UTC
UTILITIES AND TRANSPORTATION COMMISSION

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Clark County Public Works Petitioner, vs. Clark County Railroad – Owner (Columbia Basin Railroad –Operator) Respondent	)	DOCKET NO. TR- 110492 PETITION TO OPEN A PEDESTRIAN ONLY AT GRADE RAIL CROSSING

2011 MAR 14 AM 9:18

Prior to submitting a Petition to Open a Pedestrian Only At Grade Rail Crossing to the Washington Utilities and Transportation Commission (UTC), State Environmental Protection Act (SEPA) requirements must be met. Washington Administrative Code (WAC) 197-11-865 (2) requires:

> **All actions of the utilities and transportation commission under statutes administered as of December 12, 1975, are exempted, except the following:**
>
> **(2) Authorization of the openings or closing of any highway/railroad grade crossing, or the direction of physical connection of the line of one railroad with that of another;**

Please attach sufficient documentation to demonstrate that the SEPA requirement has been fulfilled. For additional information on SEPA requirements contact the Department of Ecology.

The Petitioner asks the Washington Utilities and Transportation Commission approve construction of an at grade pedestrian only railroad crossing as described in this petition.

Section 1 – Petitioner's Information

Clark County – Public Works Department
Petitioner

Troy Peters
Signature

1300 Franklin Street
Street Address

Vancouver, WA 98660
City, State and Zip Code

P.O. Box 9810, Vancouver, WA 98666-9810

Mailing Address, if different than the street address

Troy Pierce, Project Manager
Contact Person Name

360-397-6118 ext 4403 troy.pierce@clark.wa.gov
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

Clark County Railroad (Columbia Basin Railroad)
Respondent

1300 Franklin Street (111 University Parkway, Ste 200)
Street Address

Vancouver, WA 98660 (Yakima, WA 98901)
City, State and Zip Code

P.O. Box 9810, Vancouver WA 98666-9810
Mailing Address, if different than the street address

Mark McCauley, General Services Director (Eric Temple, Owner/VP)
Contact Person Name

360-397-2323 ext 4960 mark.mccauley@clark.wa.gov (509-453-9166 etemple@pvjr.com)
Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing railroad Clark County Railroad

2. Located in the NW 1/4 of the NW 1/4 of Sec. 31 , Twp.4N , Range 3E W.M.

3. GPS location, if known Latitude: N45°47'40.4"; Longitude: W122°29'36.9" (pvt crossing)

4. Railroad mile post (nearest tenth) 16.3

5. City Battle Ground County Clark

Section 4 – Rail Crossing Traffic

1. Name of railroad(s) operating at the proposed crossing _____

__ Columbia Basin Railroad (dba Portland Vancouver Junction Railroad) _

_____

2. Type of railroad at crossing ☒ Common Carrier ☐ Logging ☐ Industrial

☐ Passenger ☐ Excursion

5. Type of tracks at the proposed crossing ☒ Main Line ☐ Siding or Spur

6. Number of tracks at the proposed crossing ___1_____

7. Average daily train traffic, freight ____0____

Authorized freight train speed ___10_____ Operated freight train speed ____10___

8. Average daily train traffic, passenger ___0__

Authorized passenger train speed n/a Operated passenger train speed n/a

8. Will the proposed crossing eliminate the need for one or more existing crossings?

Yes ____ No __X__

9. If so, state the distance and direction from the proposed crossing.

_____

_____

_____

10. Does the petitioner propose to close any existing crossings?

Yes ____ No __X__

Section 5 – Current Highway Traffic Information

1. Name of roadway/highway _____

2. Roadway classification _____

3. Road authority _____

4. Average annual daily traffic (AADT) _____

5. Number of lanes _____

6. Roadway speed _____

7. Is the crossing part of an established truck route? Yes _____ No _____

8. If so, trucks are what percent of total daily traffic? _____

9. Is the crossing part of an established school bus route? Yes _____ No _____

10. If so, how many school buses travel over the crossing each day?_____

11. Describe any changes to the information in 1 through 7, above, expected within ten years:

_____

Section 6 – Description of Proposed Crossing

1. Describe in detail the reasons for constructing a crossing at this location

The initial intention for the trail crossing was to modify an existing railroad crossing rather than create a new crossing. An existing roadway crossing is located at NE 174th Court; so physically, the proposed trail crossing was to be a modification of an existing crossing, with the trail adjacent to the roadway. However, since NE 174th Court is a private road, this technicality requires a new crossing application.
Since a new crossing application is necessary anyway, it is desired to separate the trail from the roadway (by approximately 30 feet) and move the proposed trail crossing to the southwest, to avoid conflict with the crossing easement, water lines in the easement, and drainage from the roadway.
A crossing at NE 174th Court was selected in part over a crossing at NE 249th Street for a higher level of safety: there are fewer traffic movements and much less traffic (ADT 30 for 174th Court, ADT 1,214 (1998) for 249th Street).

3. How far is the nearest alternate access across the tracks from the proposed crossing?

The nearest crossing is a temporary farm crossing 0.3 mile back (MP 16.0) on public timber and grazing land. The nearest public crossing is NE 249th Street approximately ¾ mile up the track (MP 17.0).

4. Describe the alternate access route, including distance and driving time _____

Since this is a crossing for a multi-use trail (pedestrians, bicyclists, etc.), driving time is not applicable.
From the private crossing (at MP 16.0) to the proposed crossing, the alternate route would simply be on the left (opposite) side of the tracks, in similar terrain. This would be new trail construction as well, and no survey or design exists.
From the proposed crossing to the public crossing (at MP 17.0), the alternate route would be on the right (opposite) side of the tracks. After consideration, it was determined that the selected route to left of the tracks provided more safety, as there would be less opportunity for vehicle-trail user conflicts (see end of Question 1 above).

Section 7 – Alternatives to the Proposal

1. Does a safer location for a crossing exist within a reasonable distance of the proposed location?
   Yes ____ No X

2. If a safer location exists, explain why the crossing should not be located at that site.

3. Are there any hillsides, embankments, buildings, trees, railroad loading platforms or other barriers in the vicinity which may obstruct a pedestrian's view of the crossing?
   Yes X No ____

4. If a barrier exists, describe:
   - ♦ Whether petitioner can relocate the crossing to avoid the obstruction and if not, why not.
   - ♦ How the barrier can be removed.
   - ♦ How the petitioner or another party can mitigate the hazard caused by the barrier.

   Embankment – The trail is in a cut less than four feet high as it comes down from a berm. The trail runs parallel to the tracks, before turning perpendicularly to cross the tracks. Sight issues are not anticipated; additional grading could be completed if necessary.
   Trees – Any trees in the railroad right-of-way that are perceived as an obstruction could be removed. No trees are anticipated to be an issue at this time.

5. Is it feasible to construct an over-crossing or under-crossing at the proposed location as an alternative to an at-grade crossing?
   Yes ____ No X

6. If an over-crossing or under-crossing is not feasible, explain why.
   See Appendix A, attached.

7. Does the railway line, at any point in the vicinity of the proposed crossing, pass over a fill area or trestle or through a cut where it is feasible to construct an over-crossing or an under-crossing, even though it may be necessary to relocate a portion of the pathway to reach that point?

Yes ____ No X

8. If such a location exists, state:
   - ♦ The distance and direction from the proposed crossing.
   - ♦ The approximate cost of construction.
   - ♦ Any reasons that exist to prevent locating the crossing at this site.

9. Is there an existing public or private crossing in the vicinity of the proposed crossing?

Yes X No ____

10. If a crossing exists, state:
   - ♦ The distance and direction from the proposed crossing.
   - ♦ Whether it is feasible to divert pedestrians from the proposed to the existing crossing.

The proposed crossing is near NE 174th Court, a private roadway crossing. There is approximately 30 feet separating the nearest edges. As mentioned above, the public trail crossing and private roadway crossing could not be combined.
As noted previously, there is a temporary farm crossing on DNR land 0.3 mile down the track (to the west). Although conveniently located on public land, it has no physical advantage over the proposed location.

Section 8 – Sight Distance

1. Complete the following table, describing the sight distance for pedestrians when approaching the tracks from either direction.

a. Approaching the crossing from __south__, the current approach provides an unobstructed view as follows: (North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	10 feet (from CL of tracks)	2000 feet
Right	20 feet (from CL of tracks)	300 feet
Right	30 feet (from CL of tracks)	150 feet
Right	40 feet (from CL of tracks)	--
Right		
Left	10 feet (from CL of tracks)	2000 feet
Left	20 feet (from CL of tracks)	200 feet
Left	30 feet (from CL of tracks)	40 feet
Left	40 feet (from CL of tracks)	--
Left		

Note: Eye height = 3 feet; object height = 3 feet. Track elevation 439 feet at trail crossing.

b. Approaching the crossing from __north__, the current approach provides an unobstructed view as follows: (Opposite direction-North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	10 feet (from CL of tracks)	2000 feet
Right	20 feet (from CL of tracks)	20 feet
Right	30 feet (from CL of tracks)	10 feet
Right	40 feet (from CL of tracks)	--
Right		
Left	10 feet (from CL of tracks)	2000 feet
Left	20 feet (from CL of tracks)	1000 feet
Left	30 feet (from CL of tracks)	200 feet
Left	40 feet (from CL of tracks)	--
Left		

Note: Eye height = 3 feet; object height = 3 feet. Track elevation 439 feet at trail crossing.

2. Will the new crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?

Yes X No ____

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. _____

4. Will the new crossing provide an approach grade of not more than five percent prior to the level grade?

Yes X No ____

5. If not, state the percentage of grade prior to the level grade and explain why the grade exceeds five percent.

_____

_____

_____

Section 9 – Illustration of Crossing

Attach a diagram, drawing, map or other illustration showing the location of the railroad and the proposed location of the crossing. Also include proposed warning signals and signage. Include the parcels of private property located on both sides of the proposed crossing for a distance of 500' from the crossing and the name and mailing address of each property owner.

Section 10 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in this petition to construct a at grade pedestrian only crossing

We have investigated the conditions at the crossing. We are satisfied the conditions are the same as described by the Petitioner in this docket. We do not oppose the proposed at grade pedestrian only crossing and consent to a decision by the commission without a hearing.

Dated at CLARK COUNTY, Washington, on the 1ST day of MARCH, 20 11.

Mark McCauley	Eric Temple
Printed name of Respondent	
Signature of Respondent's Representative	
General Services Director	Owner/VP
Title	
360-397-2323 ext 4960 mark.mccauley@clark.wa.gov	509-453-9166 etemple@pvjr.com
Phone number and e-mail address	
P.O. Box 9810	111 University Parkway, Ste 200
Vancouver, WA 98666-9810	Yakima, WA 98901
Mailing address	

Appendix A – Response to Section 7, Question 6

6. If an over-crossing or under-crossing is not feasible, explain why.

Railroad Travel

This section of track is currently not used. It is in a "no man's land" between two railroad operators. The tracks are small and old (66-lb rail) and would likely require significant upgrade to see regular use. However, no track development is currently occurring in this area. If an engine does need to move through the area, the speed limit is 10 mph.

