH

PROJECT DESCRIPTION:

Remove barbed-wire fence. Perpetuate vegetation diversity in this area. Paint railroad structures at milepost 66.0 an earth-tone.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY CHANGES FROM
MODERATE TO HIGH AT MP 66.6.

.....
HIGHWAY: I-84
SITE NUMBER: 118
LOCATION: WEST EDGE OF HOOD RIVER
MILEPOST: 61.1
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: HOOD RIVER URBAN AREA
PRIORITY: HIGH

PROJECT DESCRIPTION:

The Meredith Motel sign is a discordant feature on this landscape. Consider measures to make it more visually compatible like redesigning with natural materials, reducing its height, etc.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 37
LOCATION:
MILEPOST: 60.6
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES .

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: MODERATE

PROJECT DESCRIPTION:
Eliminate reflector paddles; consider alternative methods for delineating islands/circulation, etc.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 38
LOCATION:
MILEPOST: 60.4
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: HIGH

PROJECT DESCRIPTION:
Stop using this site as spoils area. Remove piles of cinders and concrete median barriers. Eliminate turnout with earth berms and plantings of maple, fir, and/or other varieties native to this zone.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 39
LOCATION:
MILEPOST: 59.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: EXTREME

PROJECT DESCRIPTION:
Signal wires should be underground from this point west to MP 58.2.

RAILROAD SIGNAL WIRES: ABOVE GROUND TO THE EAST. UNDERGROUNDING PRIORITY
EXTREME TO THE WEST.

.....
HIGHWAY: I-84
SITE NUMBER: 117
LOCATION:
MILEPOST: 57.7
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: MODERATE

PROJECT DESCRIPTION:
Eliminate old fence, gate and access if possible. No apparent need for
fencing at this location.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 116
LOCATION:
MILEPOST: 57.3
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Remove old fence and gate on south side of highway. If necessary, relocate or replace with black pvc coated fencing.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 40
LOCATION:
MILEPOST: 57.0 TO 57.4
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Maintain dense stand of conifers on north side of I-84. This adds a desirable sence of an "enclosed landscape".

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 41
LOCATION:
MILEPOST: 56.5 TO 56.7
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: LOW

PROJECT DESCRIPTION:

Remove vegetation along north side of I-84 to provide filtered view of river at this location. Allow conifers to grow to maturity. Thin from below to maintain healthy basal area.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 42
LOCATION:
MILEPOST: 56.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Plant earth-berm guardrail terminus within "gore" area with low growing native shrubs (may require topsoil). Same with eastbound exit ramp gore point.

RAILROAD SIGNAL WIRES: ABOVE GROUND TO THE EAST. UNDERGROUNDING PRIORITY MODERATE TO THE WEST.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 43
LOCATION:
MILEPOST: 55.6
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: HIGH

PROJECT DESCRIPTION:
Paint railroad signal boxes an earth-tone.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE TO THE EAST, HIGH TO THE WEST.

.....
HIGHWAY: I-84
SITE NUMBER: 115
LOCATION:
MILEPOST: 54.9
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: MODERATE

PROJECT DESCRIPTION:
Clean up and replant landscaping between rest area and highway. Use taller shrubs along fence. Consider removing chain-link fence. If it must remain replace with black pvc coated material.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 44
LOCATION:
MILEPOST: 54.7 TO 55.1
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: EXTREME

PROJECT DESCRIPTION:

Install masonry face on the steel bin wall that is visible from SR 14. On the north side of the highway, between railroad and highway, remove conifers, except for an occasional clump of 2 or 3 trees. Allow low-growing groundcovers to fill-in.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

.....
HIGHWAY: I-84
SITE NUMBER: 114
LOCATION:
MILEPOST: 54.5
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: LOW

PROJECT DESCRIPTION:

Plant immediately in front of existing median barriers on south side of highway to screen them from view. Eliminate barbed wire fence west of concrete median barriers.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 113
LOCATION:
MILEPOST: 54.3
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **DENSE CONIFERS**
PRIORITY: **MODERATE**

PROJECT DESCRIPTION:

Relocate fence and gate back away from highway. Use black coated chain-link materials. Feather edge-effect of vegetation in front of sign on south side of highway.

RAILROAD SIGNAL WIRES: **UNDERGROUNDING PRIORITY HIGH.**

.....
HIGHWAY: I-84
SITE NUMBER: 45
LOCATION:
MILEPOST: 54.2
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: **DENSE CONIFERS**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Carefully remove deciduous vegetation to provide vista of Lancaster Falls for westbound traffic. Manage vegetation to perpetuate vista. (Not visible to eastbound travellers). Remove old fence and gate at MP 54.1. Use earth-berm and/or other natural barriers to eliminate vehicular access.

RAILROAD SIGNAL WIRES: **UNDERGROUNDING PRIORITY HIGH.**

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 46
LOCATION:
MILEPOST: 54.0
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION
MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Perpetuate conifer screen between the highway and Lindsay pond. Thin to promote full crowns. Remove whole trees to promote filtered view. Allow vegetated cut-bank to change naturally, even though trees are suppressed. Thinning, scalloping or feathering is not recommended.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

.....
HIGHWAY: I-84
SITE NUMBER: 47
LOCATION:
MILEPOST: 53.7
RECOMMENDED ACTIONS:

MITIGATION/VEGETATION

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Scallop edge of conifers on cutbank along south side of highway at sign location. Extend existing scallop-effect to the west. Do not thin these trees. Allow natural changes to occur. Eliminate fence and gate on south side of highway just south of Lindsay pond, if possible.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 112
LOCATION:
MILEPOST: 53.6
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Use an earthtone color paint on powerline towers on mountain south of highway visible to eastbound traffic near Lindsay pond.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

.....
HIGHWAY: I-84
SITE NUMBER: 111
LOCATION:
MILEPOST: 53.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

If possible remove gate and fence to state park. If gate is necessary, move it into conifers approximately 50 ft. south. Use black coated chain-link fencing. Plant groups of trees for screening within right of way west of existing gate.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY EXTREME.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 48
LOCATION:
MILEPOST: 53.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Stain concrete retaining wall an earth-tone. Apply seed-mix/hydro-mulch to gabion catch-wall above cut bank. Use shrub and herbaceous mix to try to conceal gabions. Paint railroad signal box.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY EXTREME.

