

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.

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.

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

Existing equestrian trailhead

Battle Ground Lake State Park

NE 259th 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.

Heisson to Mile Post-19

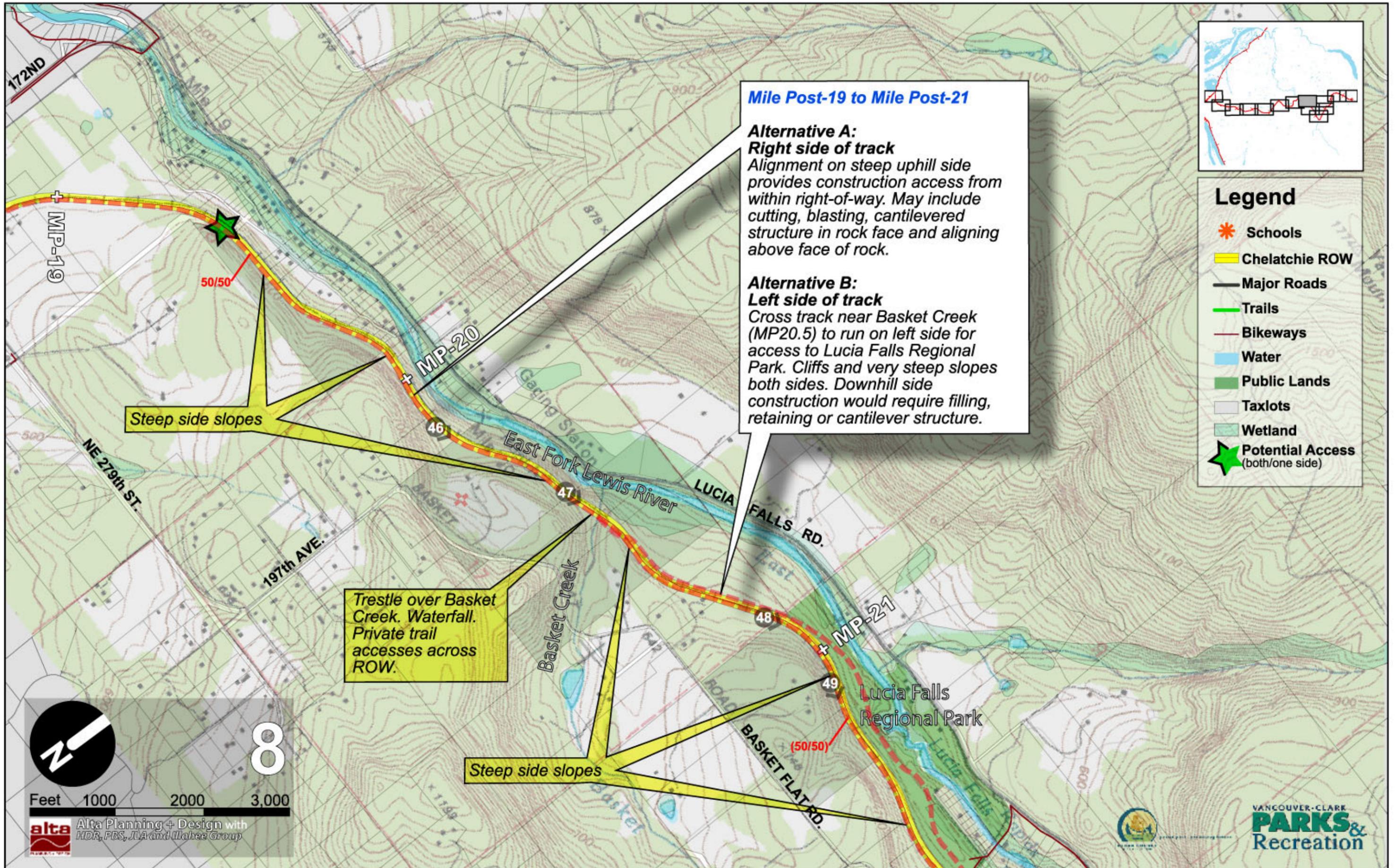
Right side of track
No permitted crossings between NE 182nd and Mile Post-22. Right side provides more options for trail on uphill side slope.