Topography

The proposed multi-use trail will run parallel to the tracks, first on one side, then on the other, with two 90-degree turns to cross the tracks near NE 174th Court. The surrounding topography is generally flat. The trail profile is slightly rolling and moves above and below the tracks, mostly within an elevation difference of seven feet. There is no significant length where the trail is above the tracks that would provide a vertical advantage for an over-crossing, nor below the tracks that would provide a vertical advantage for an under-crossing.

Trail Characteristics

The multi-use trail will be 10 feet wide, paved, with two-foot shoulders. The half-width of the railroad right-of-way is 50 feet. A 16-foot maintenance offset from the track centerline leaves 34 feet of horizontal distance in which to locate the 14-foot trail section, which meanders through the trees as much as possible to minimize impacts. The grades meet ADA requirements and in most places are less than 5 percent.

Cost

Providing a grade-separated crossing would be grossly out of proportion to the project scope. As an example, roughly, any overpass would need to clear the tracks by approximately 24 feet, with the depth of the bridge structure (assume two feet) added to that for the path elevation (say 26 feet). Essentially, walled ramps 14 feet wide would rise out of the ground on both sides of the track to a height of 26 feet, on average, and at a 5% grade, would extend approximately 520 feet (more than a thousand feet total). With this scenario, one wall would be 13, 520 square feet; the required four walls would total 54,080 square feet. Assuming a cost of $30 per square foot, the walls themselves would be approximately $1.6 million. This does not include the span itself, which would be at least 32 feet long. By contrast, the estimated construction contract cost for the 1.0 mile project is roughly $500,000.

The same 5% grade would be required to descend into the ground for an under-crossing, requiring entrances hundreds of feet long and thousands of cubic yards of excavation, in addition to the tunnel structure itself.

Summary

In summary, the scale and complexity of such grade-separated crossings would dwarf that of the remainder of the project and effectively cancel the project. The cost of such an over-crossing or under-crossing would be exorbitant for an unused section of track and for a multi-use trail estimated to serve pedestrians and bicyclists on the scale a small rural road serves vehicles. A grade-separated crossing is thus submitted as infeasible.

PUBLIC WORKS

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CLARK COUNTY
WASHINGTON

March 7, 2011

Ms. Kathy Hunter
Deputy Assistant Director, Transportation Safety
Washington Utilities and Transportation Commission
PO Box 47250
Olympia, WA 98504-7250

Subject: Chelatchie Prairie Railroad Trail
Work Order 361212
Attachments to Petition to Open a Pedestrian Only at Grade Rail Crossing

Dear Ms. Hunter:

Please find enclosed the attachments as requested in the Petition to Open a Pedestrian Only at Grade Rail Crossing, including the SEPA documentation. The original petition was sent Friday by Mark McCauley under separate cover.

Thank you. If you have any questions or need additional information, please let me know. I can be contacted by phone at (360) 397-6118 extension 4403, or by email at troy.pierce@clark.wa.gov.

Sincerely,

Troy Pierce

Troy Pierce
Project Manager

TMP/tlc

Attachments: Private property addresses
SEPA DNS and Environmental Checklist
Select Preliminary Plans (5 sheets)

C: Mark McCauley
Project File

1300 Franklin Street • P.O. Box 9810 • Vancouver, WA 98666-9810 • tel: [360] 397-6118 • fax: [360] 397-6051 • www.clark.wa.gov

(360) 397-6118, EXTENSION 4403 FAX (360) 759-5935 TDD (360) 397-6057

235909-000
HUNGERFORD VERNON E & HUNGERFORD MELBA TRUSTEES
7731 ANTOINE DR
HOUSTON, TX 77088

236164-000
HUNGERFORD VERNON E & HUNGERFORD MELBA TRUSTEES
7731 ANTOINE DR
HOUSTON, TX 77088

236166-000
BALLARD ROBERT W & BALLARD ERICA C
PO BOX 821307
VANCOUVER, WA 98682

236165-000
MCRAE CALVIN G & MCRAE EDITH M
23615 NE 174TH CT
BATTLE GROUND, WA 98604

236085-000
BERGMANN KEITH G & BERGMANN JENNIFER
23612 NE 174TH CT
BATTLE GROUND, WA 98604

NOTICE OF
DETERMINATION OF NONSIGNIFICANCE
(DNS)

NOTICE IS HEREBY GIVEN that the following proposal has been determined to have no probable significant adverse impacts on the environment, and that an environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). Written comments on the following DNS may be submitted to the Responsible Official by **October 18, 2010**.

The lead agency has determined that the requirements for environmental analysis, protection, and mitigation measures have been adequately addressed in the development regulations and comprehensive plan adopted under chapter 36.70A RCW, and in other applicable local, state, or federal laws or rules, as provided by RCW 43.21C.240 and WAC 197-11-158. Our agency will not require any additional mitigation measures under SEPA.

DESCRIPTION AND LOCATION:

Clark County recently completed the master planning process for a 33-mile, non-motorized trail connecting Vancouver and Amboy, Washington utilizing existing trails and the Chelatchie Railroad right-of-way. As the initial segment of implementing this trail project, the County proposes building a 2.8 mile section of trail in two phases along the Chelatchie Prairie Railroad between Fairgrounds Park in Battle Ground and Battle Ground Lake State Park. Construction entails a ten-foot wide paved shared-use trail and a four-foot natural surface equestrian trail, mostly within the railroad right-of-way. Topography and environmental constraints require that on portions of the trail the equestrian use will be combined with other recreation uses. Construction will also address stormwater control and include the construction of retaining walls.

Location of proposal, including street address, if any: Chelatchie Prairie Railroad – from Fairgrounds Park in Battle Ground to Battle Ground Lake State Park, Clark County, WA. T4N R2E sections 35 and 16, and T4N R3E section 30 and 31.

RESPONSIBLE OFFICIAL:

Heath Henderson, Engineering & Construction Division Manager
Clark County Department of Public Works
1300 Franklin Street
PO Box 9810
Vancouver, WA 98666-9810

Determination of NONSIGNIFICANCE
DISTRIBUTION LIST

PROJECT:
Chelatchie Railroad Trail Project

CRP No. 361212

Notice Date: **October 3, 2010**

Please find enclosed an environmental Determination of Non Significance (DNS) issued pursuant to State Environmental Policy Act (SEPA) Rules (Chapter 197-11, Washington Administrative Code). The enclosed review comments reflect evaluation of the environmental checklist by the lead agency as required by WAS 197-11-330(1)(a)(i).

Written comments may be submitted on this determination within fifteen (15) days of its issuance, after which the DNS will be reconsidered in light of the comments received.

Please address all correspondence to:

Clark County Dept. of Public Works
Kevin Tyler, Environmental Permitting Coordinator
PO Box 9810
Vancouver, WA 98666-9810

DISTRIBUTION

Federal Agencies
US Army Corps of Engineers

State Agencies:
Washington Department of Fish & Wildlife
Department of Ecology
Dept. of Natural Resources SW Washington
Washington Department of Transportation
Department of Archaeology and Historic Preservation
Washington State Parks (Battle Ground Lake SP)

Regional Agencies:
SW Washington Health District
Fort Vancouver Regional Library
Vancouver-Clark Parks & Recreation

Local Agencies:
City of Vancouver
Clark County Conservation District
Clark Public Utilities – Water
Clark Public Utilities – Electric
Clark Public Utilities – Jeff Whitler
Clark County Board of Commissioners
Clark County Community Development
- Administration
- Development Services
- Fire Marshall's Office

Clark County Sheriff's Office
Clark County Department of Environmental Services
Battle Ground School District
City of Battle Ground

Special Purpose:
Clark County Fire District No. 3

Other:
The Columbian
The Reflector

Neighborhood & Homeowner Assoc.
Concerned Citizens of Hockinson Neighborhood
Properties within 500' of project (postcard only)
Friends of Curtin Creek (Postcard only)

Special Purpose Agencies:
Comcast Cable Services
Qwest
Northwest Natural
Clark Regional Wastewater District
Cowlitz Indian Tribe
Confederated Tribes of the Yakima Nation

DETERMINATION OF NON-SIGNIFICANCE

Description of Proposal: Clark County recently completed the master planning process for a 33-mile, non-motorized trail connecting Vancouver and Amboy, Washington utilizing existing trails and the Chelatchie Railroad right-of-way. As the initial segment of implementing this trail project, the County proposes building a 2.8 mile section of trail in two phases along the Chelatchie Prairie Railroad between Fairgrounds Park in Battle Ground and Battle Ground Lake State Park. Construction entails a ten-foot wide paved shared-use trail and a four-foot natural surface equestrian trail, mostly within the railroad right-of-way. Topography and environmental constraints require that on portions of the trail the equestrian use will be combined with other recreation uses. Construction will also address stormwater control and include the construction of retaining walls.

Proponent: Clark County Department of Public Works

Location of proposal, including street address, if any: Chelatchie Prairie Railroad – from Fairgrounds Park in Battle Ground to Battle Ground Lake State Park, Clark County, WA. T4N R2E sections 35 and 16, and T4N R3E section 30 and 31.

Lead Agency: Department of Public Works, Clark County, Washington

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

The lead agency has determined that the requirements for environmental analysis, protection, and mitigation measures have been adequately addressed in the development regulations and comprehensive plan adopted under chapter 36.70A RCW, and in other applicable local, state, or federal laws or rules, as provided by RCW 43.21C.240 and WAC 197-11-158. Our agency will not require any additional mitigation measures under SEPA.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date below.

Comments must be submitted by **October 18, 2010**

Responsible Official: Heath Henderson, P.E.

Position/title: Engineering & Construction Division Manager

Address: Clark County Public Works
1300 Franklin Street
PO Box 9810
Vancouver, WA 98666-9810

Date: 9/29/2010 **Signature:** _____

The staff contact person, telephone number, and e-mail for any questions on this review is Kevin Tyler, 360-397-2121, extension 4258.

ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

   Chelatchie Railroad Trail Project #361212

2. Name of applicant:

   Department of Public Works, Clark County, Washington

3. Address and phone number of applicant and contact person.

   PO Box 9810
   Vancouver, WA 98666-9810
   (360) 397-2121, ext. 4258
   Contact: Kevin Tyler

4. Date checklist prepared:

   August 14, 2009; March 16, 2010; April 15, 2010

5. Agency requesting checklist:

   Clark County, Washington

6. Proposed timing or schedule (including phasing, if applicable):

   Construction is anticipated to begin in Spring 2011 and be completed by the end of 2011.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

   The initial segment from Battle Ground to Battle Ground Lake State Park will be (permitted in its entirety) but constructed in at least two phases. The first phase will extend westward from Battle Ground Lake State Park approximately 1.5 mile and will consist of a base bid of approximately one mile with bid alternates for potentially an additional half mile. The second phase will complete the initial segment to Battle Ground and will occur when funding becomes available.