.....
HIGHWAY: I-84
SITE NUMBER: 49
LOCATION:
MILEPOST: 52.1 TO 52.6
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: EXTREME

PROJECT DESCRIPTION:

Face steel crib walls with masonry or paint to blend with surroundings.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY EXTREME.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 50
LOCATION:
MILEPOST: 52.7 TO 52.8
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Paint railroad signal boxes and other structures. Remove barbed wire fence and gate (or relocate) on south side of highway, just west of Hood River/The Dalles sign.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY EXTREME.

.....
HIGHWAY: I-84
SITE NUMBER: 51
LOCATION:
MILEPOST: 52.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Paint highway right of way to screen structures of highway from view. Consider painting building an earth-tone. Screen pumphouse. At Wyeth exit, plant gore-point earth berm with low-growing native shrubs.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY EXTREME.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 52
LOCATION:
MILEPOST: 52.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Reduce size of powerline r/w and access road on powerline corridor southwest of Wyeth exit. Allow vegetation to grow in right of way. Top if necessary. Re-route access road or allow vegetative screening to grow on north side of road where visible from I-84 westbound.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY HIGH.

.....
HIGHWAY: I-84
SITE NUMBER: 110
LOCATION:
MILEPOST: 51.8 TO 52.2
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Continue "feathered edge" effect. Thin selectively within first 30 feet from drainage ditch or toe of slope to create irregular, free-form design openings resulting in a "feathered" appearance. Involve a landscape architect in this project. Leave alder and ferns where possible, for added species diversity.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY IS HIGH WEST OF MP 52.1 AND EAST OF MP 52.1.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 53
LOCATION:
MILEPOST: 49.8 TO 50.1
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Remove "slide area" sign, yellow light and powerline on north side of highway if no longer necessary. Allow vegetation to remain as-is at this location. (Natural changes okay).

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 54
LOCATION: WEIGH STATION
MILEPOST: 49.4
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Remove old weigh-station on eastbound lane including powerline, gate, fences, signs, light standards, etc. Totally obliterate site (remove asphalt concrete paving, scarify, seed and plant). Remove yellow pumphouse at MP 49.1, or at least paint it an earth-tone. Remove or relocate "grooved pavement" signs at MP 49.0, as they interfere with the scenic vista at the end of the tangent for westbound traffic. Consider removing "end slide area" signs if no longer in use. Remove slide area signs at MP 48.9 and all powerlines, etc.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 55
LOCATION:
MILEPOST: 48.8
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES .

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: EXTREME

PROJECT DESCRIPTION:

If possible remove railroad access gate, railings, etc. Clean up site.
Remove "slide area" cantilever sign over eastbound lane, if no longer applicable.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 109
LOCATION:
MILEPOST: 48.6
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Eliminate unimproved turnout on eastbound shoulder below rocky cliffs.
Scarify, add topsoil, plant trees and shrubs and hydroseed. Restrict
vehicles with subtle earth mounds and boulders. Remove guardrail
around "slide area" cantilever sign if sign and mount are removed.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 56
LOCATION:
MILEPOST: 48.3
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: **EXTREME**

PROJECT DESCRIPTION:

Clearcut section of dense conifers to permit vista of river. Maintain low-growing shrubs, and continue to cut conifers. (From eastern exit #47 sign to 500 feet east).

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 57
LOCATION:
MILEPOST: 47.7
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Create and maintain vista on north side of highway from "Exit 47" sign (western) 400 feet east. Clearcut vegetation in this section. Allow low-growing shrubs, but remove all trees.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 58
LOCATION:
MILEPOST: 47.3
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Consider removing upper "terrace" of old rock quarry site. Revegetate with low-growing shrubs and grasses. Use excess material to reshape cut banks by contouring. Remove scrubby vegetation between highway and railroad to enhance vista across mill-pond.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

.....
HIGHWAY: I-84
SITE NUMBER: 106
LOCATION:
MILEPOST: 46.8 TO 47.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Underground telephone line between Herman Creek Trailhead/guard station and milepost 47.2 on south side of highway.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY MODERATE.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 108
LOCATION:
MILEPOST: 47.7 TO 48.5
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Continue "feathered edge" effect as stated in site no. 107. Thin selectively within first 30 feet from drainage ditch or toe of slope to create irregular, free-form design openings resulting in a "feathered" appearance or "transition". Involve a landscape architect in this project. Leave alder and ferns where possible, for added species diversity.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 107
LOCATION:
MILEPOST: 47.5 TO 47.7
RECOMMENDED ACTIONS:

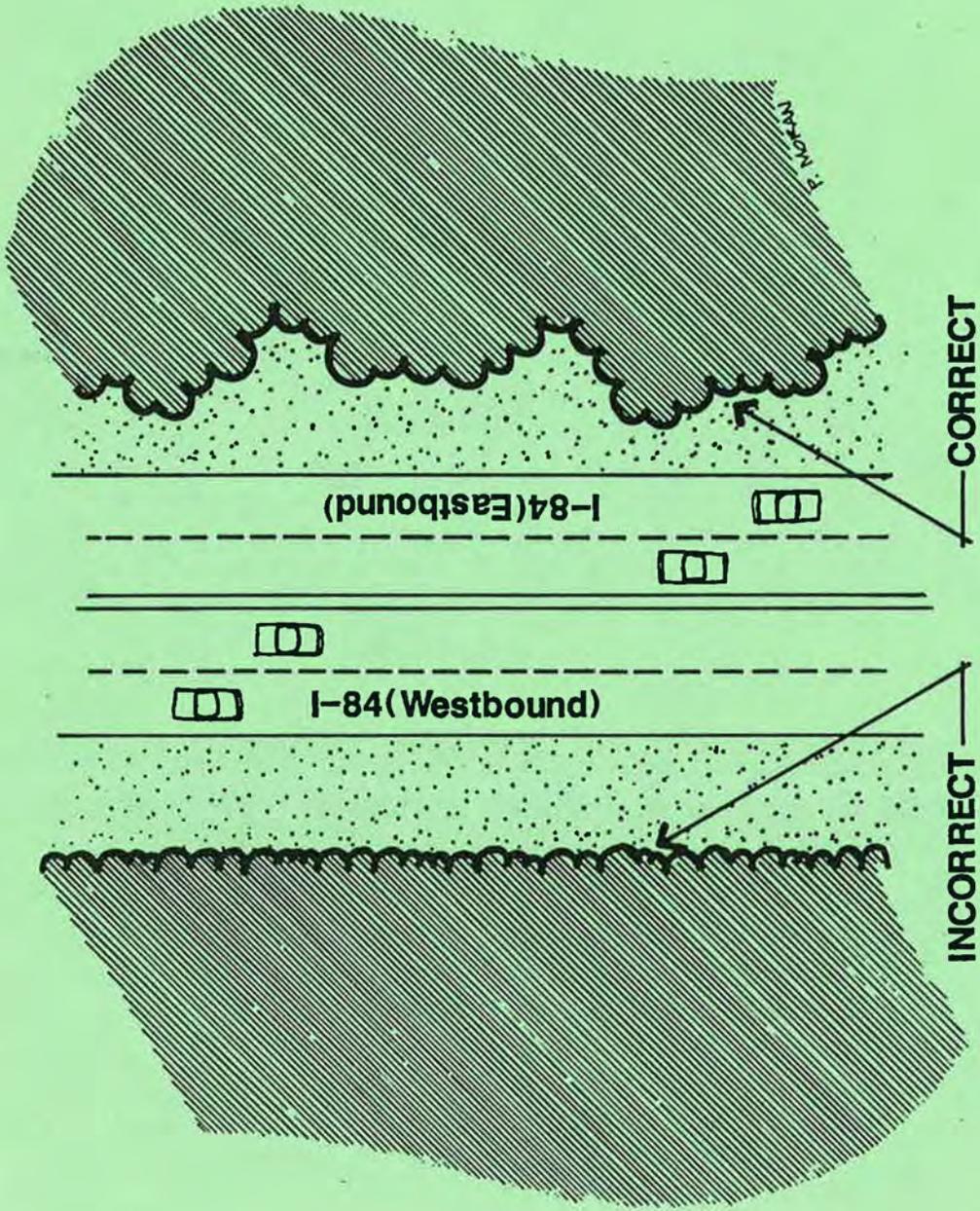
ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Perpetuate transitional. "Feathered edge" effect where young fir on the south side of the highway on cut-bank meet the highway. This is an excellent example of "feathering". Continue to "thin from below" while providing small openings to create an irregular edge-effect.

RAILROAD SIGNAL WIRES: ABOVE GROUND.



WHEN CLEARING EXISTING VEGETATION WITHIN THE HIGHWAY RIGHT-OF-WAY, PROVIDE A NATURAL IRREGULAR EDGE RATHER THAN A PRECISE STRAIGHT EDGE.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 105
LOCATION:
MILEPOST: 46.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Plant screening and view-filtering trees on both sides of powerline/substation right of way, but within highway right of way. Substation will still be visible, but not as strong a focal point. Maintain screening coniferous vegetation on north side of highway right of way, to screen large warehouse facility.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 104
LOCATION: OXBOW SALMON HATCHERY
MILEPOST: 45.9
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Plant conifers within highway right of way to screen views of Oxbow Salmon Hatchery, especially for westbound motorists. Consider painting buildings an earth-tone.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 103
LOCATION:
MILEPOST: 45.4
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Remove chain-link fence above trailer park on south side of highway.
Plant vegetative buffer along fill-slope to screen view of and from highway.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 59
LOCATION:
MILEPOST: 43.1
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: HIGH

PROJECT DESCRIPTION:

If possible, remove "grooved pavement" sign on westbound lane and "Patrolled by Aircraft" sign at MP 43.2.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 60
LOCATION:
MILEPOST: 42.3
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DENSE CONIFERS
PRIORITY: HIGH

PROJECT DESCRIPTION:
Replace white painted guardrail with galvanized.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 61
LOCATION:
MILEPOST: 42.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MODIFIED LANDSCAPE
PRIORITY: EXTREME

PROJECT DESCRIPTION:
Remove snow-poles on elevated highway. Remove "Grooved Pavement" signs
at both ends of elevated section.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 102
LOCATION:
MILEPOST: 41.9
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: MODIFIED LANDSCAPE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Obliterate old access road. Rip and Seed. Use earth mounds and existing boulders to eliminate vehicular access. Plant native trees in groups.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 101
LOCATION: CASCADE SALMON HATCHERY
MILEPOST: 41.7
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MODIFIED LANDSCAPE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Paint yellow building in foreground a darker color like the existing buildings to the south. Remove or relocate fence along eastbound highway on-ramp or replace with 4 foot black, coated chain-link. Replace white painted guardrails with galvanized.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 62
LOCATION:
MILEPOST: 41.3
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MODIFIED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Replace broken section of old historic highway or paint or texture back sides of steel members that are temporary in appearance. Remove field fence.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 63
LOCATION:
MILEPOST: 41.0
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: MODIFIED LANDSCAPE
PRIORITY: EXTREME