Legend

- Schools
- Chelatchie ROW
- Major Roads
- Trails
- Bikeways
- Water
- Public Lands
- Taxlots
- Wetland
- Potential Access (both/one side)

BGLSP via NE167th Ave

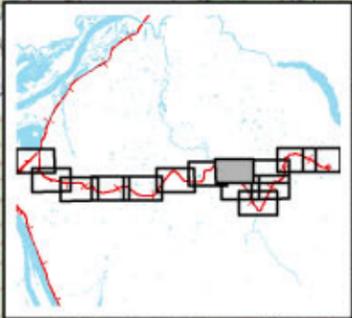
Dangerous intersection



Mile 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.

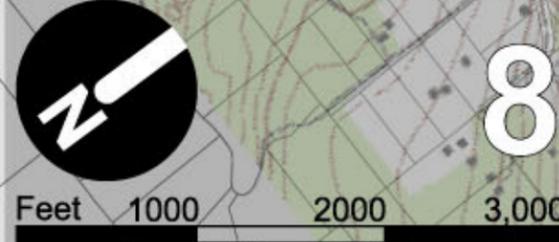


- Legend**
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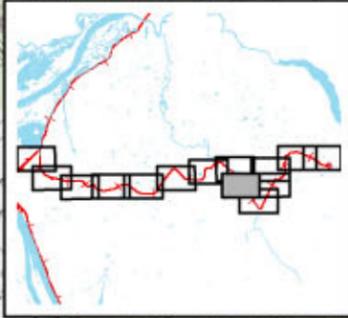
Steep side slopes

Trestle over Basket Creek. Waterfall. Private trail accesses across ROW.

Steep side slopes



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Legend

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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.

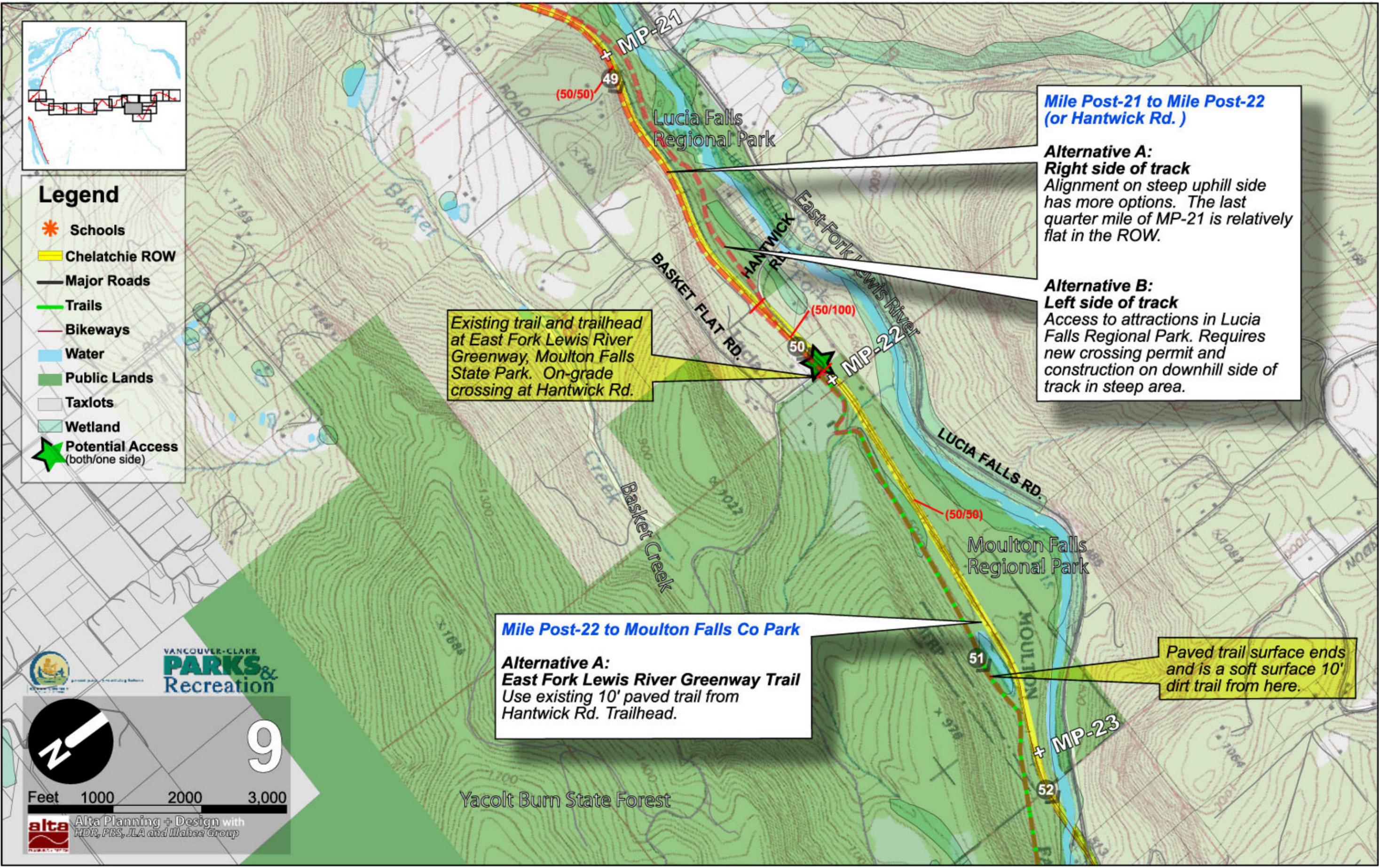
Paved trail surface ends and is a soft surface 10' dirt trail from here.

