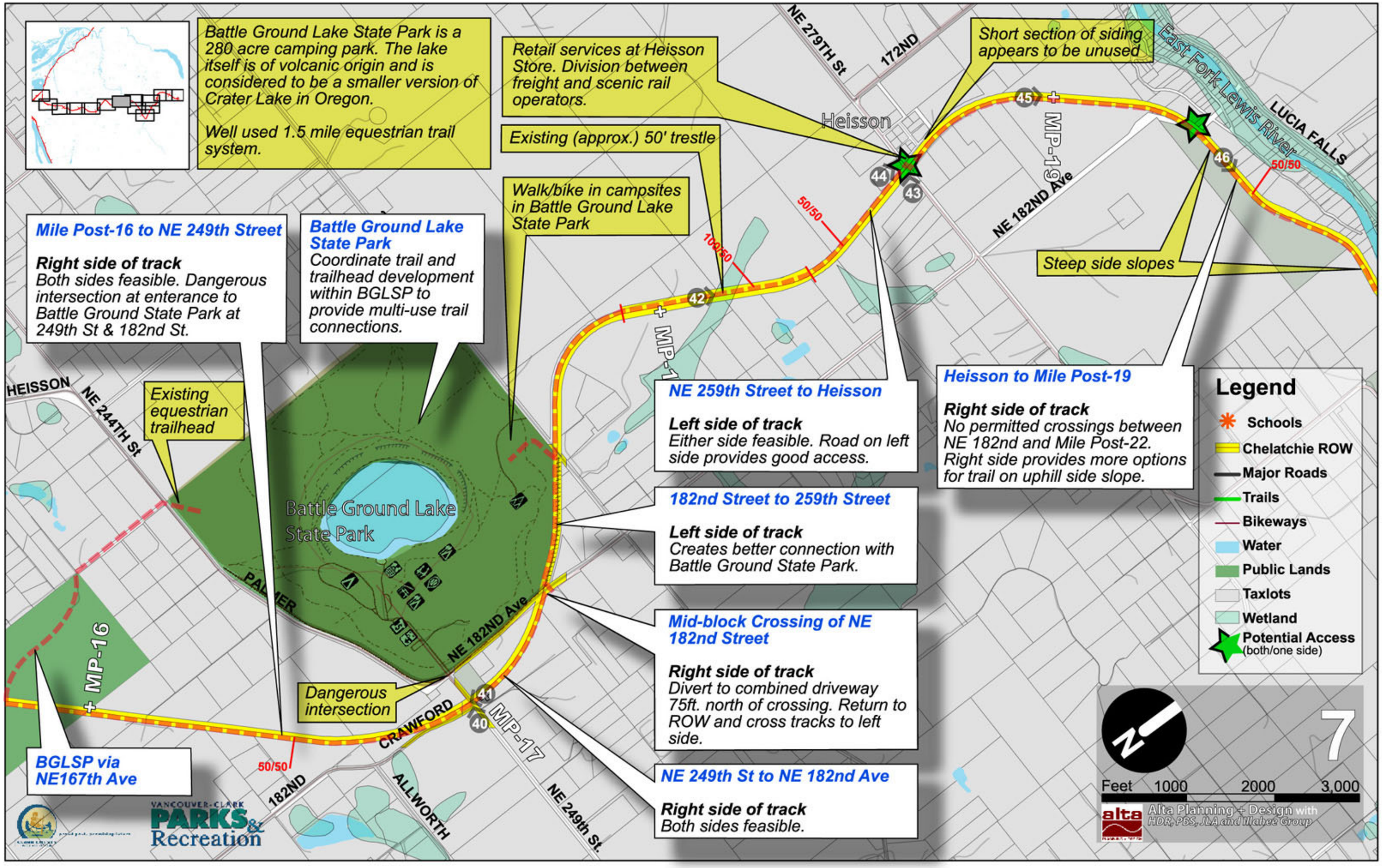
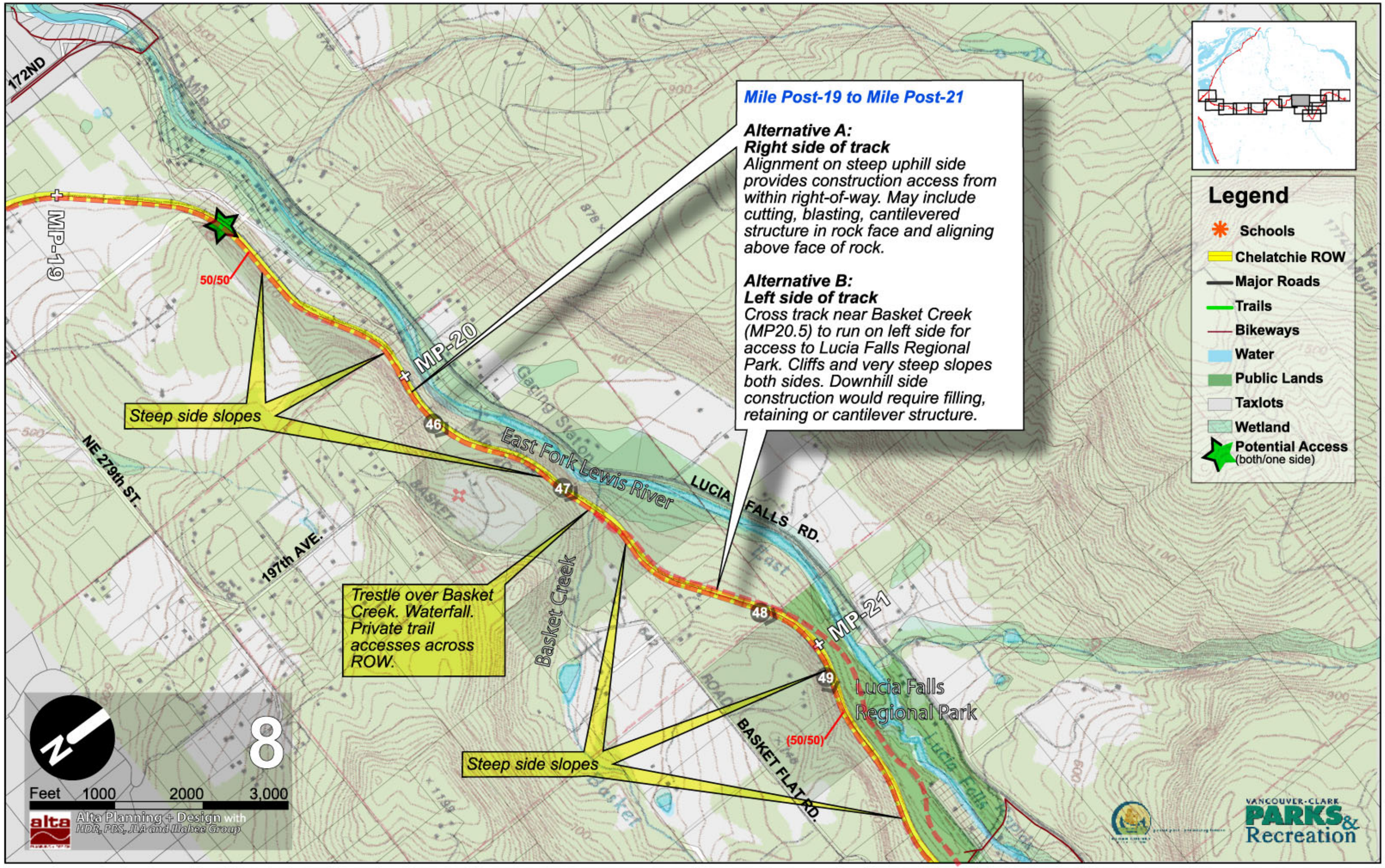
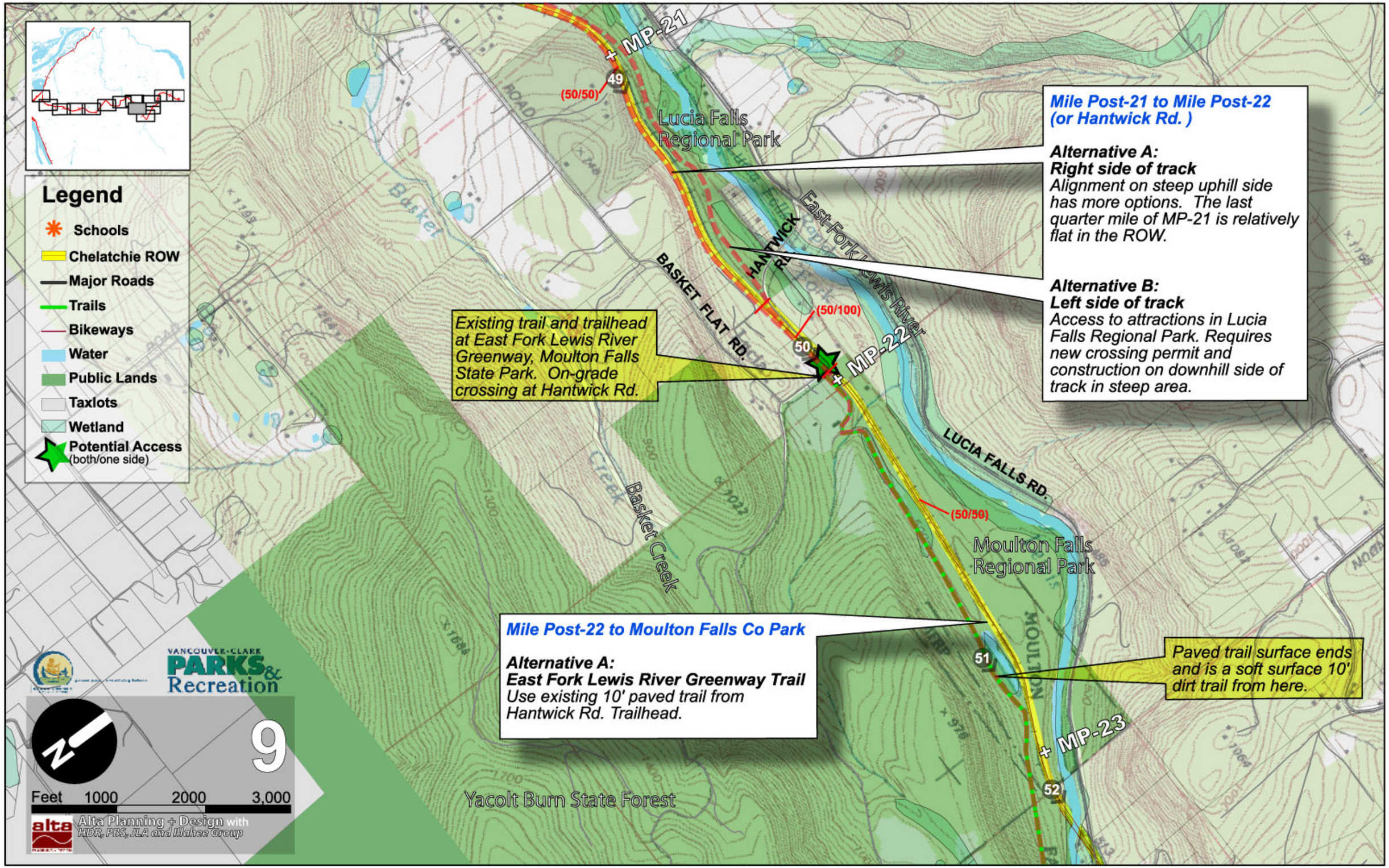
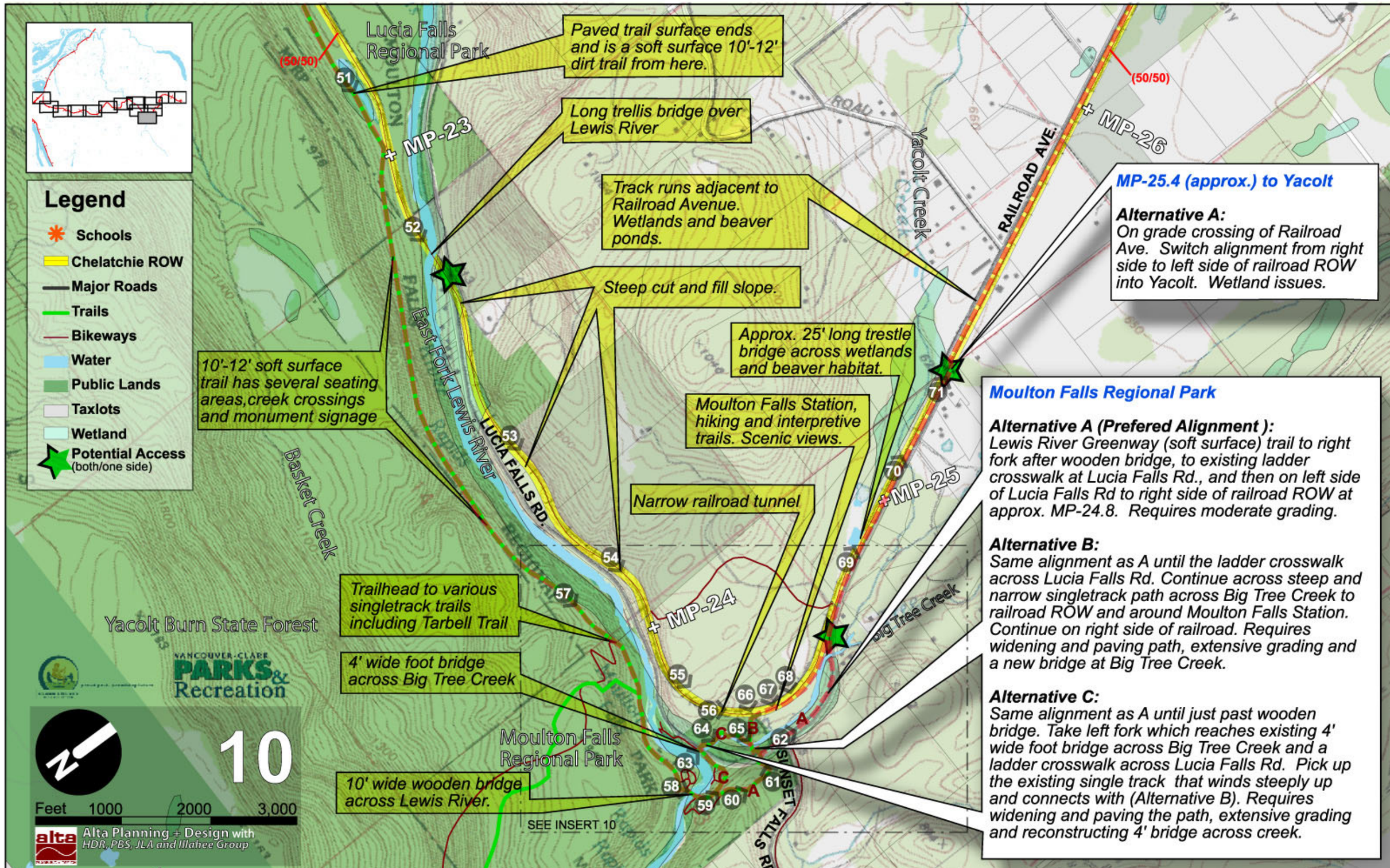
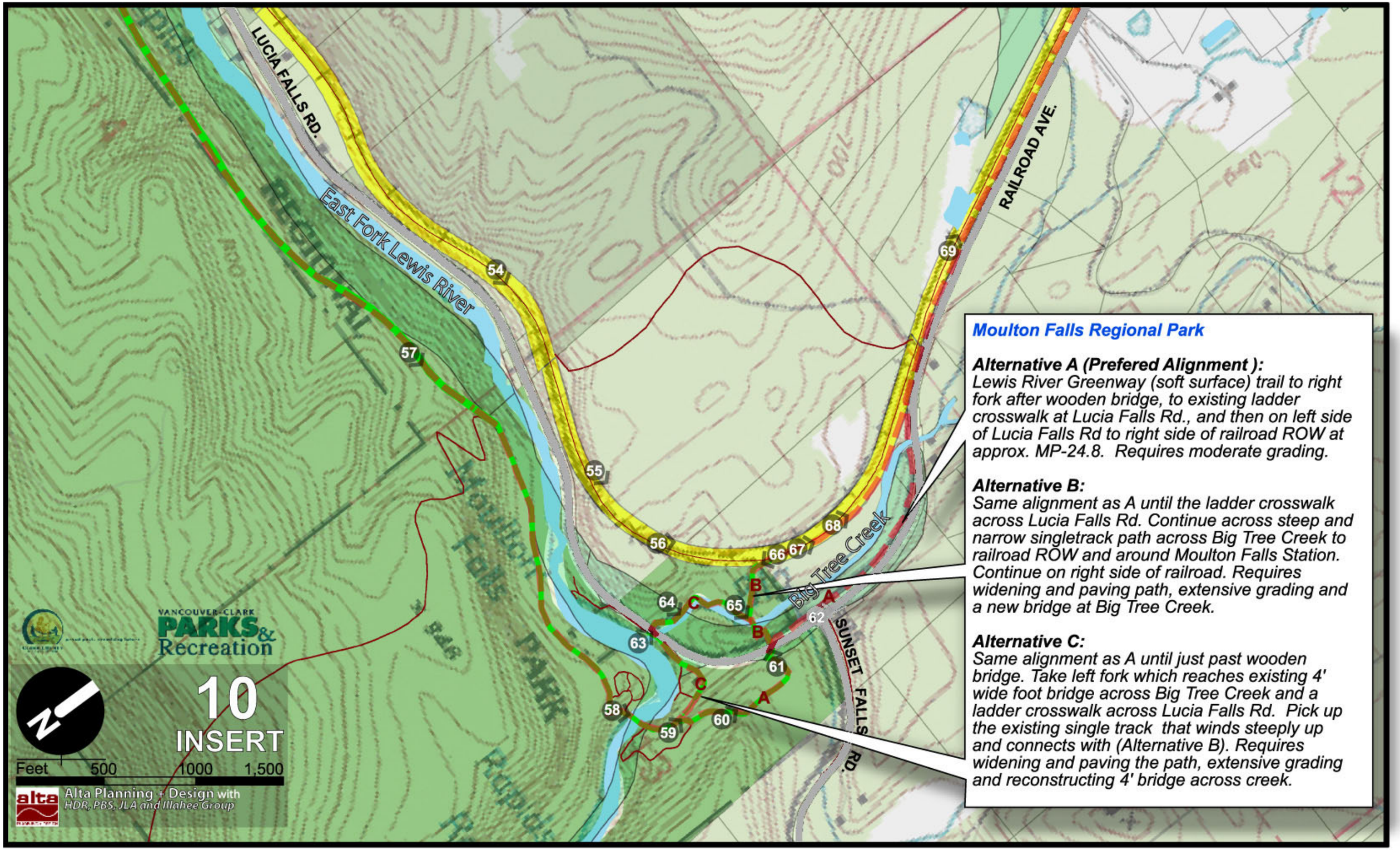

Battle Ground Lake State Park is a 280 acre camping park. The lake itself is of volcanic origin and is considered to be a smaller version of Crater Lake in Oregon.
Well used 1.5 mile equestrian trail system.