   In addition, this project is the first segment of a larger plan to construct or connect recreational trails between Vancouver Lake and Amboy, Washington. Recommendations for the trail route and connections can be found in the Chelatchie Prairie Rail with Trail Corridor Study, Clark County, Washington prepared by Alta Planning, Inc. (On-line at www.chelatchie.org)

   The project will also include habitat mitigation on a publicly-owned parcel within the Salmon Creek Greenway between I-5 and NW 36th Avenue. This parcel is located at T3N R1E Section 28 SE ¼ (Parcel #187394-000). Work will entail weed control and planting trees and shrubs.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

A wetland delineation report was prepared by URS Corporation for the project site (August, 2008). A jurisdictional determination was issued by the Army Corps of Engineers (March 18, 2009). Three amendments to the wetland delineation were prepared by URS Corporation (July, 2009, November, 2009, & February, 2010) and were submitted for review to the Army Corps of Engineers.

A cultural resources inventory was conducted along the project corridor. It was determined that the project would have no impact on cultural resources within the project area (ASCC, 2010). An archaeological survey was also prepared for the mitigation site in the Salmon Creek Greenway.

Non-project SEPA DNS for adoption of Chelatchie Prairie Rail with Trail Corridor Study, Clark County, Washington is adopted by reference.

A habitat mitigation plan has been prepared by URS Corporation for impacts to Priority Habitats along the trail alignment. In addition, URS Corporation will prepare a wetland mitigation plan using wetland mitigation bank credits from the Meadowland Mitigation Bank. An analysis of the effects of the project on threatened and endangered species was also prepared by URS Corporation. A no-effect letter has been written and submitted for review to the Washington Department of Transportation.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

To the County's knowledge, no other applications are pending.

10. List any government approvals or permits that will be needed for your proposal, if known.

- **U.S. Army Corps of Engineers Section 404 Permit**
- **Section 106 Compliance**
- **Endangered Species Act Compliance**
- **Washington State Department of Ecology Section 401 Water Quality Certification**
- **Washington State Department of Fish & Wildlife Hydraulic Project Approval**
- **Washington State Department of Ecology NPDES Construction Stormwater Permit**
- **Washington State Department of Archaeology & Historic Preservation Compliance**
- **Clark County Habitat Public Interest Exception**
- **Clark County Wetland Permit**
- **Clark County approval of a construction grading plan and Type III Stormwater Variance**
- **Clark County Class IVG Forest Practices Permit**
- **City of Battle Ground Critical Areas Review**

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

Clark County recently completed the master planning process for a 33-mile, non-motorized trail connecting Vancouver and Amboy, Washington utilizing existing trails and the Chelatchie Railroad right-of-way. As the initial segment of implementing this trail project, the County proposes building a 2.8 mile section of trail in two phases along the Chelatchie Prairie Railroad between Fairgrounds Park in Battle Ground and Battle Ground Lake State Park. Construction

entails a ten-foot wide paved shared-use trail and a four-foot natural surface equestrian trail, mostly within the railroad right-of-way. Topography and environmental constraints require that on portions of the trail the equestrian use will be combined with other recreation uses. Construction will also address stormwater control and include the construction of retaining walls.

12. Location of the proposal.

Chelatchie Prairie Railroad – from Fairgrounds Park in Battle Ground to Battle Ground Lake State Park, Clark County, WA. T4N R2E sections 35 and 16, and T4N R3E section 30 and 31.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site: Flat, rolling, hilly, steep slopes, mountainous, other.

The railroad and its base are essentially flat with some slight inclines. It runs through terrain ranging from flat to mountainous. Portions of the railroad right-of-way on both sides of the existing railroad have steep slopes that either drop off or rise abruptly.

b. What is the steepest slope on the site (approximate percent slope)?

Generally, the railroad grade does not exceed 5%. However, as mentioned above very steep slopes are present in the project vicinity. In the area of Tukes Mountain slopes are mapped in the 40% to 100% range.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

Soil types present along the proposed trail alignment include:

- **Hockinson loam – somewhat poorly drained**
- **Dollar loam – moderately well drained**
- **Olympic clay loam – well drained**
- **Olympic stoney clay loam – well drained**
- **Olequa silty clay loam – somewhat poorly drained**
- **Cove silty clay loam – very poorly drained**

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

As mentioned, some very steep slopes are present in the project area. In addition, geologic hazards such as Areas of Potential Instability and Severe Erosion Hazard are mapped in the vicinity of Tukes Mountain. No active or historic landslides are mapped in the area. Services of a geotechnical engineer will be obtained as necessary for review of the project in these sensitive areas.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Approximately 7 acres of land will be graded/disturbed to build the project. Filling and grading will occur to build the pathways and any footings for pedestrian bridges as detailed in the project plans. The trail will require both areas of cut and fill. Quantities of cut will range from

6,200 cubic yards up to 6,600 cubic yards. Fill quantities will range from 5,900 cubic yards up to 6,700 cubic yards. A majority of the fill will be utilized from native soils within the project footprint. A minor amount of imported fill may be required.

Rock material for the trail base will also be required for the project. Imported rock material will consist of a crushed, clean drain rock and will be provided from either a county-owned quarry or a licensed private source.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Erosion may occur during construction. Best management practices (BMPs) will be implemented to control erosion. The contractor will be required to implement an erosion control plan that complies with the Clark County Erosion Control Ordinance during construction.

A National Pollution Discharge Elimination System (NPDES) Construction Stormwater General Permit from the Department of Ecology will be necessary. Therefore, a Stormwater Pollution Prevention Plan will be developed and implemented.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 305,000 square feet, or 7 acres of new impervious surfaces will be created with this project.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

An erosion control plan will be included in the construction plans and specifications. The plan will include best management practices (BMPs) to reduce and control erosion and sedimentation during construction. NPDES Construction Stormwater General Permit coverage will be required, so a Stormwater Pollution Prevention Plan will be developed and implemented.

Areas of potential instability and severe erosion hazard are mapped in the project vicinity. Disturbance of ground within areas of geologic hazard areas or in areas that may lead to instability will be avoided or designed with the help of a geotechnical engineer, as necessary.

To avoid water and wind induced erosion, exposed soils will be seeded and planted with vegetation after the project is complete

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Gasoline and diesel engine exhaust from the use of construction equipment are expected. Additionally, earthwork activities and rock/gravel transport during construction may generate particulate matter (dust).

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No sources of off-site odor or emissions that will affect this project have been identified.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Because the goal of this project is to construct a trail and promote pedestrian use, no long-term air quality impacts are expected to result from this project. No long-term air quality mitigation measures are required.

Construction activity may cause short-term increases in air pollutant emissions. The construction contractor will be required to meet Southwest Clean Air Agency regulations specified in contract documents. Construction equipment is required by law to have, in place and functional, the emission control devices they were equipped with at the time of their manufacture. The contractor will be required to shut off all idle equipment. Also, common construction dust control practices will be addressed in the construction and erosion control plans and implemented by the contractor.

3. Water

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Weaver Creek, also known as Woodin Creek, flows adjacent to the railroad on the opposite side of the tracks from the proposed trail alignment for a short segment near the edge of Battle Ground city limits. Several small tributary streams and depressional wetlands are also present along the railroad right-of-way, both within the project footprint and outside.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described water? If yes, please describe and attach available plans.

The project will require filling and grading in wetlands immediately adjacent to the railroad tracks. Several pedestrian bridges or culvert crossings will be constructed over the tributaries to the Weaver Creek system.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

The amount of fill material to be placed in wetlands along the Chelatchie Railroad is estimated at 2,050 cubic yards. Approximately 0.337 acres of wetlands will be impacted by the project. A minor amount of filling will also occur within the ordinary high water of four different tributary streams leading to Weaver Creek. The total amount of fill to be placed within all four streams is estimated at 70.1 cubic yards. As described above, a majority of the fill necessary for this project will come from native soils graded within the project footprint. Any additional source of fill material will be under the discretion of the contractor; however, Clark County will need to approve the source before placement of fill.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No.

5) Does the proposal lie within a 100-year flood plain? If so, note location on the site plan.

No.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No.

b. Ground Water:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

No ground water will be withdrawn, nor will any water be discharged to groundwater.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

There will be no waste material discharged into the ground.

c. Water Runoff (including storm water):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Stormwater from the impervious sections of trail will be allowed to sheet flow through intact native vegetation, into existing and new ditches along the railway, and over the trail to gravel shoulders on either or both sides of the trail. The trail base course and shoulders will be constructed using clean, drain rock. Stormwater will disperse through the native vegetation, collect and infiltrate within the rock shoulders and base course, or will continue to discharge to railroad side ditches and tributaries of the Weaver Creek system. The trail is not considered a pollution generating system, so stormwater quality treatment is not necessary.

2) Could waste materials enter ground or surface waters? If so, generally describe.

Sidewalks and similar paved trail surfaces are not considered pollution-generating surfaces, so there is very little chance that waste materials from the trail could enter ground or surface waters post-construction. Contamination from accidental spills or unintentional releases during construction could enter the stormwater system and be carried to ground water if not removed by the water quality treatment BMPs.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

The project specifications require that the contractor be responsible for the preparation of a Spill Prevention, Control and Countermeasure (SPCC) plan to be used for the duration of the project. The SPCC plan will identify construction-planning elements and recognize potential spill sources at the site. The plan will outline responsive actions in the event of a spill or release and will identify notification and reporting procedures. The plan will also outline contractor management elements such as personnel responsibilities, project site security, site inspections and training.

To minimize impacts from stormwater runoff during construction, erosion and sediment control measures that comply with the Clark County Erosion Control Ordinance will be implemented by the contractor. Natural vegetative cover will be retained where possible and reseeding will establish vegetative cover on disturbed soils, promoting infiltration.

4. Plants

a. Check or List types of vegetation found on the site.

- ☑ Deciduous tress
- ☑ Other evergreen trees
- ☑ Shrubs
- ☑ Grass
- ☑ Pasture

b. What kind and amount of vegetation will be removed or altered?

Construction will involve the removal of forest vegetation along a large portion of the trail alignment. Removal of several hundred trees is anticipated with construction of the project. However, removal of trees will be minimized to the maximum extent practicable through design alternatives such as meandering the trail, narrowing the trail width, meandering the soft-surface equestrian trail between trees, and use of retaining walls. Timber harvest resulting from construction of the trail will require obtaining a Class IV-G Forest Practices Permit from Clark County Environmental Services prior to construction.

c. List threatened or endangered species known to be on or near the site.

According to the Washington Natural Heritage Plant GIS database, two different rare plants are found near the project study area. *Cimicifuga elata var. elata* (tall bugbane) and *Trillium parviflorum* (small-flowered trillium) have been mapped in the project vicinity. Clark County contracted with URS Corporation to conduct a rare plant survey, which resulted in the discovery of both species mentioned above within the project footprint. In addition, URS Corporation discovered *Euonymus occidentalis* (Western wahoo) in the project footprint. Tall bugbane is listed as State Sensitive and a Federal Species of Concern. Small-flowered trillium is listed as State Sensitive and Western wahoo is listed as State Threatened.

These rare plant occurrences will be avoided to the maximum extent practicable with construction of this project. However, full avoidance of all species discovered along the trail is not possible. Two occurrences of sensitive plants cannot be avoided by the project. These occurrences will be identified during construction and an attempt will be made to transplant the individuals outside of the construction footprint. Informal consultation with a Washington Natural Heritage Program botanist has occurred. The biologist acknowledges that avoidance is

the best option, but also recognizes that it is not always possible. The botanist was interested to see what the outcome of transplanting will be.