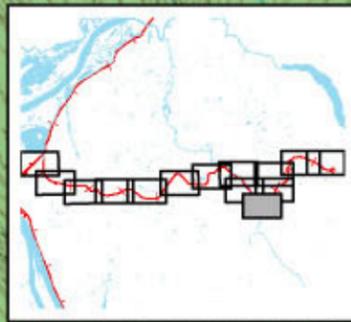
VANCOUVER-CLARK
PARKS & Recreation

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Feet 1000 2000 3,000

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10'-12' soft surface trail has several seating areas, creek crossings and monument signage

Paved trail surface ends and is a soft surface 10'-12' dirt trail from here.

Long trellis bridge over Lewis River

Track runs adjacent to Railroad Avenue. Wetlands and beaver ponds.

Steep cut and fill slope.

Approx. 25' long trestle bridge across wetlands and beaver habitat.

Moulton Falls Station, hiking and interpretive trails. Scenic views.

Narrow railroad tunnel

Trailhead to various singletrack trails including Tarbell Trail

4' wide foot bridge across Big Tree Creek

10' wide wooden bridge across Lewis River.

MP-25.4 (approx.) to Yacolt

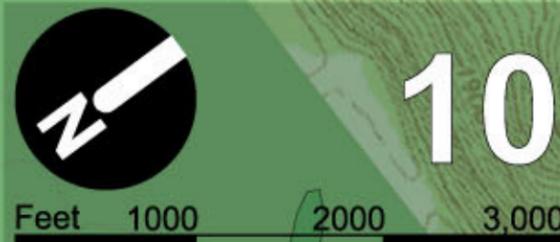
Alternative A:
On grade crossing of Railroad Ave. Switch alignment from right side to left side of railroad ROW into Yacolt. Wetland issues.