PROJECT DESCRIPTION:

Protect and perpetuate large old-growth Douglas Fir. Remove and manage to eliminate alders that are beginning to block view of Douglas Fir just west of largest trees. Install guardrail to eliminate need to remove big trees.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 64
LOCATION: BONNEVILLE
MILEPOST: 40.8
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: MODIFIED LANDSCAPE
PRIORITY: LOW

PROJECT DESCRIPTION:

Plant drifts of native wildflowers along open grassy area that provides vista of Bonneville Power plant. Perpetuate open meadow indefinitely.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 65
LOCATION:
MILEPOST: 40.6
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MODIFIED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Obliterate old roadbed in meadow area south of highway across from exit "40" (westbound). Remove reflector paddles in gore-area (at Exit 40). Remove old plywood outhouse in meadow. Eliminate barbed-wire fence or relocate from highway right-of-way to back-side of meadow. Plant drifts of native wildflowers in meadow.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 66
LOCATION:
MILEPOST: 40.4
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: MODIFIED LANDSCAPE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Plant drainage structures (horizontal wells?) on cut-bank. (Use dark green or flat-black). Use low-growing shrubs to soften visual impact. Paint pvc (ground lead" on utility pole above slope.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 67
LOCATION:
MILEPOST: 38.9 TO 39.4
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: MODIFIED LANDSCAPE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Plant median strip with groups of conifers to soften visual effect from SR 14. Enhance view of river from highway by removing dead-top trees and understory alder, etc. Small clearcuts about 200-300 feet long are recommended.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY LOW.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 68
LOCATION:
MILEPOST: 38.1
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **EXTREME**

PROJECT DESCRIPTION:

Remove alders and other vegetation at north edge of grassy "plateau to permit vista from highway to Beacon Rock. Vista clearing should be 200-300 feet long. "Scenic Loop" sign should be moved west to other side of plateau.

RAILROAD SIGNAL WIRES: **UNDERGROUNDING PRIORITY LOW.**

.....
HIGHWAY: I-84
SITE NUMBER: 69
LOCATION:
MILEPOST: 37.9
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Carefully remove some screening vegetation to enhance view of McCord Creek Falls. Remove alders to permit longer-duration views.

RAILROAD SIGNAL WIRES: **UNDERGROUNDING PRIORITY LOW TO THE EAST,
ABOVE GROUND TO THE WEST.**

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 70
LOCATION: WARRENDALE AND DODSON
MILEPOST: 36.6 TO 37.0
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: DOMINANT LANDFORMS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Appears to be an "urban area". Screening is not realistic. Encourage landowners to use earth-toned paint. Remove all unnecessary structures. Remove barbed wire fence on south side of eastbound lane along frontage road.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 71
LOCATION:
MILEPOST: 35.9
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: DOMINANT LANDFORMS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Consider removing vacant structures and restoring site to a natural appearance.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 72
LOCATION:
MILEPOST: 35.6
RECOMMENDED ACTIONS:

ENHANCEMENT/STRUCTURES

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORM**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Preserve pastoral landscape on south side of highway. White color of structures seems quite appropriate for this landscape character type and should be maintained if possible. Manage vegetation along right of way to preserve view of pastoral scene.

RAILROAD SIGNAL WIRES: **ABOVE GROUND.**

.....
HIGHWAY: I-84
SITE NUMBER: 100
LOCATION:
MILEPOST: 35.2 TO 37.6
RECOMMENDED ACTIONS:

**ENHANCEMENT/VEGETATION
MITIGATION/STRUCTURES**

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **MODERATE**

PROJECT DESCRIPTION:

Remove fences on south side of highway between milepost 35.2 and 37.6 where visible from the highway. Plant shrubs and other species around existing firs in mowed lawn area at 35.3 on south side of highway. Discontinue pruning of these fir.

RAILROAD SIGNAL WIRES: **ABOVE GROUND.**

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 73
LOCATION:
MILEPOST: 34.1 TO 34.5
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **MODERATE**

PROJECT DESCRIPTION:

Provide two filtered vistas for a stretch along the north side of highway each approximately 500 to 700 feet long. Thin from below remove approximately 50 percent of existing stems. Use "group selection" technique.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 99
LOCATION: HORSETAIL FALLS
MILEPOST: 33.8 TO 34.2
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **MODERATE**

PROJECT DESCRIPTION:

Maintain existing vista of Horsetail Falls by removing encroaching cottonwoods in existing swampy opening due north of the falls and at the immediate base of the falls. Feather vegetation back towards highway in either direction to maximize opening without negatively impacting the historic highway. Maintain every 5 years or less.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 75
LOCATION:
MILEPOST: 33.1
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
SPRIORITY: **MODERATE**

PROJECT DESCRIPTION:
Paint rock slide detector posts earth-tone.

RAILROAD SIGNAL WIRES: **ABOVE GROUND TO THE EAST.**
UNDERGROUNDING PRIORITY MODERATE TO THE WEST.

.....
HIGHWAY: I-84
SITE NUMBER: 98
LOCATION:
MILEPOST: 32.2 TO 32.8
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:
Remove old red and white fence. Paint rock-fall detectors along railroad.