The Washington Natural Heritage database also has mapped a High Quality Plant Community in the area of Tukes Mountain. An area of *Pseudotsuga menziesii* (Douglas-fir), *Corylus cornuta* (beaked hazelnut), and *Polystichum munitum* (swordfern) forest is mapped on Tukes Mountain. Incidentally, this area is also mapped by the Washington Department of Fish & Wildlife as a Biodiversity Area. Impacts will be minimized through this section of trail, as the trail width has already been reduced to ten feet, the minimum allowed under grant obligations. The equestrian was also designed to be four feet or narrower to meet exemptions in the County Habitat Conservation Ordinance. Construction of retaining walls will be used where appropriate to protect mature trees, and the trail will be meandered where possible given topographic constraints.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.

As described above, there are several measures incorporated in the design to retain forest vegetation. In addition, areas of disturbance will be reseeded with native seed mixes and where appropriate some landscaping with native trees and shrubs may occur.

5. Animals

a. Circle or list any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: **Numerous resident and migratory birds typical of forested landscapes have been observed along the project corridor.**

mammals: **None observed, but species typically found in forested landscapes such as deer, raccoons, skunks, coyotes, rabbits, rodents, bats, and numerous others are likely present.**

fish: **No fish have been observed in Weaver Creek; however, GIS data sets from WDFW show that coho and winter steelhead likely use Weaver Creek downstream of Battle Ground and are presumed present upstream of Battle Ground near the project study area. The no-effect letter for this project further demonstrates that there will be no effect on these species in the project area.**

b. List any threatened or endangered species known to be on or near the site.

Lower Columbia River steelhead may use Weaver Creek downstream of the project area and downstream of the City of Battle Ground near the confluence with Salmon Creek. Their presence is presumed within Weaver Creek adjacent to the project area. However, fish passage barriers have been observed on Weaver Creek downstream of the project study area. Lower Columbia River coho may also be present in Weaver Creek downstream of the project study area and presumed to be present adjacent to the project study area. Clark County contracted with URS Corporation to prepare a Biological Assessment for the project study area. A no-effect letter has been written for the project and submitted to the Washington Department of Transportation for review.

c. Is the site part of a migration route? If so, explain.

Clark County in general is part of the Pacific Flyway.

d. Proposed measures to preserve or enhance wildlife, if any:

Clearing of vegetation will be minimized within critical areas and elsewhere in the project area where feasible using several design options as discussed above. Forest vegetation or individual trees to be preserved will be marked in the project area. Disturbed soil will be reseeded or replanted where appropriate. Mitigation for habitat impacts will include enhancement of approximately 6 acres of riparian vegetation within the Salmon Creek Greenway. The amount of mitigation required for habitat impacts will be determined by the Clark County habitat conservation ordinance (CCC 40.440).

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

During construction, gasoline, diesel fuel, and lubricating fluids will be required for the operation of the construction equipment.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Proposed measures for conserving energy during construction include the following:
- Limit unnecessary idling of construction equipment
- Locate construction staging areas as close as possible to the site

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

According to the Department of Ecology's Washington Facility/Site Atlas (accessed September 2, 2009), two leaking underground storage tanks (LUST) have been documented near Fairgrounds Park where the Chelatchie Railroad trail will begin. Both LUST facilities are located across Main Street from Fairgrounds Park and west of the railroad. These sites are being or have been cleaned with oversight from the Department of Ecology and should pose no environmental health hazards related to this project.

During construction the contractor will be using gasoline, diesel fuel, and hydraulic fluid, among other potential hazardous materials. There is a possibility that some of these hazardous fluids could be spilled or leaked.

1) Describe special emergency services that might be required.

Emergency services that could potentially be needed in conjunction with this project include medical, fire and hazardous spill response. The emergency services and procedures for any environmental health hazards are already in place through the local fire district and mutual aid agreements with other agencies.

2) Proposed measures to reduce or control environmental health hazards, if any:

The contractor will be required to prepare a Spill Prevention, Control and Countermeasure (SPCC) plan to be used for the duration of the project. The SPCC plan will identify construction-planning elements and recognize potential spill sources at the site. The plan will outline responsive actions in the event of a spill or release and will identify notification and reporting procedures. The plan will also outline contractor management elements such as personnel responsibilities, project site security, site inspections and training.

b. **Noise**

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Existing noise in the project area is limited to noise generated by residential and commercial properties and traffic on the road. The existing noise in the area will not affect the project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

No long-term changes to noise levels will occur as a result of this pedestrian/recreation project.

Excess noise will be created from construction activities associated with the trail improvements, during daylight hours. Construction will involve clearing, cut and fill activities, and paving. The most prevalent noise source during construction will be generated by the engine-powered equipment. Washington State noise regulations set permissible levels for operation of construction equipment at rural and residential receiving properties. The regulations do not apply to construction equipment during daytime hours, when project activities occur. Trucks will be present throughout construction, and the noise generated may affect more people. Maximum noise levels from construction equipment will range from 69 to 106 dBA at 50 feet and from 57 to 94 dBA at 200 feet.

3) Proposed measures to reduce or control noise impacts, if any:

To reduce construction noise some of the following measures may be incorporated into contract specifications:

- **All engine-powered equipment should be required to have mufflers installed according to the manufacturer's specifications.**
- **All equipment should be required to comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.**
- **Limit jackhammers, concrete breakers, saws, and other forms of demolition to daytime hours.**

- **Noise may be minimized by regular inspection and replacement of defective mufflers and parts that do not meet the manufacturer's specifications.**
- **Shut off idling equipment.**
- **Notify nearby residents whenever extremely noisy work will be occurring.**
- **Restrict the use of back-up beepers during evening and nighttime hours.**

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The railroad and proposed trail traverse through areas consisting of urban residential and rural residential development. Property adjacent to both the origination point and terminus of the trail is used for recreation.

b. Has the site been used for agriculture? If so, describe.

Lands within the project footprint are all within the right-of-way for the existing railroad and so have not seen any particular land use. However, properties adjacent to the railroad right-of-way, especially within the rural setting surrounding Battle Ground have been and continue to be used for some agricultural purposes such as pasture, haying, row crops, and livestock.

c. Describe any structures on the site.

Primarily residential homes are located along the project corridor. However, a community center building is located within Fairgrounds Park near the starting point of the trail. None of these structures are located within the footprint of the proposed trail. The only structure directly adjacent to the project footprint is the actual railroad and any drainage structures such as culverts leading underneath the railroad.

d. Will any structures be demolished? If so, what?

No.

e. What is the current zoning classification of the site?

The zoning classification along the project corridor ranges from urban single-family residential to rural residential.

f. What is the current comprehensive plan designation of the site?

Several designations exist along the corridor including Rural Residential (5-acre lots), Parks/Open Space, Urban Low-Density Residential, Urban Medium-Density Residential, and Urban High-Density Residential.

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Yes, Weaver Creek, also known as Woodin Creek, flows adjacent to the railroad on the opposite side of the tracks from where trail construction will occur. Several small tributaries of the Weaver Creek system flow along the tracks and eventually cross under the tracks through the trail footprint. All of these streams carry with them protected riparian zones ranging in width from 75 to 200 feet. Several small wetlands are also present along the railroad tracks and proposed trail alignment. An additional habitat area is present in the area of Tukes Mountain. This area is defined by the Washington Department of Fish & Wildlife as a priority habitat. The specific priority habitat is referred to as a Biodiversity Area.

i. Approximately how many people would reside or work in the completed project?

None.

j. Approximately how many people would the completed project displace?

None.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Pedestrian safety and circulation projects are compatible with the existing comprehensive plan and the project is listed within the County's six year Transportation Improvement Program. The County will abide by the terms and conditions of all required county, state, and federal permits and approvals. In addition, the Parks and Recreation Advisory Committee and the Board of Clark County Commissioners approved the 2006 Trail Corridor Study. The Parks and Recreation Advisory Committee has also reviewed and approved the most recent plan to build this segment of the trail in phases, and the Board of County Commissioners will have final approval authority over the construction contract.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable. The project will not result in any housing impacts.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Through a majority of the trail, the tallest proposed structures would be information signs along the trail route that would not exceed six feet in height. At the terminus of the trail, where users will cross NE Palmer Road into Battle Ground Lake State Park, two light poles approximately 30 feet tall will be constructed to illuminate the crossing for public safety.

b. What views in the immediate vicinity would be altered or obstructed?

With the removal of substantial forest vegetation along the railroad right-of-way there is the potential for altered views from residences adjacent to the trail. Impacts to views in the vicinity of the trail project may be minimized by landscaping for privacy adjacent to residences most affected by the project.

c. Proposed measures to reduce or control aesthetic impacts, if any:

Existing vegetation will be left in place where possible to minimize the impacts of the project. Project plans include reseeding disturbed soils with grass and planting trees and shrubs in key locations.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Two light poles will be constructed at the terminus of the trail where users will cross NE Palmer Road into Battle Ground Lake State Park. The light poles will illuminate this crossing for public safety from dusk through dawn.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Light at the NE Palmer Road crossing is not expected to pose a safety hazard or to interfere with views, as the illumination will be directed towards the ground and focused on the road.

c. What existing off-site sources of light or glare may affect your proposal?

There are no off-site sources of light or glare which will affect the proposed project.

d. Proposed measures to reduce or control light and glare impacts, if any:

As described above, the light poles will be designed so that illumination is directed towards the road surface.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

Currently recreational opportunities along the project corridor are located at the beginning point of the trail at Fairgrounds Park and at the terminus of the trail at Battle Ground Lake State Park. The city park has sports fields, playground equipment, picnic tables, and a skate spot. The state park includes boating, trails for equestrian and pedestrian use, camping, and passive

recreation such as bird watching. However, no direct impacts to these recreational facilities are anticipated as a result of this project. In addition, publicly-owned land near the middle of the project provides informal pedestrian and equestrian opportunities.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No. Project will not displace any recreational uses. The project will improve recreation use in the vicinity of Battle Ground and Battle Ground Lake State Park.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Construction of a new trail system between Battle Ground and Battle Ground Lake State Park, and then eventually between Vancouver and Amboy, Washington, will provide a host of new recreation opportunities including hiking, running, biking, and horseback riding.

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

According to recent surveys conducted by professional archaeologists, there is only one object that is eligible for listing on the National Register of Historic Places (NRHP), and that is the Chelatchie Railroad itself. An historic-era archaeological site and archaeological isolate were also observed in the project footprint, but were not considered eligible for listing on national, state, or local preservation registers (ASCC 2009). In addition, 16 historic residences are present in the project vicinity, however they are not eligible for the NRHP, but have been added to the Washington State Historic Property Inventory. This report has been submitted to the Washington Department of Transportation for consultation with the Washington Department of Archaeology and Historic Preservation and interested tribes. In addition, an archaeological survey was conducted at the habitat mitigation site. No cultural artifacts were found and this report was also submitted to the Department of Transportation.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

As described above, a cultural resources survey has been prepared for the Area of Potential Effect of the trail project. This survey report has been submitted to the Washington Department of Transportation for review and consultation with the Department of Archaeology and Historic Preservation and interested tribes.

c. Proposed measures to reduce or control impacts, if any:

Not applicable. Proposed project will not impact known historic and/or cultural resources.