Moulton Falls Regional Park

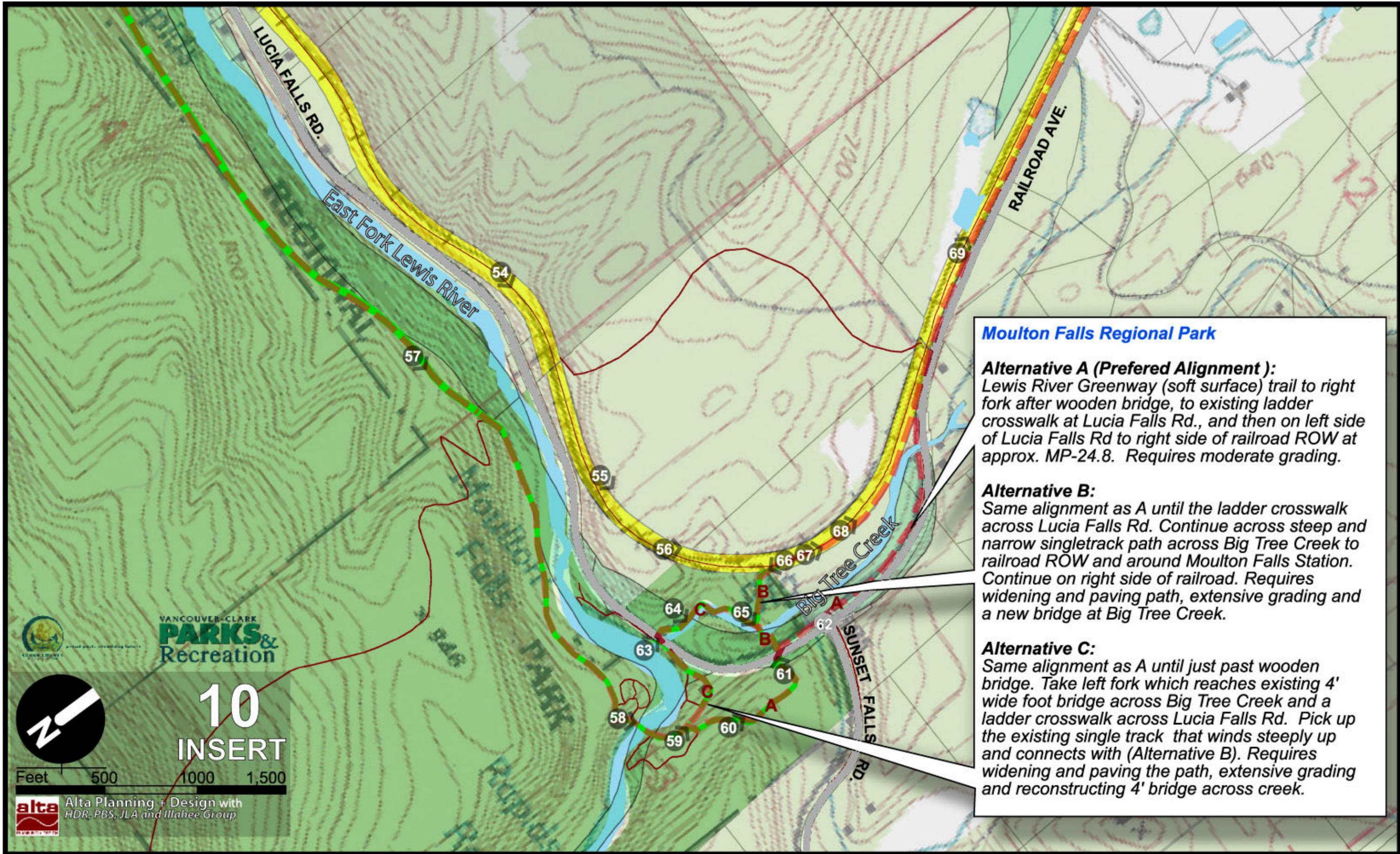
Alternative A (Preferred Alignment):
Lewis River Greenway (soft surface) trail to right fork after wooden bridge, to existing ladder crosswalk at Lucia Falls Rd., and then on left side of Lucia Falls Rd to right side of railroad ROW at approx. MP-24.8. Requires moderate grading.

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.



SEE INSERT 10



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.

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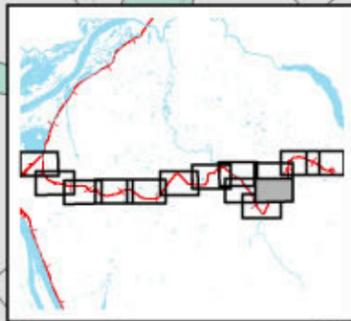
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Yacolt Rd. to Amboy Rd.

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.