RAILROAD SIGNAL WIRES: **UNDERGROUNDING PRIORITY CHANGES FROM HIGH TO MODERATE AT MP 32.2.**

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 74
LOCATION:
MILEPOST: 32.0 TO 33.7
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **EXTREME**

PROJECT DESCRIPTION:

Manage fill-slope vegetation to provide open vista of river.
Occasional clumps of 15 to 20 conifers are desirable. Remove conifers
when they become screening elements rather than "enframing". Do not
prune trees or top trees. Remove whole trees.

RAILROAD SIGNAL WIRES: **UNDERGROUNDING PRIORITY HIGH WEST OF MP
32.0, MODERATE FROM MP 32.2 - MP 33.1 AND ABOVE GROUND EAST
OF MP 33.1.**

.....
HIGHWAY: I-84
SITE NUMBER: 76
LOCATION: **JUST EAST OF MULTNOMAH FALLS**
MILEPOST: 31.8
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

**Underground railroad signal lines to emphasize historic highway
structure.**

RAILROAD SIGNAL WIRES: **UNDERGROUNDING PRIORITY HIGH.**

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 77
LOCATION:
MILEPOST: 31.0 TO 32.0
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **MODERATE**

PROJECT DESCRIPTION:

Manage vegetation between highway and river within Multnomah Falls parking lot vicinity as a dense screen. Focus viewer attention on the falls rather than on the river. Eliminate "busy" appearance or confusion/distraction for motorists. Remove old fence from Multnomah Falls to MP 30.6. Underground powerline on south side of highway from Multnomah Falls to MP 29.4. Note: Multnomah Falls is a separate project not covered in this analysis.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY IS ABOVE GROUND WEST OF MP 31.6 AND HIGH EAST OF MP 31.6.

.....
HIGHWAY: I-84
SITE NUMBER: 97
LOCATION: **BENSON LAKE**
MILEPOST: 30.4
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **MODERATE**

PROJECT DESCRIPTION:

Manage deciduous vegetation on south side of highway at Benson Lake to promote views of the lake. As vegetation grows, remove groups of smaller trees about every 5 to 10 years.

RAILROAD SIGNAL WIRES: **ABOVE GROUND.**

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 96
LOCATION:
MILEPOST: 30.1 TO 30.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

If possible remove old railroad fence and gate. If necessary, relocate closer to railroad and use black coated, 4 foot chain-link fence.

RAILROAD SIGNAL WIRES: **ABOVE GROUND.**

.....
HIGHWAY: I-84
SITE NUMBER: 95
LOCATION:
MILEPOST: 29.2 TO 29.4
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Remove old fence on south side of highway or replace with black, coated, 4 foot, chain link fencing. Relocate closer to railroad if really needed. Manage deciduous vegetation on south side of highway to provide screening of railroad.

RAILROAD SIGNAL WIRES: **ABOVE GROUND FROM MP 29.2 EAST.**

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 94
LOCATION:
MILEPOST: 28.2 TO 28.4
RECOMMENDED ACTIONS:

MITIGATION/VEGETATION

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Remove trees that have been topped in order to provide river-views from hillside homes and look unnatural. Leave younger, healthy trees. Removal of a few of the larger trees every 5-10 years would be preferable to topping. Remove all logs and debris immediately after cutting trees.

RAILROAD SIGNAL WIRES: **UNDERGROUNDING PRIORITY MODERATE.**

.....
HIGHWAY: I-84
SITE NUMBER: 79
LOCATION:
MILEPOST: 27.9
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **EXTREME**

PROJECT DESCRIPTION:

Consider eliminating old mill structures and/or extending vegetated buffer between mill and highway. Enhance view of Bridal Veil Falls by removing group of conifers northeast of falls, thinning pine and other screening vegetation. Paint fence around rocky cliffs at Bridal Veil Falls State park. Use dark gray or brownish gray on portions seen from highway.

RAILROAD SIGNAL WIRES: **UNDERGROUNDING PRIORITY MODERATE.**

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 78
LOCATION:
MILEPOST: 26.9 TO 31.0
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Remove cottonwoods between river and highway to provide rotating vistas of the river. Create or perpetuate clear openings between 200 and 400 feet long. Provide between 7 and 10 openings in this section. Leave existing groups of conifers where practical. Leave shrub-species unless they negatively effect views of the river. Remove whole trees rather than topping. Remove trees carefully, do not deck logs (hot-load only). Do not create vista openings where the vegetated zone is wider than 28 feet between the highway and the river. Openings must be marked and cutting supervised by a qualified landscape architect.

RAILROAD SIGNAL WIRES: **UNDERGROUNDING PRIORITY IS ABOVE GROUND**

WEST OF MP 27.2, MODERATE FROM MP 27.2 TO MP 27.4, ABOVE GROUND FROM MP 27.4 TO MP 27.8, MODERATE FROM MP 27.8 TO MP 29.2, AND BACK TO ABOVE GROUND EAST OF MP 28.2.

.....
HIGHWAY: I-84
SITE NUMBER: 93
LOCATION:
MILEPOST: 26.2 TO 26.5
RECOMMENDED ACTIONS:

MITIGATION/VEGETATION

LANDSCAPE CHARACTER TYPE: **OPEN DECIDUOUS**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Remove hazardous older cottonwoods that could fall onto highway. Allow openings they create to regenerate naturally. Do not remove trees that are sound. Slope-cut stumps on grade (flush), remove logs immediately. Extend existing opening in cottonwoods on south side of highway to permit better view of historic bridge on the historic highway. Maintain this vista opportunity by removing whole trees approximately every 5-10 years. Opening is located at MP 26.4 to MP 26.5.