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

This segment of the Chelatchie Railroad Trail will originate within the railroad right-of-way adjacent to Fairgrounds Park in Battle Ground, Washington. Fairgrounds Park is served by E.

Main Street and Fairgrounds Avenue. Access to the trail will also be available at its terminus near NE 249th Street.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Yes. Two bus routes have stops near Fairgrounds Park in Battle Ground. Route #7, Battle Ground and Route #47, Battle Ground Limited both have stops near the Community Center located in the southeast corner of Fairgrounds Park.

c. How many parking spaces would the completed project have? How many would the project eliminate?

Project will not create or eliminate any parking spaces.

d. Will the proposals require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

The project will require minor improvements where the trail crosses existing roads at Fairgrounds Avenue and NE 182nd Avenue. Both roads are public and will require only minor signing and striping improvements to allow for safe crossing by pedestrians. Similar improvements may also be necessary where the trail crosses NE 174th Court, a private road.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project will use railroad right-of-way for construction of the actual trail. Rail will not likely be used during construction for movement of supplies or construction equipment, although the possibility to do so will remain.

d. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

This project may generate additional vehicular trips. However, the beginning and ending points of the trail are existing recreational destinations, so additional trip generation will not be an issue.

g. Proposed measures to reduce or control transportation impacts, if any:

Not applicable. The project will provide for safe pedestrian access to and from the trail.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

No.

d. Proposed measures to reduce or control direct impacts on public services, if any.

Temporary impacts to public services (i.e. fire station and schools) may occur during construction, but will be minimal since the majority of the work will occur away from public roads. However, for work near public roads, measures will be taken to allow safe access for emergency vehicles through the project site at all times during construction. Adjustments to bus routes are not anticipated but would be minor to accommodate access to schools.

16. Utilities

a. List utilities currently available at the site:

Underground facilities for sanitary sewer, water, telephone and gas lines are present within the vicinity of Fairgrounds Park. Power and telephone are also on above-ground lines, both near Fairgrounds Park and near NE 182nd Avenue.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

No major utility relocations are anticipated. Some minor relocations or alterations may be necessary where the trail crosses existing roads such as Fairgrounds Avenue and NE 182nd Avenue, and for the installation of the light poles.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Date Submitted: 9/29/10

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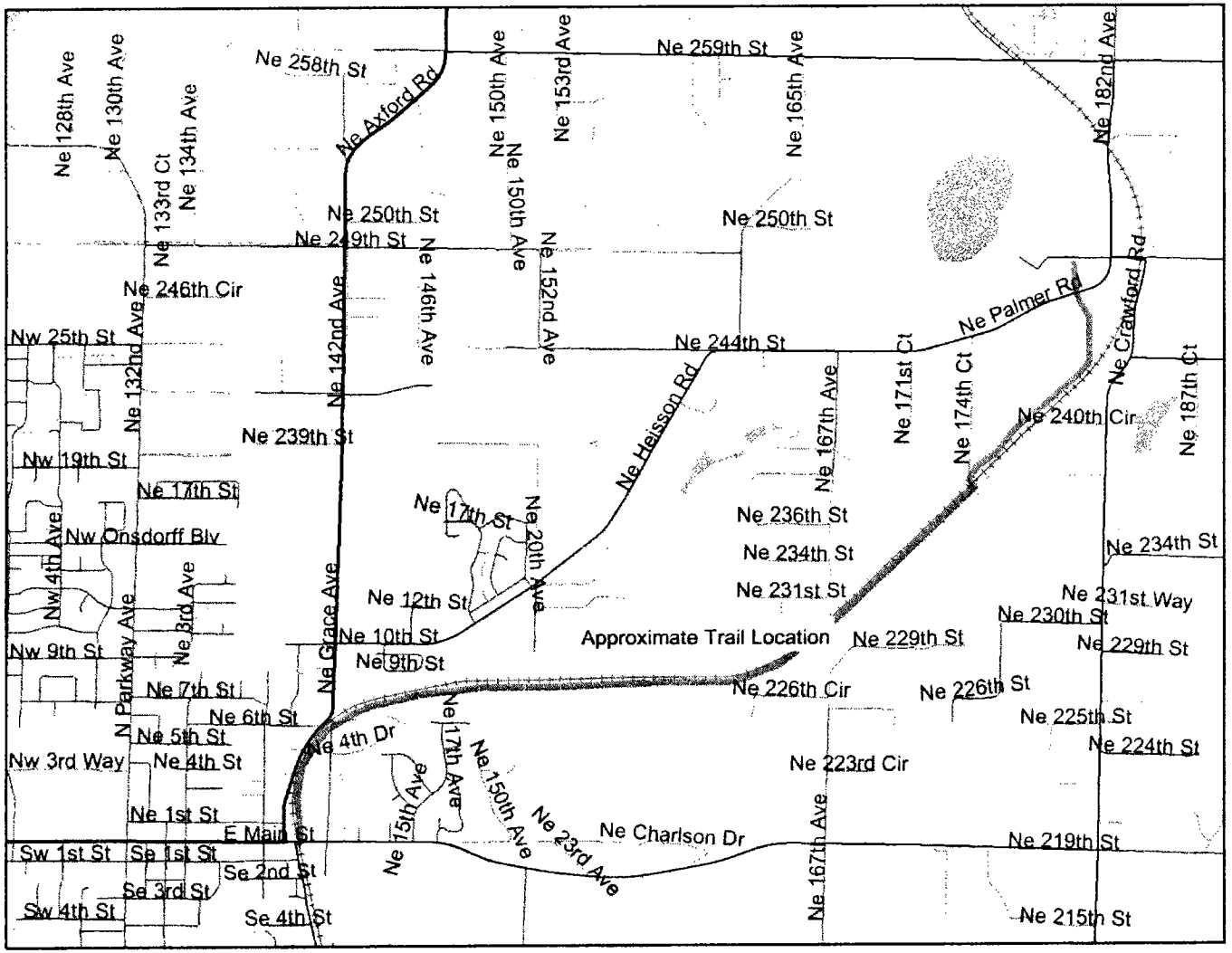
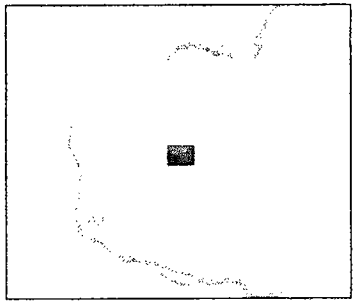
Geocortex IMF Viewer

Chelatchie Rail-Trail Vicinity Map





Legend

- Railroads
- Roads
  - Alley
  - Arterial
  - DNR
  - DNR (Private Land)
  - Driveway
  - Interstate
  - Interstate Ramp
  - Primary Arterial
  - Private Roads
  - Private Roads w/o Names
  - Public Roads
  - SR Ramp
  - State Route
- Waterbodies
- Rural Centers
- Urban Growth Boundaries
- City Boundaries
- County Boundary

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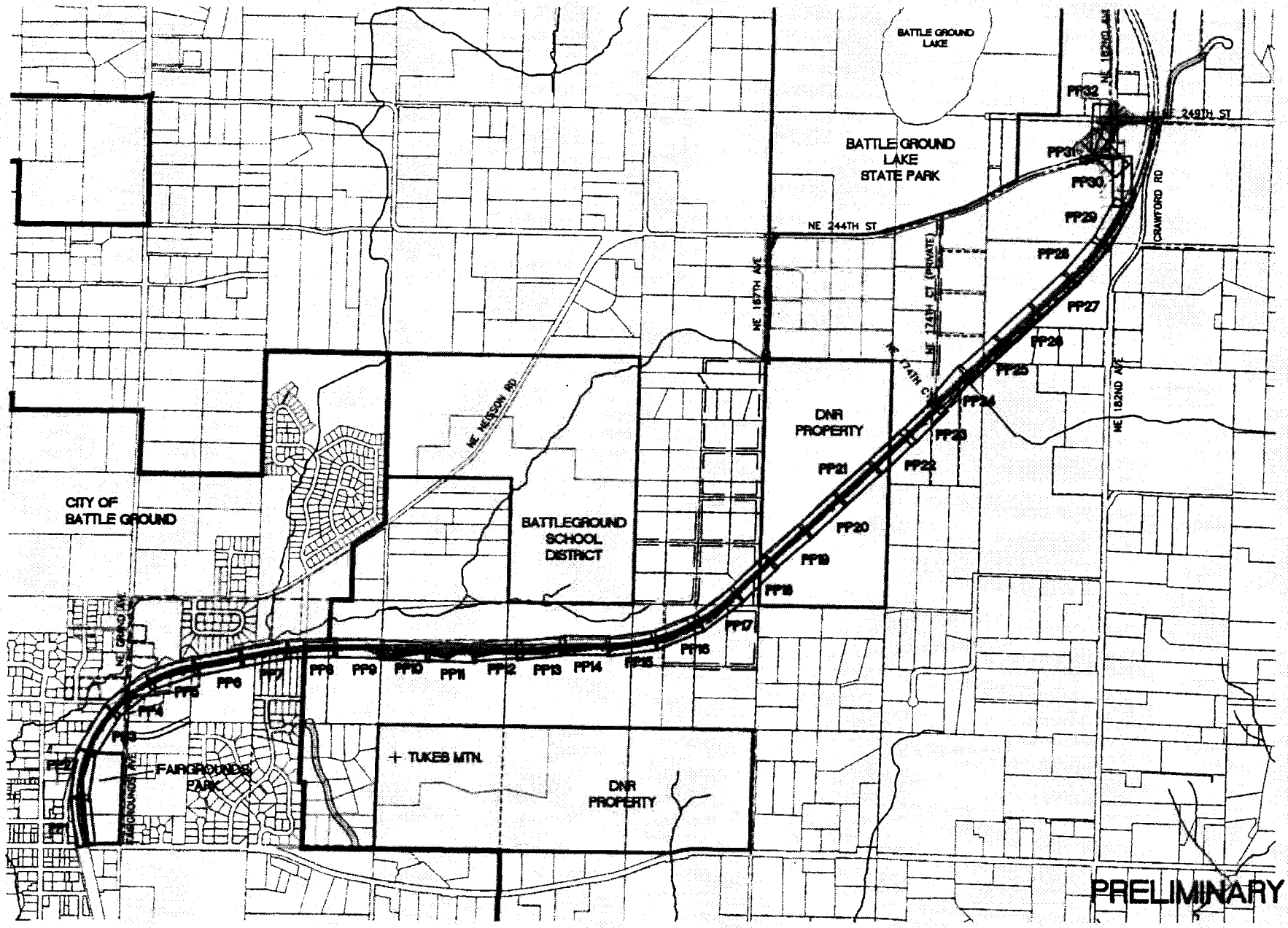
Scale: 1:26,730