Legend

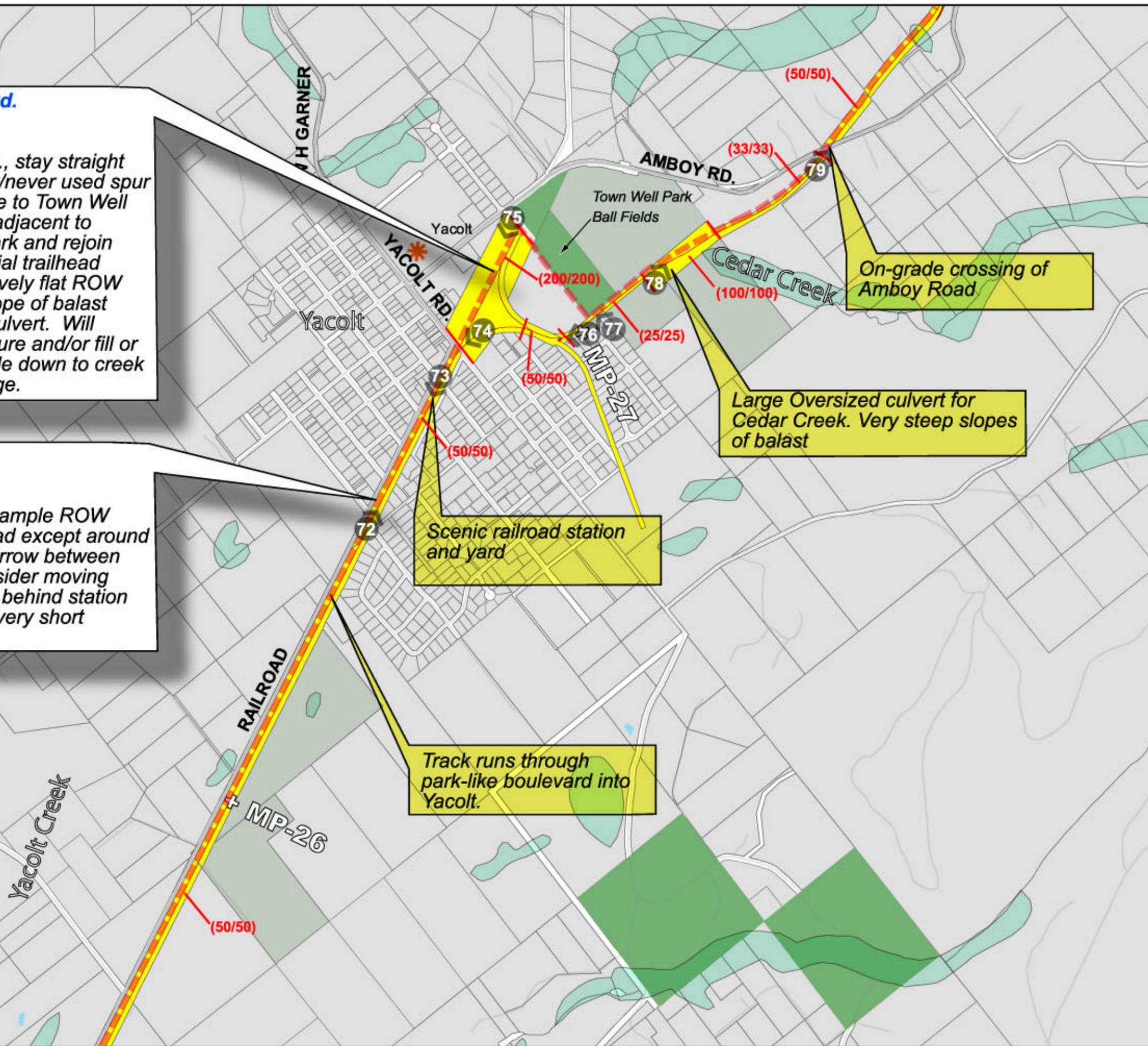
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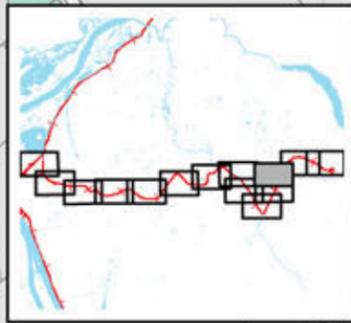


