Battle Ground Lake State Park is a 280-acre camping park. The lake itself is of volcanic origin and is considered to be a smaller version of Crater Lake in Oregon.

Well used 1.5 mile equestrian trail system.

Retail services at Heisson Store. Division between freight and scenic rail operators.

Existing (approx.) 50' trestle

Walk/bike in campsites in Battle Ground Lake State Park

Short section of siding appears to be unused

Steep side slopes

Mile Post-16 to NE 249th Street

Right side of track
Both sides feasible. Dangerous intersection at entrance to Battle Ground State Park at 249th St & 182nd St.

Battle Ground Lake State Park
Coordinate trail and trailhead development within BGLSP to provide multi-use trail connections.

Heisson to Mile Post-19

Right side of track
No permitted crossings between NE 182nd and Mile Post-22. Right side provides more options for trail on uphill side slope.

NE 295th Street to Heisson

Left side of track
Either side feasible. Road on left side provides good access.

182nd Street to 259th Street

Left side of track
Creates better connection with Battle Ground State Park.

Mid-block Crossing of NE 182nd Street

Right side of track
Divert to combined driveway 75ft north of crossing. Return to ROW and cross tracks to left side.

NE 249th St to NE 182nd Ave

Right side of track
Both sides feasible.

Legend

- Schools
- Chelatchie ROW
- Major Roads
- Trails
- Bikeways
- Water
- Public Lands
- Taxlots
- Wetland
- Potential Access (both/three side)
**Milestone Post-19 to Mile Post-21**

**Alternative A:**
Right side of track
Alignment on steep uphill side provides construction access from within right-of-way. May include cutting, blasting, cantilevered structure in rock face and aligning above face of rock.

**Alternative B:**
Left side of track
Cross track near Basket Creek (MP20.5) to run on left side for access to Lucia Falls Regional Park. Cliffs and very steep slopes both sides. Downhill side construction would require filling, retaining or cantilever structure.

Legend:
- Schools
- Chelatchie ROW
- Major Roads
- Trails
- Bikeways
- Water
- Public Lands
- Taxlots
- Wetland
- Potential Access (both/one side)
Mile Post-21 to Mile Post-22
(or Hantwick Rd.)

**Alternative A:**
Right side of track
Alignment on steep uphill side has more options. The last quarter mile of MP-21 is relatively flat in the ROW.

**Alternative B:**
Left side of track
Access to attractions in Lucia Falls Regional Park. Requires new crossing permit and construction on downhill side of track in steep area.

Existing trail and trailhead at East Fork Lewis River Greenway, Moulton Falls State Park. On-grade crossing at Hantwick Rd.

Mile Post-22 to Moulton Falls Co Park

**Alternative A:**
East Fork Lewis River Greenway Trail
Use existing 10' paved trail from Hantwick Rd. Trailhead.

Paved trail surface ends and is a soft surface 10' dirt trail from here.
**Legend**

- **Schools**
- **Chelatchie ROW**
- **Major Roads**
- **Trails**
- **Bikeways**
- **Water**
- **Public Lands**
- **Taxiots**
- **Wetland**
- **Potential Access**

**Moulton Falls Regional Park**

**Alternative A (Preferred Alignment):**
Lewis River Greenway (soft surface) trail to right fork after wooden bridge, to existing ladder crosswalk at Lucia Falls Rd, and then on left side of Lucia Falls Rd to right side of railroad ROW at approx. MP-24.8. Requires moderate grading.

**Alternative B:**
Same alignment as A until the ladder crosswalk across Lucia Falls Rd. Continue across steep and narrow singletrack path across Big Tree Creek to railroad ROW and around Moulton Falls Station. Continue on right side of railroad. Requires widening and paving path, extensive grading and a new bridge at Big Tree Creek.

**Alternative C:**
Same alignment as A until just past wooden bridge. Take left fork which reaches existing 4’ wide foot bridge across Big Tree Creek and a ladder crosswalk across Lucia Falls Rd. Pick up the existing single track that winds steeply up and connects with (Alternative B). Requires widening and paving the path, extensive grading and reconstructing 4’ bridge across creek.
Moulton Falls Regional Park

Alternative A (Preferred Alignment):
Lewis River Greenway (soft surface) trail to right fork after wooden bridge, to existing ladder crosswalk at Lucia Falls Rd., and then on left side of Lucia Falls Rd to right side of railroad ROW at approx. MP-24.8. Requires moderate grading.

Alternative B:
Same alignment as A until the ladder crosswalk across Lucia Falls Rd. Continue across steep and narrow singletrack path across Big Tree Creek to railroad ROW and around Moulton Falls Station. Continue on right side of railroad. Requires widening and paving path, extensive grading and a new bridge at Big Tree Creek.

Alternative C:
Same alignment as A until just past wooden bridge. Take left fork which reaches existing 4’ wide foot bridge across Big Tree Creek and a ladder crosswalk across Lucia Falls Rd. Pick up the existing single track that winds steeply up and connects with (Alternative B). Requires widening and paving the path, extensive grading and reconstructing 4’ bridge across creek.
Yacolt Rd. to Amboy Rd.

Left side of track:
After crossing Yacolt Rd., stay straight and on left side of rarely/never used spur that ends at the entrance to Town Well Park. Alignment will be adjacent to gravel/entry road into park and rejoin railroad ROW for potential trailhead location. Tight but relatively flat ROW except for very steep slope of balast covering Cedar Creek culvert. Will require supported structure and/or fill or alignment following grade down to creek which will require a bridge.

Yacolt (to Yacolt Rd.)

Left side of track
Flat, open parkway with ample ROW between road and railroad except around railroad station. Very narrow between station and track so consider moving structure or aligning trail behind station and/or in road ROW for very short distance.
MP-32 to End of the Line

Right side of track
Moderately steep side slopes in some areas. Uphill location simplifies construction staging. Left side encounters utility poles and encroachments.

Legend
- Schools
- Chelatchie ROW
- Major Roads
- Trails
- Bikeways
- Water
- Public Lands
- Taxlots
- Wetland
- Potential Access (both sides)

MP-32 to End of the Line

Alternative A:
Connection to Yale Bridge Road
Utilize permitted private crossing to exit rail corridor.

Alternative B:
Develop trailhead at end of line. Narrow ROW and lacks road access.

USFS Ranger Station
Mt. St. Helens National Volcanic Monument

End-of-the-line. Rail yard, shops, boneyard, no services.