CLARK COUNTY, WASHINGTON

PUBLIC WORKS
ENGINEERING PROGRAM

ENGINEERING PROGRAM

CHELACTHIE PRAIRIE RAIL TRAIL - 361212

PROJECT LAYOUT

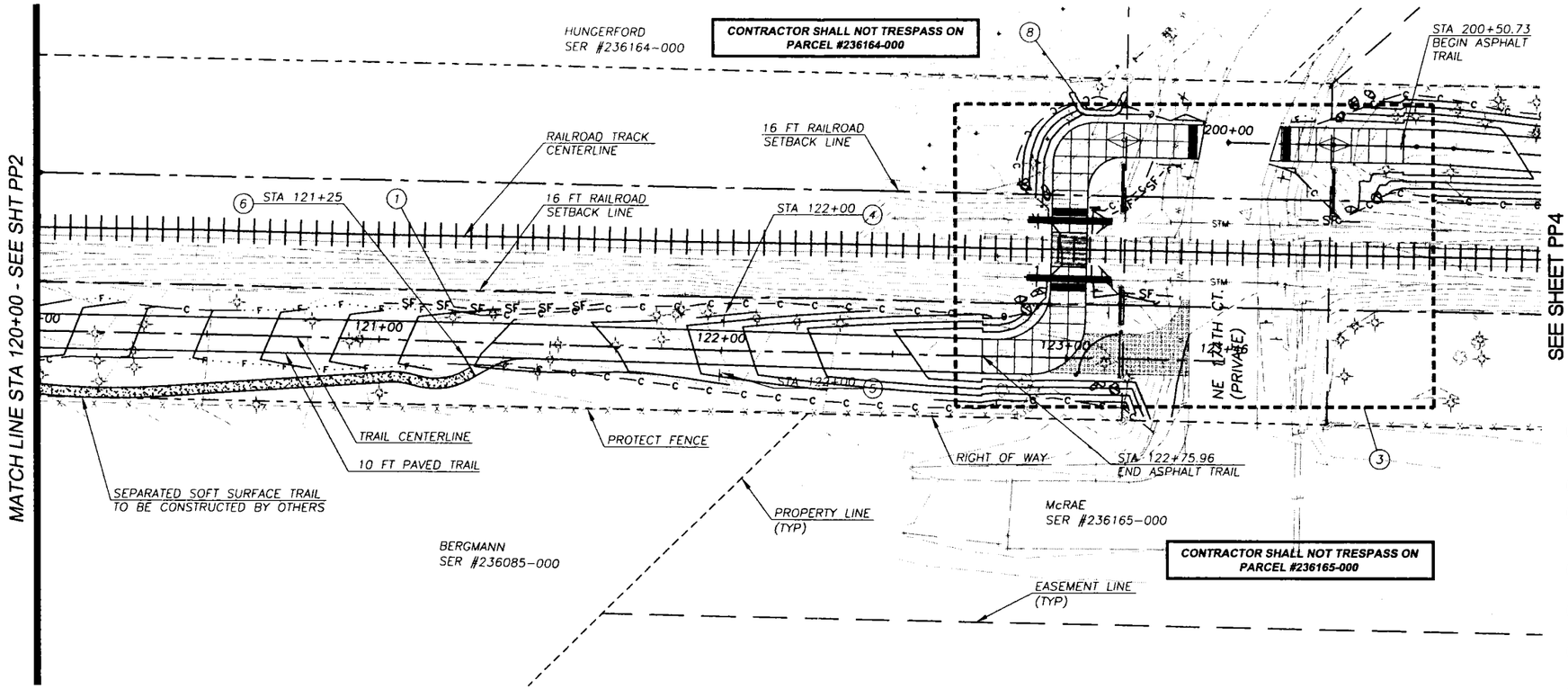
CALL 48 HOURS BEFORE YOU DIG 1-800-553-4344

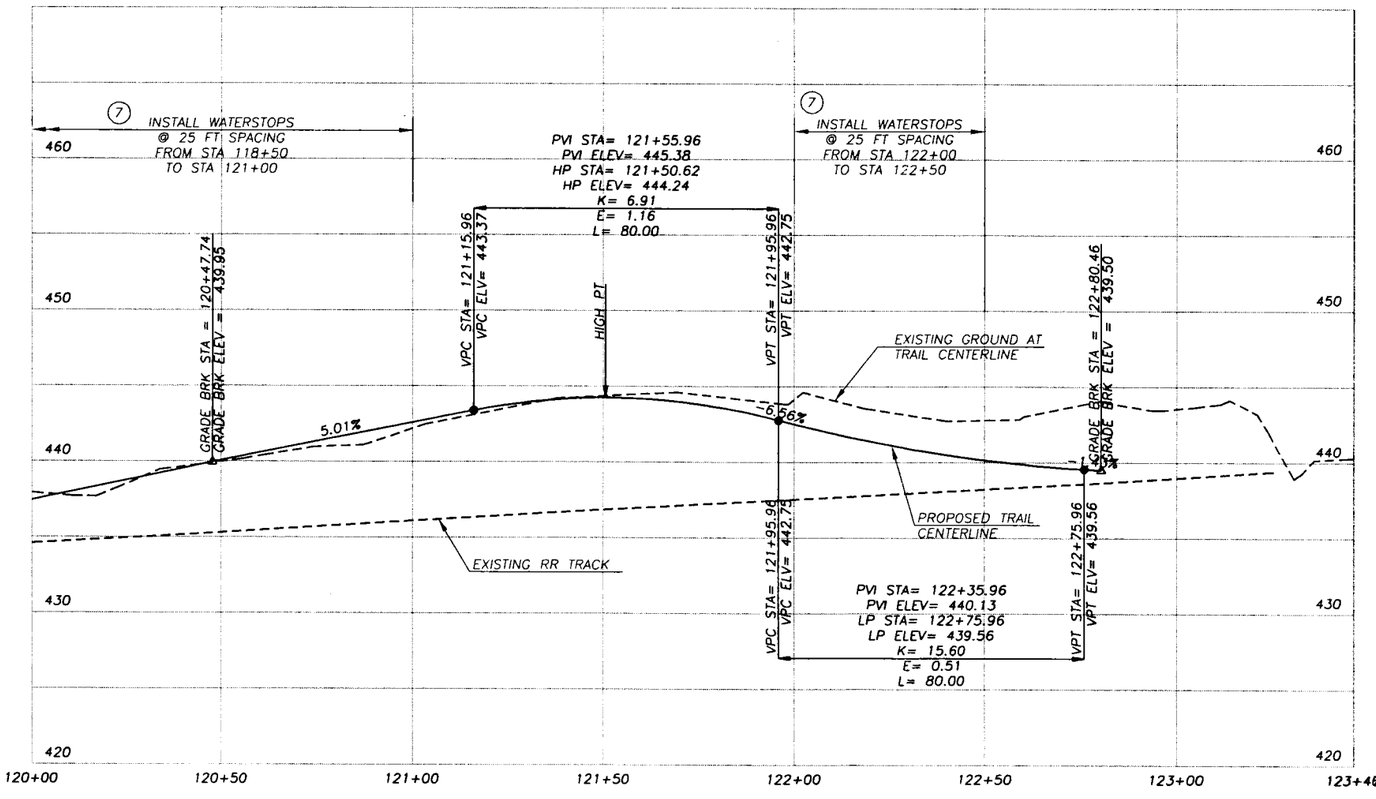
DESIGN SECTION

DESIGNED	XX
DRAWN	XX
DATE	XX/XX/XX

LAYI

X OF XX





CONSTRUCTION NOTES:

1. ORANGE SILT FENCE AT LIMITS OF FILL SLOPE. SEE SHEET EC2 FOR DETAILS
2. NOT USED
3. SEE SHEETS RC1, LND1 & LND2 FOR NE 174TH CT. CROSSING DETAILS
4. TRAIL SIGN #13. SEE SHEET SS3 FOR DETAILS
5. TRAIL SIGN #4. SEE SHEET SS3 FOR DETAILS
6. HMA EXTENSION TYPE 2. SEE SHEET RD1 FOR DETAILS
7. WATERSTOP. SEE SHEET RD1 FOR DETAILS
8. ROCK RETAINING WALL. SEE SHEET WD2 FOR DETAILS

GENERAL NOTES:

1. REMOVE TREES AND VEGETATION WITHIN TRAIL GRADING LIMITS ONLY. TREES AND VEGETATION OUTSIDE TRAIL GRADING LIMITS ARE TO BE PROTECTED. TREES LOCATED BETWEEN TRAIL EDGE AND GRADING LIMITS SHALL BE REVIEWED WITH THE ENGINEER AND LANDSCAPE ARCHITECT PRIOR TO CLEARING AND PROTECTED IF POSSIBLE.
2. PRUNE VEGETATION ADJACENT TO TRAIL PER DETAIL ON SHEET LND14.
3. SEED ALL FINAL SLOPES WITH SEED MIX LISTED ON SHEET LND8.

UNADJUSTED EARTHWORK QUANTITIES

EXCAVATION	228 C.Y.
EMBANKMENT	8 C.Y.