Retail services at Heisson Store. Division between freight and scenic rail operators.
Existing (approx.) 50' trestle
Walk/bike in campsites in Battle Ground Lake State Park
Short section of siding appears to be unused
Steep side slopes
Existing equestrian trailhead
Dangerous intersection
Mile Post-16 to NE 249th Street
Right side of track
Both sides feasible. Dangerous intersection at enterance 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.
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.
BGLSP via NE167th Ave
Legend
Schools
Chelatchie ROW
Major Roads
Trails
Bikeways
Water
Public Lands
Taxlots
Wetland
Potential Access (both/one side)
Heisson
Battle Ground Lake State Park
East Fork Lewis River
LUCIA FALLS
NE 279TH St
172ND
NE 182ND Ave
HEISSON
NE 244TH St
PARKER
CRAWFORD
182ND
ALLWORTH
NE 249th St.
MP-16
MP-17
MP-19
50/50
100/50
40
41
42
43
44
45
46
7
Feet 1000 2000 3,000
Alta Planning + Design with HDR, PBS, JLA and Illahee Group
VANCOUVER-CLARK PARKS & Recreation


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
Schools
Chelatchie ROW
Major Roads
Trails
Bikeways
Water
Public Lands
Taxlots
Wetland
Potential Access (both/one side)
MP-19
MP-20
MP-21
50/50
(50/50)
Steep side slopes
Steep side slopes
Trestle over Basket Creek. Waterfall. Private trail accesses across ROW.
East Fork Lewis River
LUCIA FALLS RD.