RAILROAD SIGNAL WIRES: **ABOVE GROUND.**

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 92
LOCATION:
MILEPOST: 25.7
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: OPEN DECIDUOUS
PRIORITY: LOW

PROJECT DESCRIPTION:

Enhance view of wetlands south of highway by clearing and maintaining one or two openings at this location.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

.....
HIGHWAY: I-84
SITE NUMBER: 80
LOCATION:
MILEPOST: 24.7 TO 26.9
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OPEN DECIDUOUS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Encourage deciduous shrubs and trees on cut-bank north of highway. Pines look out of character, but should not be removed. Either remove, relocate red/white barbed-wire fence from milepost 24.7 to 26.9 or replace with black coated chain-link fence 48" high.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 91
LOCATION:
MILEPOST: 24.4
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Provide 2 to 3 openings through the screen of cottonwoods at the toe of the highway slope (on the south side) to enhance views of the lake and permit glimpses of watchable wildlife. Openings should be spread out between milepost 24.4 and 24.7 and should rotate as vegetation fills in through time.

RAILROAD SIGNAL WIRES: **ABOVE GROUND.**

.....
HIGHWAY: I-84
SITE NUMBER: 90
LOCATION:
MILEPOST: 24.3
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **LOW**

PROJECT DESCRIPTION:

Replace gate and fence at railroad access point with 4 foot black, coated chain-link fence that ties into guardrail system at both ends. Completely remove old fence and gate, and "Railroad/Private Property" sign, if possible.

RAILROAD SIGNAL WIRES: **ABOVE GROUND.**

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 81
LOCATION:
MILEPOST: 23.8 TO 24.2
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **MODERATE**

PROJECT DESCRIPTION:

Plant native shrub and tree species along north side of highway to eliminate the "strip" effect of the cottonwoods at the toe of the fill slope. Remove groups of existing cottonwoods to help reduce the "wall" effect they create.

RAILROAD SIGNAL WIRES: **ABOVE GROUND.**

.....
HIGHWAY: I-84
SITE NUMBER: 89
LOCATION:
MILEPOST: 23.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

At overlook site consider replacing some of the red wrong way signs with one-way tire punctures on some other alternative.

RAILROAD SIGNAL WIRES: **ABOVE GROUND.**

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 82
LOCATION:
MILEPOST: 23.4 TO 24.7
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: **DOMINANT LANDFORMS**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Preserve and/or perpetuate open views of river in this section. Remove deciduous trees when they become tall enough to block views toward river. Leave 3 to 5 small groups of trees to enframe views.

RAILROAD SIGNAL WIRES: **ABOVE GROUND EAST OF MP 23.6.**

.....
HIGHWAY: I-84
SITE NUMBER: 83
LOCATION:
MILEPOST: 23.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **OPEN DECIDUOUS**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Either remove or replace railroad access gate with black pvc coated link (48" high) fence and gate (from 23.0 to 23.3). Paint signal boxes. Power pole is discordant on this landscape. Paint pvc pipe and guys dark brown or flat black. (relocate if possible).

RAILROAD SIGNAL WIRES: **UNDERGROUNDING PRIORITY LOW TO THE WEST AND MODERATE TO THE EAST.**

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 84
LOCATION:
MILEPOST: 22.6
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OPEN DECIDUOUS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Remove or replace barbed-wire fence on south side of highway.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY LOW.

.....
HIGHWAY: I-84
SITE NUMBER: 88
LOCATION:
MILEPOST: 22.4 TO 22.6
RECOMMENDED ACTIONS:

ENHANCEMENT/VEGETATION

LANDSCAPE CHARACTER TYPE: OPEN DECIDUOUS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Plant highway right of way (between railroad and highway) with low to medium height native-appearing shrub species. (Do not block view of the Chinook Inn) Start at on-ramp in front of Chinook Inn, east to milepost 22.6.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY LOW.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 85
LOCATION:
MILEPOST: 20.4 TO 22.0
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: OPEN DECIDUOUS
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Promote and/or create vistas through the strip of trees in this zone. Provide between 4 and 6 openings that are 150 to 400 feet long. (Openings may rotate through time). Old rows of pilings are interesting focal points. Remove groups of young fir trees that block vistas.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY IS ABOVE GROUND
WEST OF MP 20.5 AND LOW EAST OF MP 20.5.

.....
HIGHWAY: I-84
SITE NUMBER: 86
LOCATION:
MILEPOST: 20.2
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: OPEN DECIDUOUS
PRIORITY: HIGH

PROJECT DESCRIPTION:

Consider a less obtrusive method to mark the drainage collector than the over abundance of yellow reflector paddles. Perhaps vegetative plantings or guard rails. Paint railroad signal boxes and other facilities between milepost 18.8 and milepost 20.2. Remove railroad right of way fence between MP 18.9 and 20.2.

RAILROAD SIGNAL WIRES: ABOVE GROUND.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: I-84
SITE NUMBER: 87
LOCATION:
MILEPOST: 18.8
RECOMMENDED ACTIONS:

ENHANCEMENT/RECREATIONAL OPPORTUNITY

LANDSCAPE CHARACTER TYPE: OPEN PASTORAL
PRIORITY: LOW

PROJECT DESCRIPTION:

Lacks sense of arrival at entrance/exit to the national scenic area. Subtle message needed here, like undergrounding utilities, native plantings behind signs, elimination of unnecessary reflector paddles, signs, etc. Promote open, pastoral landscape. Do not develop any facilities in open meadows.

RAILROAD SIGNAL WIRES: UNDERGROUNDING PRIORITY LOW.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 1
LOCATION: JUNCTION WOODARD ROAD
MILEPOST: 2.6
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: RIVERSIDE RESIDENTIAL
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Structures at this location are visually discordant. Consider painting and/or improving.

.....

HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 2
LOCATION: TIPPY CANOE
MILEPOST: 3.6
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: RIVERSIDE RESIDENTIAL
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Consider following one architectural style on the building, (i.e. shiplap siding), something to tie the building together. The "neon look" seems inappropriate for an historic highway. Planting islands would help to soften the wall in front of the building. Consider a new sign, store-front door, etc. Could tie into falls across the highway.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: **HISTORIC HIGHWAY**
SITE NUMBER: **3**
LOCATION: **BIG BEND**
MILEPOST: **4.0**
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **RIVERSIDE RESIDENTIAL**
PRIORITY: **MODERATE**

PROJECT DESCRIPTION:

Consider removing building if no longer in use. If building remains, clean up by removing all signs.

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HIGHWAY: **HISTORIC HIGHWAY**
SITE NUMBER: **4**
LOCATION: **SPRINGDALE JOB CORPS CENTER**
MILEPOST: **5.6 TO 5.8**
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **RIVERSIDE RESIDENTIAL**
PRIORITY: **MODERATE**

PROJECT DESCRIPTION:

Outside scenic area; however, fence could be set back in the woods, painted or replaced to improve visual quality.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 5
LOCATION: CROWN POINT
MILEPOST: 11.3
RECOMMENDED ACTIONS:

MITIGATION/VEGETATION

LANDSCAPE CHARACTER TYPE: STEEP FORESTED GORGE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Consider phasing out ornamental juniper with a more appropriate native species.

.....

HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 6
LOCATION: JUST WEST OF LATOURELLE
MILEPOST: 13.0
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: STEEP FORESTED GORGE
PRIORITY: LOW

PROJECT DESCRIPTION:

Do not install barriers in grassy inside radius of road curve that do not appear to be consistent with historic theme.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 7
LOCATION: SHEPHERD'S DELL BRIDGE
MILEPOST: 14.8 TO 15.0
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: STEEP FORESTED GORGE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Selectively remove vegetation to open up vistas out and also so the historic bridge structure can be seen from I-84. Some large trees should be left for a sense of scale and view enframement.

.....

HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 8
LOCATION: ABOVE BRIDAL VEIL MILL
MILEPOST: 15.9 TO 16.2
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: STEEP FORESTED GORGE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Selectively thin and remove existing vegetation to open up vistas above Bridal Veil Mill. Leave some larger trees for enframed views. This has the added benefit of improving the view of the historic highway from I-84.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: **HISTORIC HIGHWAY**
SITE NUMBER: **9**
LOCATION: **JUST WEST OF BRIDAL VEIL INTERCHANGE**
MILEPOST: **16.3**
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **STEEP FORESTED GORGE**
PRIORITY: **MODERATE**

PROJECT DESCRIPTION:

Consider removing the unoccupied white house on the north side of the highway just west of Bridal Veil interchange or restoring with original colors and textures.

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HIGHWAY: **HISTORIC HIGHWAY**
SITE NUMBER: **10**
LOCATION: **BRIDAL VEIL INTERCHANGE**
MILEPOST: **16.7**
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: **STEEP FORESTED GORGE**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Berm island - redesign intersection as a "T". Design and construct trailhead - looks like it just evolved. Eliminate signs (i.e.: log trucks). Remove barriers wherever they are not needed.

SCENIC CORRIDOR STUDY SITES.

HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 11
LOCATION: EITHER END OF BRIDAL VEIL GENERAL MANAGEMENT AREA
MILEPOST: 16.7 TO 17.2
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: STEEP FORESTED GORGE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Provide historic signs to both entrances of Bridal Veil residential area to help identify this as a residential area. Consider giving the existing restaurant building a more historic look in its sign design, colors and building materials. Clean up RV parking areas. Encourage home owners to use natural colors. Red house east of Bridal Veil would be more visually appropriate painted in a earth-tone.

.....

HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 12
LOCATION: ADJACENT TO BENSON LAKE, WEST OF WAKKEENA FALLS
MILEPOST: 18.8
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: CLIFF BASE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Stop debris dumping at this site. Do general clean-up including removing existing debris piles, pruning vegetation, etc. Remove rock fall detector if no longer necessary through this area.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 13
LOCATION: NATIONAL FOREST ENTRANCE SIGN
MILEPOST: 18.9
RECOMMENDED ACTIONS:

ENHANCEMENT/STRUCTURES

LANDSCAPE CHARACTER TYPE: CLIFF BASE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Replace "family of shapes" Forest Service signs with historic, routed wood, heavy plank signs. (i.e.: replace with old historic shields). Investigate using original rock sign post located east of family shapes sign.

.....

HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 14
LOCATION: MULTNOMAH FALLS
MILEPOST: 19.8
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: CLIFF BASE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Replace fence with people control instead of cattle control, i.e.: split rail, a 4 ft. chain link fence (flat black), vegetative screen, or a combination of these. Plant a screen between the old highway and the railroad. Eliminate rock fall detectors or at a minimum cut post tails off flush with top wire.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 15
LOCATION: BENSON STATE PARK
MILEPOST: 20.7 TO 21.4
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: CLIFF BASE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Create vistas of river - 3-4 openings 200-300 ft. in length, however, do not take more than 30 percent of the larger trees (16" DBH and larger) during initial treatment. (A landscape architect should make the decisions on which trees to cut). Protect vistas so that when trees grow through time vista will be maintained.