CLARK COUNTY, WASHINGTON
PUBLIC WORKS
ENGINEERING PROGRAM
VANCOUVER-CLARK PARKS & Recreation

CHELATCHIE PRAIRIE RAILROAD TRAIL - CRP #361212

PLAN AND PROFILE - STA 120+00 TO NE 174TH COURT

STA 120+00 TO NE 174TH COURT

CALL 48 HOURS BEFORE YOU DIG
1-800-553-4344
"It's the Law"
NORTHWEST UTILITIES NOTIFICATION CENTER

DESIGN SECTION

MARC E. AERTS
STATE OF WASHINGTON
37336
REGISTERED PROFESSIONAL ENGINEER

DESIGNED	MA
DRAWN	RR/RK
DATE	12/27/10
	PP3
	X OF XX

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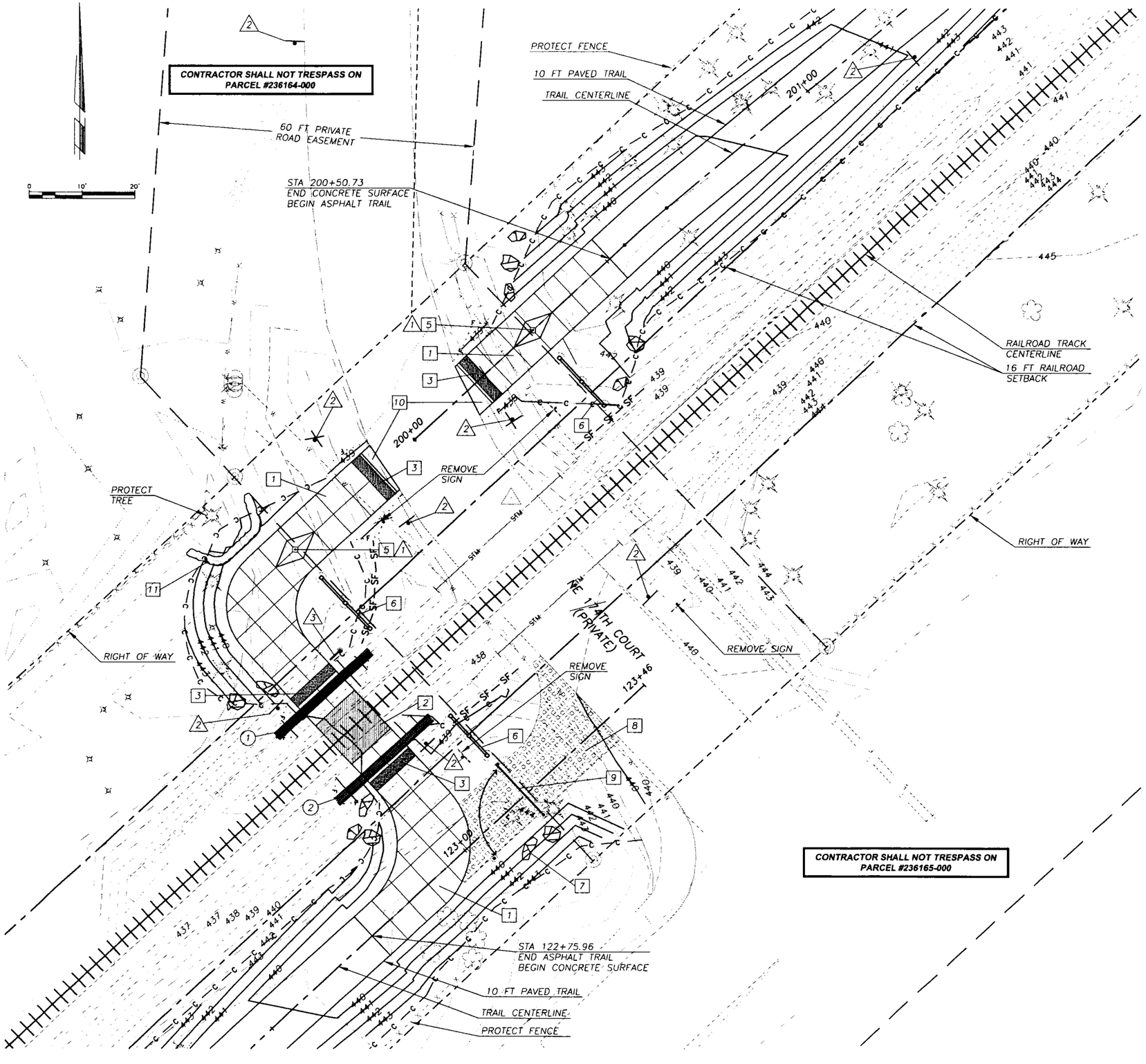

CONTRACTOR SHALL NOT TRESPASS ON PARCEL #236165-000

GENERAL NOTES:

1. SEE LANDSCAPE PLANS FOR ADDITIONAL CONSTRUCTION DETAILS.

STORM NOTES:

(1) 24 LF OF 12 IN DIAM. CL. V REINF. CONC. CULVERT PIPE.
INSTALL IN EXISTING DITCH

OUTLET:	INLET:
N=174585.49	N=174601.69
E=1131888.12	E=1131905.83
IE=436.90	IE=437.10

(2) 24 LF OF 12 IN DIAM. CL. V REINF. CONC. CULVERT PIPE.
INSTALL IN EXISTING DITCH

OUTLET:	INLET:
N=174573.07	N=174589.28
E=1131899.54	E=1131917.23
IE=436.70	IE=437.00

SITE NOTES:

1. CONCRETE SURFACE. SEE SHEET LND1 AND LND2 FOR LAYOUT AND DETAILS
2. TRACK CROSSING PANELS. SEE SHEET RD3 FOR LAYOUT AND DETAILS
3. DETECTABLE WARNING PATTERN. SEE SHEET RD1, LND1 AND LND2 FOR DETAILS
4. ORANGE SILT FENCE AT LIMITS OF GRADING WORK. SEE SHEET EC2 FOR DETAILS
5. BOLLARD. SEE SHEET LND1 FOR DETAILS
6. SPLIT RAIL FENCE. SEE SHEET LND1 AND LND2 FOR DETAILS
7. LANDSCAPE BOULDERS. SEE SHEET LND1 AND LND2 FOR DETAILS
8. POROUS PAVING SYSTEM. SEE SHEET RD2 FOR DETAILS
9. STEEL GATE. SEE SHEET LND1 FOR DETAILS
10. HMA PATCH. SEE SHEET LND9 FOR DETAILS
11. ROCK WALL. SEE SHEET XX FOR DETAILS

SIGNING AND STRIPING NOTES:

1. BOLLARD STRIPING. SEE SHEET SS3 FOR DETAILS
2. ROAD/TRAIL SIGN. SEE SHEET SS1 AND SS3 FOR LOCATION AND DETAILS
3. TRAILHEAD/DIRECTIONAL SIGN. SEE SHEET LND1, LND2 AND LND12 FOR LOCATION AND DETAILS

CLARK COUNTY, WASHINGTON
PUBLIC WORKS
ENGINEERING PROGRAM
VANCOUVER-CLARK PARKS & Recreation

CHELATCHIE PRARIE RAILROAD TRAIL - CRP #361212
NE 174TH COURT CROSSING
NE 174TH COURT

CALL 48 HOURS BEFORE YOU DIG
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"It's the Law"
NORTHWEST UTILITIES NOTIFICATION CENTER

DESIGN SECTION

MARC E. AERTS
STATE OF WASHINGTON
37330
REGISTERED PROFESSIONAL ENGINEER

DESIGNED	MA
DRAWN	RR/RK
DATE	12/27/10
	RC1
	X OF XX

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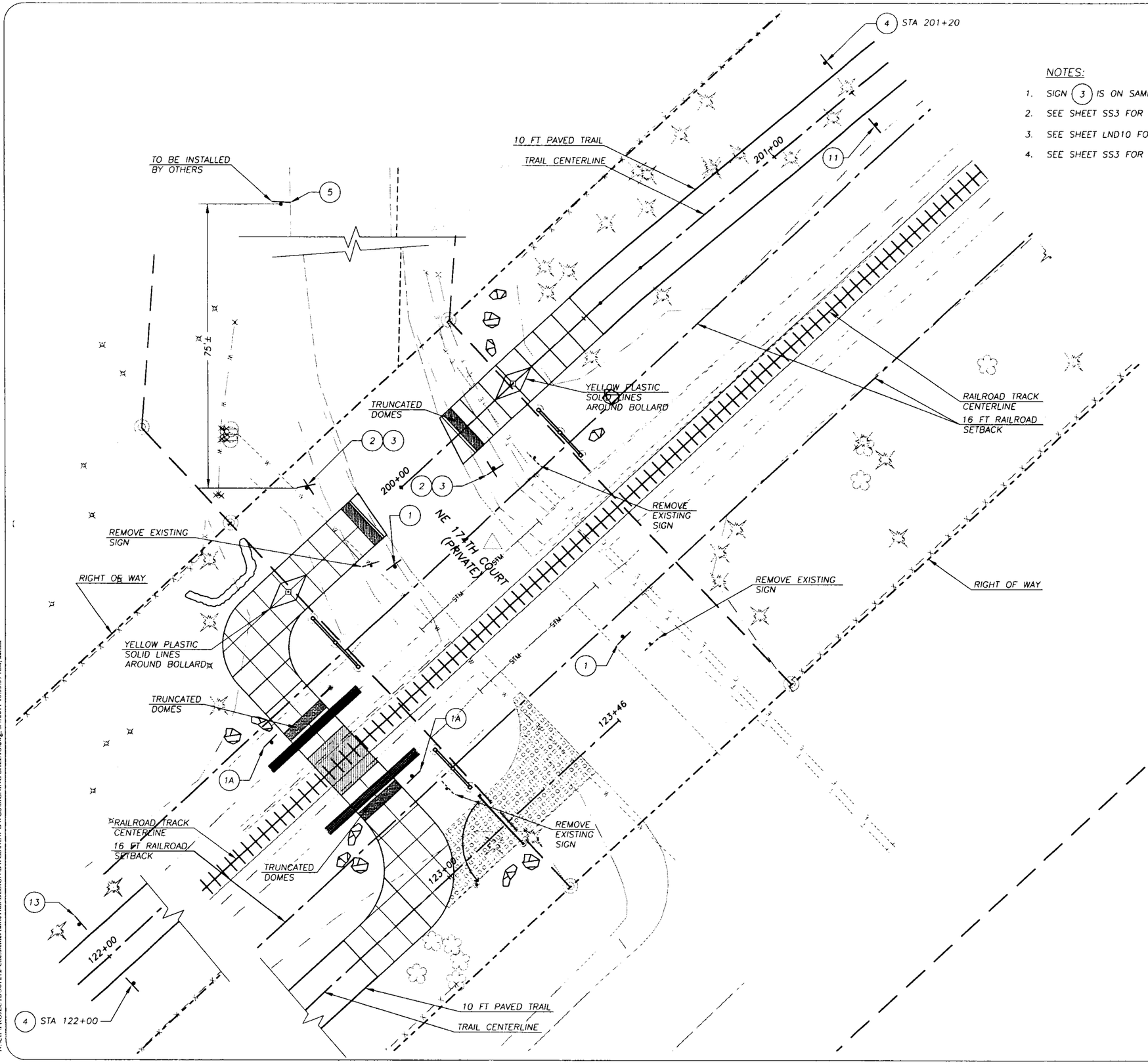

NOTES:

1. SIGN (3) IS ON SAME POST AS (2), BUT FACED TOWARDS ROAD.
2. SEE SHEET SS3 FOR SIGN TYPES AND MOUNTING DETAILS.
3. SEE SHEET LND10 FOR TRAILHEAD/DIRECTIONAL SIGN DETAILS.
4. SEE SHEET SS3 FOR STRIPING DETAILS AROUND BOLLARDS.

LEGEND:

(#) SIGN NUMBER

0 10' 20'

CLARK COUNTY, WASHINGTON

PUBLIC WORKS
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VANCOUVER-CLARK PARKS & Recreation

CHELATCHIE PRARIE RAILROAD TRAIL - CRP #361212

SIGNING PLAN - NE 174TH COURT CROSSING

CALL 48 HOURS BEFORE YOU DIG
1-800-553-4344
"It's the Law"
NORTHWEST UTILITIES NOTIFICATION CENTER

DESIGN SECTION

RICHARD W. GILMORE
STATE OF WASHINGTON
16486
REGISTERED PROFESSIONAL ENGINEER

DESIGNED	MA
DRAWN	RR/RK
DATE	12/27/10
	SS1
	X OF XX

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SIGN PLACEMENT NOTES:

1. SIGNS #1, 2, 3, 6, 7, 8, 10 SHALL BE PLACED AND INSTALLED PER WSDOT STD. PLAN G-24.50-00. USE INSTALL METHOD TYPE ST-4.
2. SIGNS #1A, 4, 9, 11, 13, 14, 15 SHALL BE PLACED AND INSTALLED PER TRAIL SIGN DETAIL AT THE LOCATIONS SHOWN IN THE PLANS.
3. SIGN #12 SHALL BE PLACED AND INSTALLED PER WETLAND AND BUFFER AREA SIGN DETAIL AT THE LOCATIONS SHOWN IN THE PLANS.
4. SIGN #5 SHALL BE PROVIDED AND INSTALLED BY OTHERS.
5. SIGN #15. CONTRACTOR SHALL REUSE EXISTING NO TRESPASSING SIGN LOCATED AT NE 174TH CT. AND INSTALL ON NEW POST PER TRAIL SIGN DETAIL.
6. SEE SHEET LND12 FOR TRAILHEAD SIGNS AND DIRECTIONAL SIGNS DETAILS.