BASKET FLAT RD.
Basket Creek
Lucia Falls Regional Park
172ND
NE 279th ST.
197th AVE.
46
47
48
49
8
Feet 1000 2000 3,000
Alta Planning + Design with MDR, PBS, JLA and Mahee Group
VANCOUVER-CLARK PARKS & Recreation


Legend
Schools
Chelatchie ROW
Major Roads
Trails
Bikeways
Water
Public Lands
Taxlots
Wetland
Potential Access
(both/one side)
MP-21
49
(50/50)
Lucia Falls
Regional Park
Basket
ROAD
BASKET FLAT RD.
HANTWICK RD.
East Fork Lewis River
(50/100)
50
MP-22
Existing trail and trailhead at East Fork Lewis River Greenway, Moulton Falls State Park. On-grade crossing at Hantwick Rd.
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.
LUCIA FALLS RD.
(50/50)
Moulton Falls
Regional Park
Basket Creek
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.
51
MOULTON
Paved trail surface ends and is a soft surface 10' dirt trail from here.
MP-23
52
Yacolt Burn State Forest
VANCOUVER-CLARK
PARKS & Recreation
9
Feet 1000 2000 3,000
Alta Planning + Design with
HDR, PBS, JLA and Illahee Group


Legend
Schools
Chelatchie ROW
Major Roads
Trails
Bikeways
Water
Public Lands
Taxlots
Wetland
Potential Access (both/one side)
Lucia Falls Regional Park
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