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Feet 1000 2000 3,000

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Legend

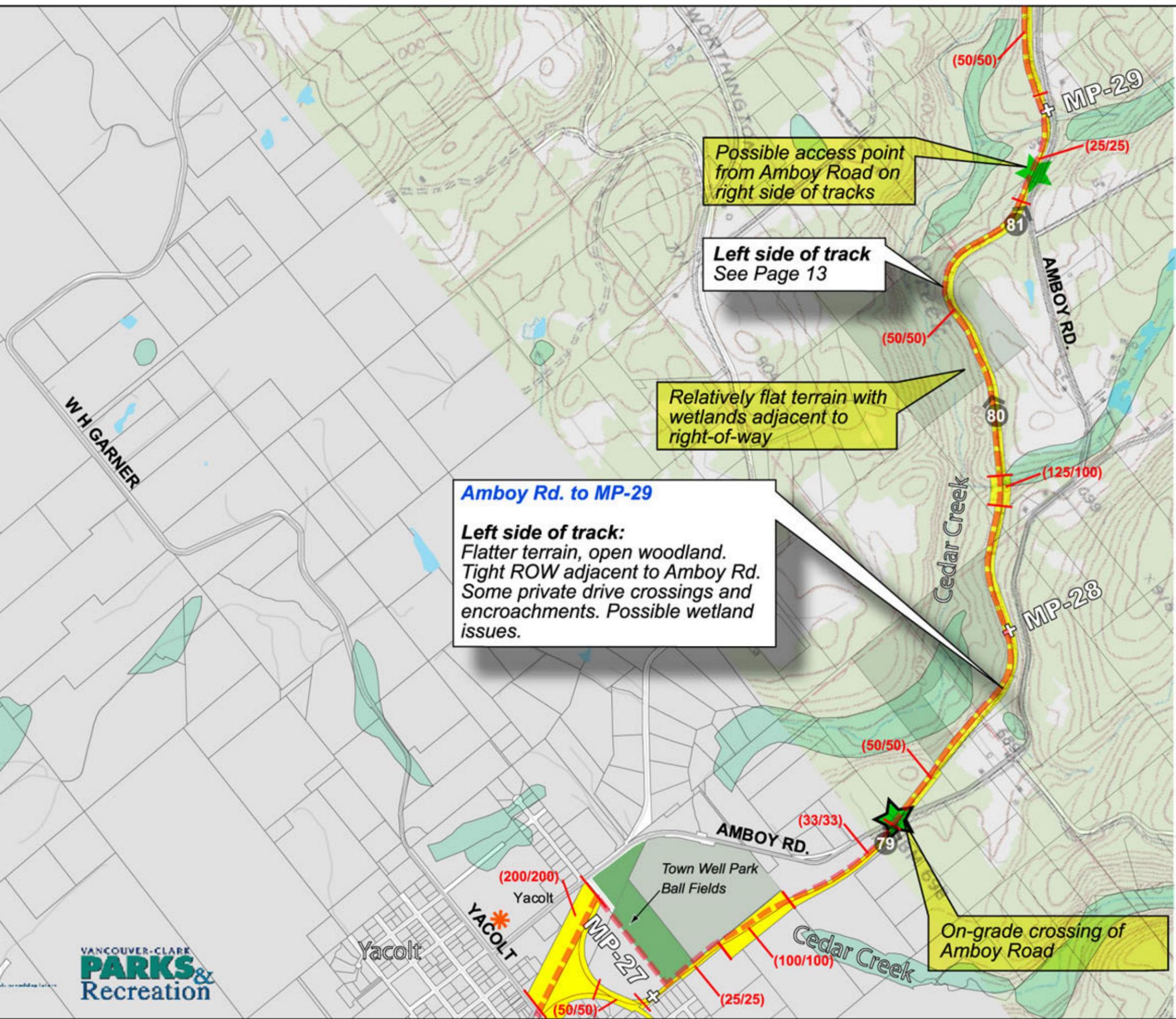
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Amboy Rd. to MP-29

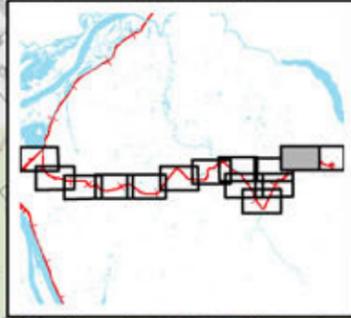
Left side of track:
 Flatter terrain, open woodland.
 Tight ROW adjacent to Amboy Rd.
 Some private drive crossings and encroachments. Possible wetland issues.

Possible access point from Amboy Road on right side of tracks

Left side of track
 See Page 13

Relatively flat terrain with wetlands adjacent to right-of-way

On-grade crossing of Amboy Road



Legend

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On grade crossing at Amboy Rd.

Steep side slopes

Undeveloped road ROW could serve as access

Relatively flat terrain with wetlands near right-of-way

Possible access point from Amboy Road on right side of tracks

Amboy Road crossing to MP-30
Either side feasible. Tight ROW adjacent to Amboy Rd

Right side of track
Grading would be uphill from ROW
Left side of track
Less access to adj. forest property

MP-30 to MP-32
Left side of track
Less grading necessary on left side.

Right side of track
Steep side slopes on right side in some areas.

MP-29 to Amboy Rd crossing
Left side of track
Keeps trail on opposite side of track from residences.

NE Gerber to MP-29
Left side of track
Narrow ROW. Keeps trail further from Amboy Rd. and most residences. May require moving tracks closer to road.



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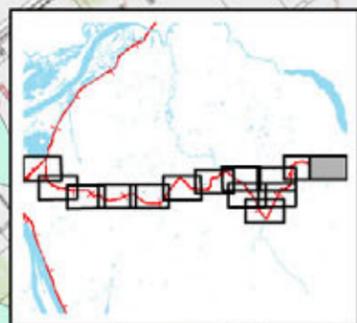
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MP-32 to End of the Line

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

USFS Ranger Station
Mt St Helens National
Volcanic Monument

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.

End-of-the-line. Rail yard,
shops, bone yard.
No services.

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Feet 1000 2000 3,000