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HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 16
LOCATION: JUST WEST OF ONEONTA GORGE
MILEPOST: 21.6
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: CLIFF BASE
PRIORITY: EXTREME

PROJECT DESCRIPTION:

Eliminate highway maintenance storage yard/dump site. Redesign railroad access road to a "T" intersection. Remove shoulder, bring ditch straight along the roadside. Waste site needs to be recontoured and seeded.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: **HISTORIC HIGHWAY**
SITE NUMBER: **17**
LOCATION: **HORSETAIL FALLS**
MILEPOST: **22.1 TO 22.5**
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **CLIFF BASE**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Eliminate rock fall detectors just east of Horsetail Falls, if possible. Replace tall shrubs in planters at Horsetail Falls parking area with low-growing native species like mahonia, sword ferns, etc. to improve site distance.

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HIGHWAY: **HISTORIC HIGHWAY**
SITE NUMBER: **18**
LOCATION: **AINSWORTH STATE PARK**
MILEPOST: **22.9**
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: **CLIFF BASE**
PRIORITY: **HIGH**

PROJECT DESCRIPTION:

Replace toilet building at state park with historic architecture or as a minimum paint it a dark brown. (Same as sign color). Change concave roof structure.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: **HISTORIC HIGHWAY**
SITE NUMBER: **19**
LOCATION: **ELOWAH FALLS TRAILHEAD**
MILEPOST:
RECOMMENDED ACTIONS:

RECREATIONAL/OPPORTUNITY

LANDSCAPE CHARACTER TYPE: **CLIFF BASE**
PRIORITY: **MODERATE**

PROJECT DESCRIPTION:

Relocate Beacon Rock interpretive sign to other side of parking or eliminate it. Build vegetative island and place sign. Consider traffic separator island.

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HIGHWAY: **HISTORIC HIGHWAY**
SITE NUMBER: **20**
LOCATION: **HOOD RIVER TO ROAD CLOSURE**
MILEPOST:
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: **CLIFF PLATEAU**
PRIORITY: **EXTREME**

PROJECT DESCRIPTION:

Phase out current rock source mining. Remove all associated facilities and machinery - recontour and revegetate. Develop vista points with a master plan.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 21
LOCATION: MEMALOOSE OVERLOOK
MILEPOST: 3.2
RECOMMENDED ACTIONS:

RECREATIONAL/OPPORTUNITY

LANDSCAPE CHARACTER TYPE: CLIFF PLATEAU
PRIORITY: EXTREME - BOULDERS, CLEAN-UP
MODERATE - SITE PLAN

PROJECT DESCRIPTION:

Clean up dumping over cliff - old couch, etc. Place large rocks to barricade traffic - short term. Provide site plan to redevelop area - long term. Improve sight distance - possibly relocate parking area. Interpretive signing would be interesting with an historic theme.

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HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 28
LOCATION:
MILEPOST: 5.4
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: CLIFF PLATEAU
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Relocate satellite dish or at least paint (flat black or earth-tone).

SCENIC CORRIDOR STUDY SITES

HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 22
LOCATION: TOM MCCALL PRESERVE - ROWENA OVERLOOK
MILEPOST: 6.5
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: CLIFF PLATEAU
PRIORITY: LOW

PROJECT DESCRIPTION:

Remove or redesign style to make it more accessible. Consider relocating fence around interpretive signs. The airplane hanger on the horizon (in the distance looking north) breaks up the skyline. Consider repainting structure.

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HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 23
LOCATION:
MILEPOST: 7.6
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: CLIFF PLATEAU
PRIORITY: HIGH

PROJECT DESCRIPTION:

Need rehabilitation plan for state rock pit. Entire rock pit is visible from overlook and sections of the historic highway. Stop dumping. Reshape to natural contours and replant native vegetation, such as pine.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 24
LOCATION: EAST END TOOLEY LAKE
MILEPOST:
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: CLIFF BASE OAK, PINE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Remove, redesign, or at least paint existing bus shelter. Reclaim existing gravel quarry site. Regrade and revegetate, seed with native grasses.

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HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 27
LOCATION: PINWOOD MOBILE HOME PARK
MILEPOST: 13.8
RECOMMENDED ACTIONS:

MITIGATION/STRUCTURES

LANDSCAPE CHARACTER TYPE: CLIFF BASE OAK, PINE
PRIORITY: HIGH

PROJECT DESCRIPTION:

Consider installing 6-8 foot fence in a meandering pattern with plant groupings in front of it to soften view of mobile home park.

SCENIC CORRIDOR STUDY SITES

HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 25
LOCATION:
MILEPOST: 14
RECOMMENDED ACTIONS:

MITIGATION/EXISTING USE

LANDSCAPE CHARACTER TYPE: CLIFF BASE OAK, PINE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Stop debris dumping - reclaim existing rock source. Regrade, and revegetate, seed with native grasses.

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HIGHWAY: HISTORIC HIGHWAY
SITE NUMBER: 26
LOCATION:
MILEPOST: 14.7
RECOMMENDED ACTIONS:

ENHANCEMENT/VISTA

LANDSCAPE CHARACTER TYPE: CLIFF BASE OAK, PINE
PRIORITY: MODERATE

PROJECT DESCRIPTION:

Create an entrance to the city. Limit commercial development in this area. Keep open space/pastoral feel.

CORRIDOR SITE MAP

45° 52' 30" + 122° 30' 00"

Columbiana Nation CORRIDOR SITE PRIORITY

-  EXTREME PRIORITY SITE  SITE N
-  HIGH PRIORITY SITE  SITE N
-  MODERATE PRIORITY SITE  SITE N
-  LOW PRIORITY SITE
-  LANDSCAPE CHARACTER DIVISIONS •
-  1/4 MILE TRANSPORTATION BUFFER
-  COUNTY BOUNDARIES
-  SCENIC AREA BOUNDARY
-  SMA/GMA BOUNDARIES
-  HIGHWAYS WITHIN STUDY

• LANDSCAPE CHARACTER WITHIN 1/4 MILE BUFFER - LINES EXTEN