10'-12' soft surface trail has several seating areas,creek crossings and monument signage
Trailhead to various singletrack trails including Tarbell Trail
4' wide foot bridge across Big Tree Creek
10' wide wooden bridge across Lewis River.
MP-23
MP-24
MP-25
MP-26
(50/50)
East Fork Lewis River
LUCIA FALLS RD.
Basket Creek
Yacolt Creek
RAILROAD AVE.
Big Tree Creek
Yacolt Burn State Forest
Moulton Falls Regional Park
SINSET FALLS RD.
SEE INSERT 10
VANCOUVER-CLARK PARKS & Recreation
10
Feet 1000 2000 3,000
Alta Planning + Design with HDR, PBS, JLA and Illahee Group
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 (Prefered 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.


LUCIA FALLS RD.
East Fork Lewis River
RAILROAD AVE.
Big Tree Creek
SUNSET FALLS RD.
Moulton Falls Regional Park
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
A
B
C
VANCOUVER-CLARK PARKS & Recreation
10
INSERT
Feet 500 1000 1,500
Alta Planning + Design with HDR, PBS, JLA and Illahee Group
Moulton Falls Regional Park
Alternative A (Prefered 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:
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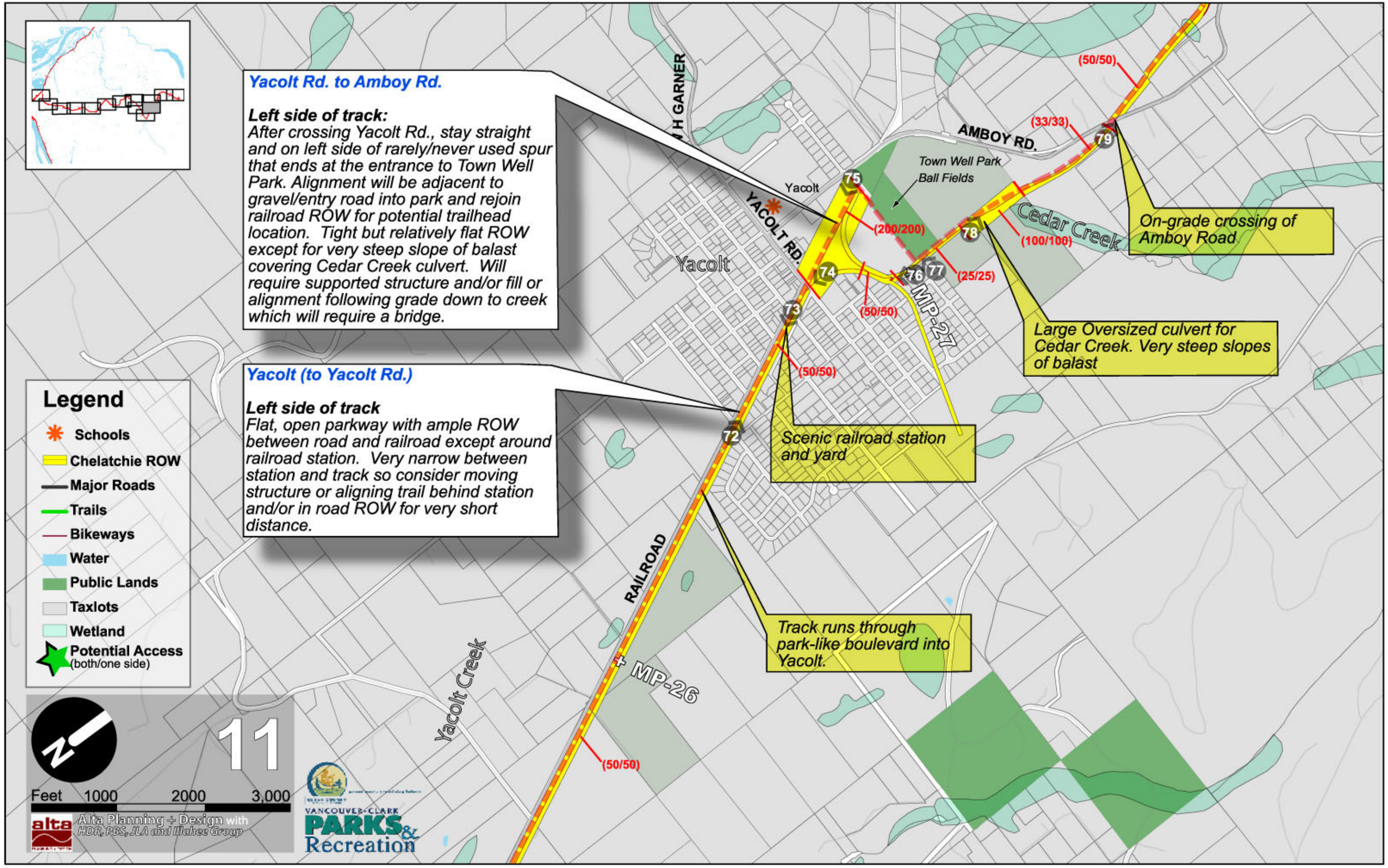
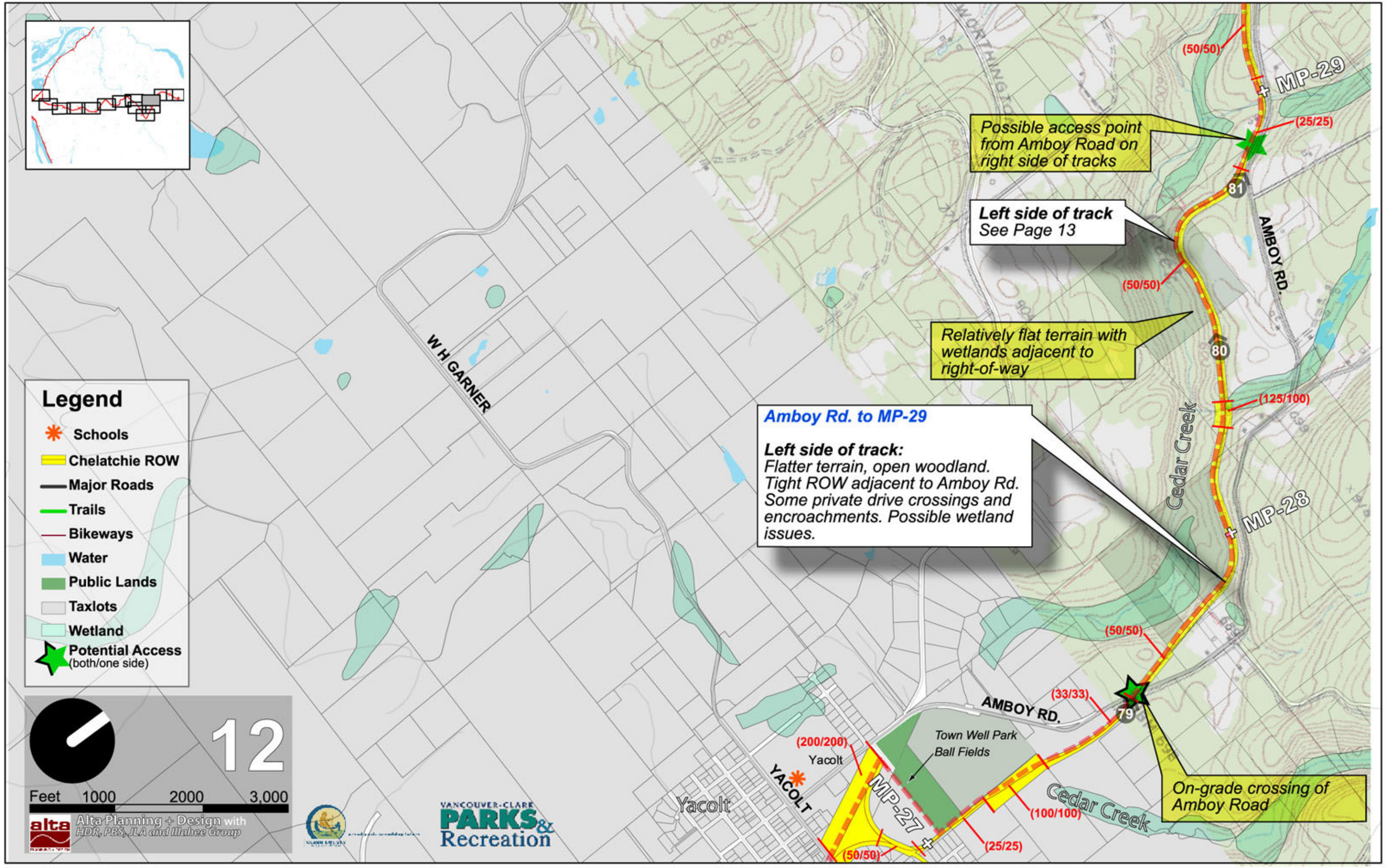
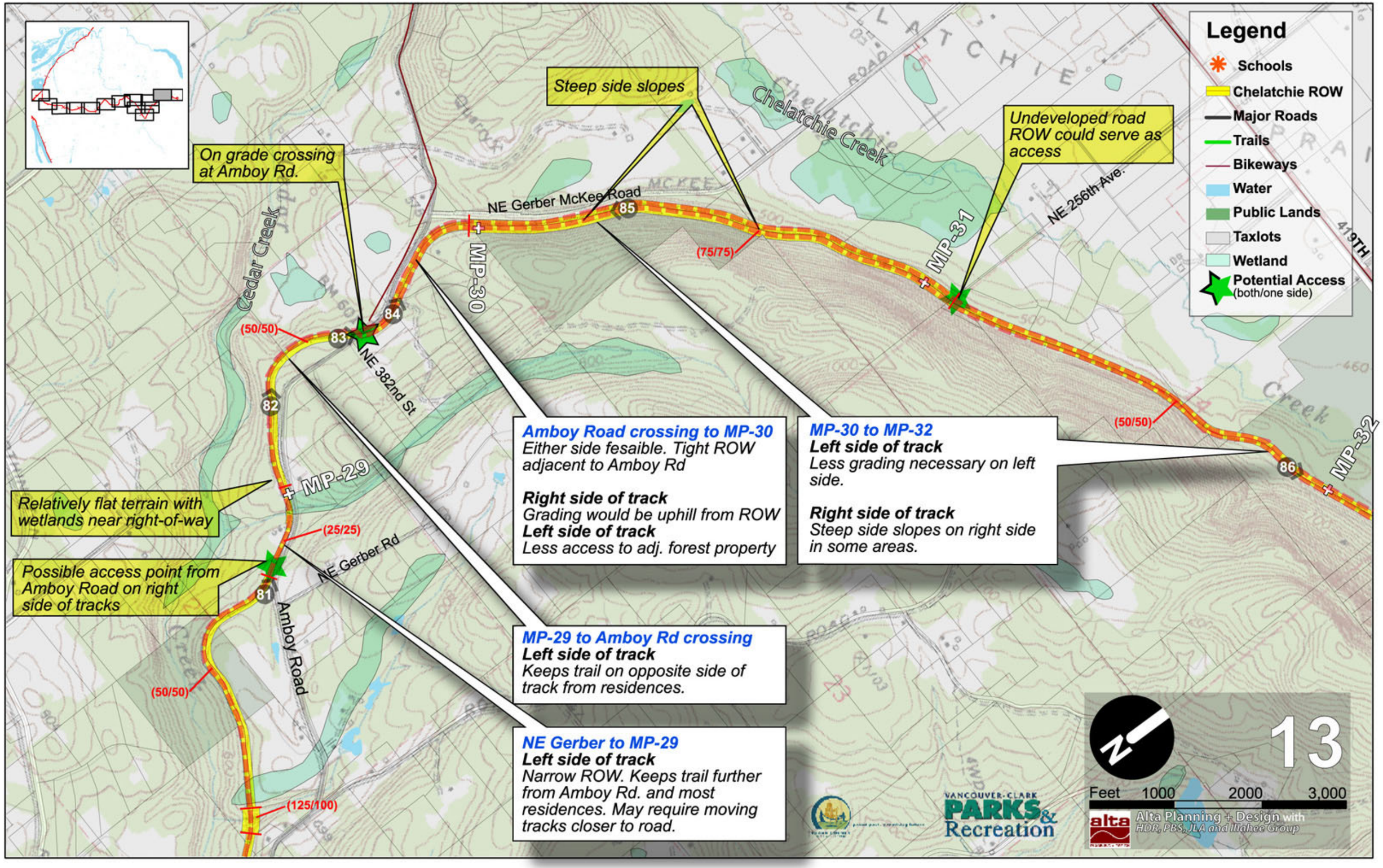

Yacolt Rd. to Amboy Rd.
Left side of track:
After crossing Yacolt Rd., stay straight and on left side of rarely/never used spur that ends at the entrance to Town Well Park. Alignment will be adjacent to gravel/entry road into park and rejoin railroad ROW for potential trailhead location. Tight but relatively 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
Schools
Chelatchie ROW
Major Roads
Trails
Bikeways
Water
Public Lands
Taxlots
Wetland
Potential Access (both/one side)
Feet 1000 2000 3,000
11
Alta Planning + Design with HDR, PBS, JLA and Nahee Group
VANCOUVER-CLARK PARKS & Recreation
AMBOY RD.
YACOLT RD.
H GARNER
Yacolt
Town Well Park
Ball Fields
Cedar Creek
MP-27
MP-26
RAILROAD
Yacolt Creek
On-grade crossing of Amboy Road
Large Oversized culvert for Cedar Creek. Very steep slopes of balast
Scenic railroad station and yard
Track runs through park-like boulevard into Yacolt.
(50/50)
(33/33)
(200/200)
(100/100)
(25/25)
72
73
74
75
76
77
78
79


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
MP-29
MP-28
MP-27
(50/50)
(25/25)
(125/100)
(100/100)
(33/33)
(200/200)
AMBOY RD.
W H GARNER
WORTHINGTON
Cedar Creek
Town Well Park
Ball Fields
Yacolt
YACOLT
81
80
79
Legend
Schools
Chelatchie ROW
Major Roads
Trails
Bikeways
Water
Public Lands
Taxlots
Wetland
Potential Access
(both/one side)
12
Feet 1000 2000 3,000
Alta Planning + Design with HDR, PBS, JLA and Illahee Group
VANCOUVER-CLARK PARKS & Recreation


Legend
Schools
Chelatchie ROW
Major Roads
Trails
Bikeways
Water
Public Lands
Taxlots
Wetland
Potential Access (both/one side)
Steep side slopes
On grade crossing at Amboy Rd.
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
NE Gerber McKee Road
NE 256th Ave.
NE 382nd St
NE Gerber Rd
Amboy Road
Cedar Creek
Chelatchie Creek
MP-29
MP-30
MP-31
MP-32
(50/50)
(25/25)
(75/75)
(125/100)
82
83
84
85
86
81
Amboy Road crossing to MP-30
Either side fesaible. 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.
13
Feet 1000 2000 3,000
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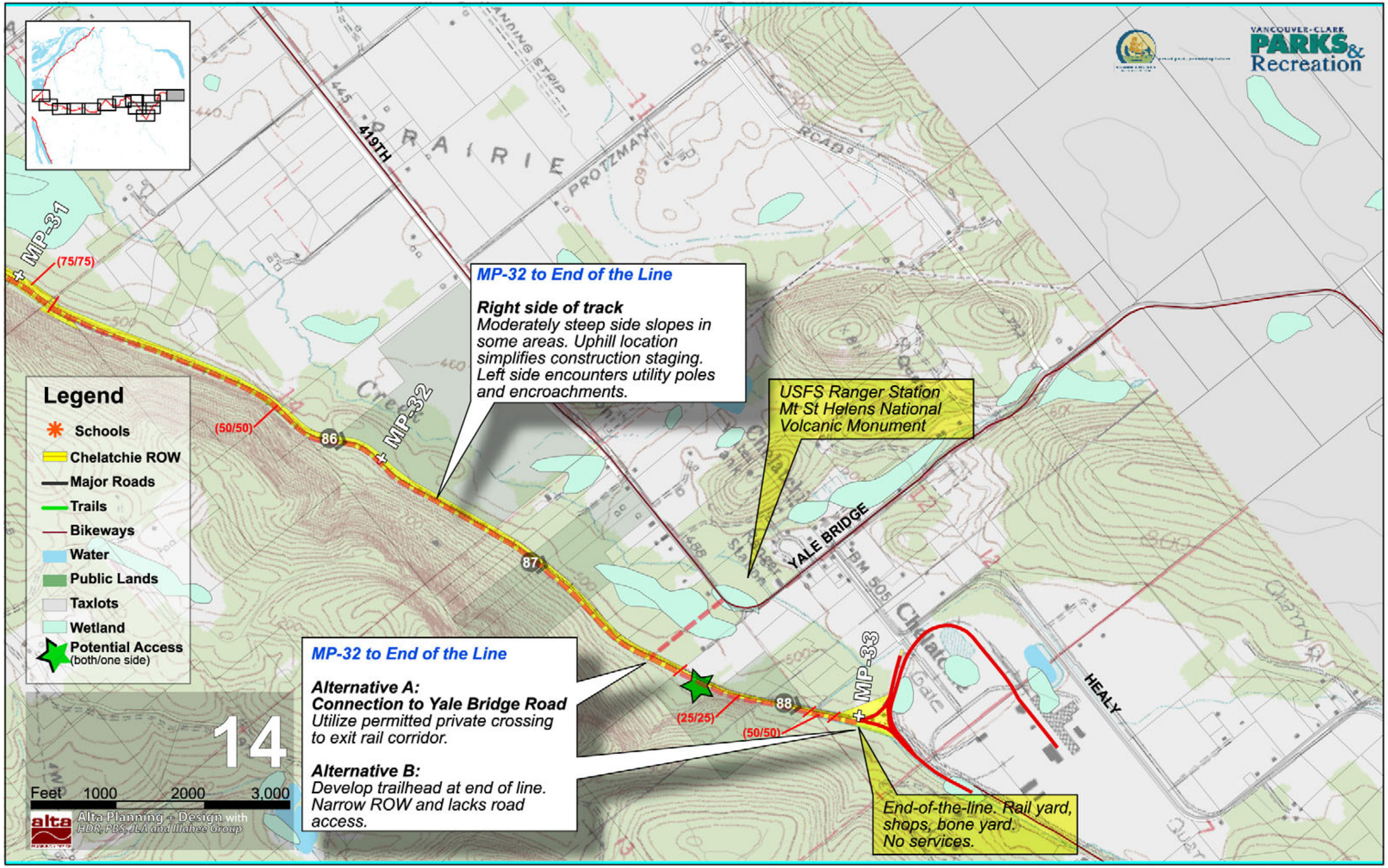
VANCOUVER-CLARK PARKS & Recreation


VANCOUVER-CLARK PARKS & Recreation
MP-31
(75/75)
(50/50)
MP-32
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
YALE BRIDGE
MP-33
HEALY
(25/25)
(50/50)
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.
Legend
Schools
Chelatchie ROW
Major Roads
Trails
Bikeways
Water
Public Lands
Taxlots
Wetland
Potential Access (both/one side)
14
Feet 1000 2000 3,000
Alta Planning + Design with HDR, PBS, JLA and Illahee Group