R15-1
48"X9"
TYPE IV

R1-2
30"X30"X30"
TYPE IV

(1)

R15-1
24"X4.5"
TYPE IV

R1-2
18"X18"X18"
TYPE IV

(1A)

W11-15
30"X30"
TYPE IV

W16-7PL
24"X12"
TYPE IV

(2)

R5-3
24"X24"
TYPE IV

(3)

W1-3L
18"X18"
TYPE IV

(4)

W10-1
36" DIA.
TYPE IV

(5)

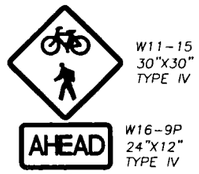
24"X18"
BLACK ON WHITE
(THIS IS A CUSTOM SIGN)
TYPE IV

LETTERS
4" C_SAE

(6)

R1-1
18"X18"
TYPE IV

(7)



W11-15
30"X30"
TYPE IV

W16-9P
24"X12"
TYPE IV

(8)

W3-1
18"X18"
TYPE IV

(9)

R7-2
12"X18"
TYPE IV

(10)

30"X24"
BLACK ON WHITE
(THIS IS A CUSTOM SIGN)
TYPE I

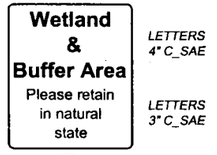
4" SYMBOL

LETTERS
3" C_SAE

LETTERS
2" C_SAE

(11)

30"X24"
BLACK ON WHITE
(THIS IS A CUSTOM SIGN)
TYPE I

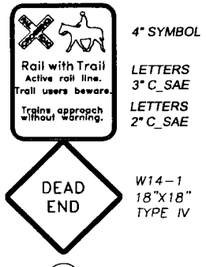


LETTERS
4" C_SAE

LETTERS
3" C_SAE

(12)

30"X24"
BLACK ON WHITE
(THIS IS A CUSTOM SIGN)
TYPE I



4" SYMBOL

LETTERS
3" C_SAE

LETTERS
2" C_SAE

W14-1
18"X18"
TYPE IV

(13)

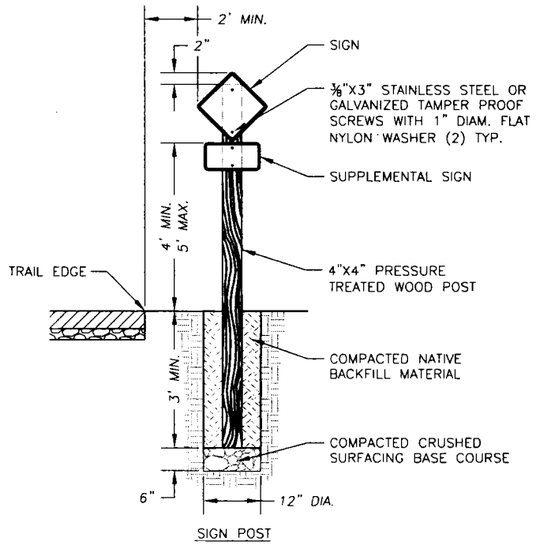
W8-3
18"X18"
TYPE IV

W16-2aP
18"X9"
TYPE IV

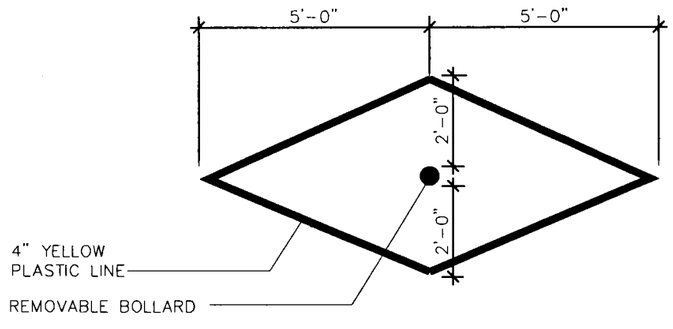
(14)

(THIS IS AN EXISTING SIGN)

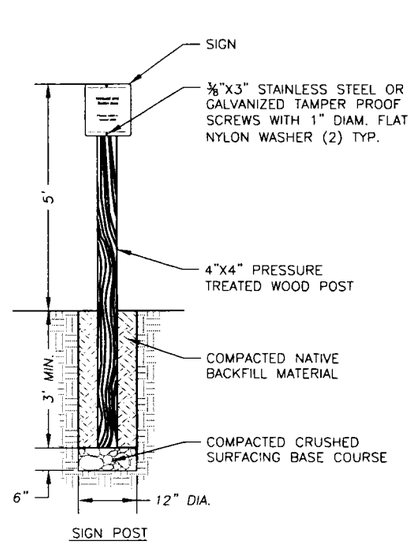
(15)



TRAIL SIGN
N.T.S.



STRIPING AROUND BOLLARDS
N.T.S.



WETLAND AND BUFFER AREA SIGN
N.T.S.

CLARK COUNTY, WASHINGTON
PUBLIC WORKS
ENGINEERING PROGRAM
VANCOUVER-CLARK PARKS & Recreation

CHELATCHIE PRAIRIE RAILROAD TRAIL - CRP #361212

SIGNING DETAILS

CALL 48 HOURS BEFORE YOU DIG
1-800-553-4344
"It's the Law"
NORTHWEST UTILITIES NOTIFICATION CENTER

DESIGN SECTION

RICHARD W. GAMBLE
STATE OF WASHINGTON
36486
REGISTERED PROFESSIONAL ENGINEER

DESIGNED	MA
DRAWN	RR/RK
DATE	12/27/10
	SS3
	X OF XX

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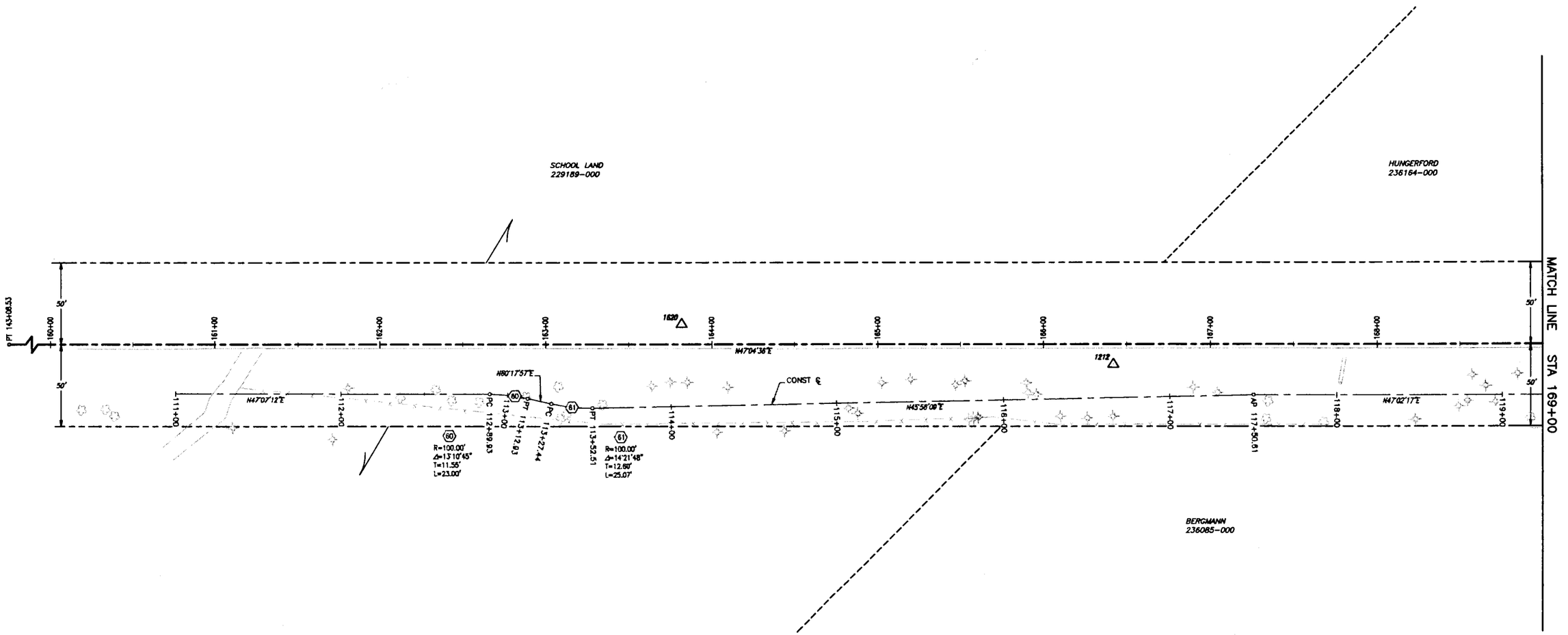


LEGEND

- FOUND MONUMENT (AS NOTED)
- MONUMENT TO BE SET SUBSEQUENT TO CONST
- CONTROL POINT (AS NOTED)
- CURVE INFORMATION
- R/R CENTERLINE
- TRAIL CONST CENTERLINE
- R/W LINE
- PROPERTY LINE
- EASEMENT LINE

SURVEYOR'S STATEMENT

THE PURPOSE OF THIS SURVEY IS TO LOCATE AND ESTABLISH THE CENTERLINE AND RIGHT-OF-WAY LINES OF A PORTION OF THE CHELATCHIE PRAIRIE RAILROAD.

LOT LINES SHOWN ARE LOCATED BY DEED CALLS AND PUBLIC RECORDS, AND ARE SHOWN FOR CLARITY, BEING DERIVED BY CALCULATION. THIS DOES NOT CONSTITUTE A BOUNDARY SURVEY OF SAID LOT LINES AND IS THEREFORE SUBJECT TO ANY INACCURACIES A SUBSEQUENT BOUNDARY SURVEY MAY DISCLOSE.

TRAIL CONST CENTERLINE CONTROL		
PT #	NORTHING	EASTING
111+00	173748.614	1131044.390
PC 112+89.93	173877.856	1131183.569
PT 113+12.93	173891.441	1131202.068
PC 113+27.44	173898.630	1131214.671
PT 113+55.51	173913.636	1131234.670
AP 117+50.61	174190.497	1131520.726

RAILROAD CENTERLINE CONTROL		
PT #	NORTHING	EASTING
PT 143+08.53	172566.774	1129729.358

CONTROL POINTS				
PT #	NORTHING	EASTING	ELEV	DESCRIPTION
1212	173987.901	1131239.115	428.36	5/8" REBAR W/RED "CC CONTROL" CAP
1620	174147.141	1131446.228	424.54	RAILROAD SPIKE

SCALE: 1"=30'

30 0 30 60

DATE

Kenneth W. Paul, P.L.S.
County Surveyor
P.L.S. #35152

KENNETH W. PAUL — STATE OF WASHINGTON — 35152 — REGISTERED PROFESSIONAL LAND SURVEYOR

proud past, promising future

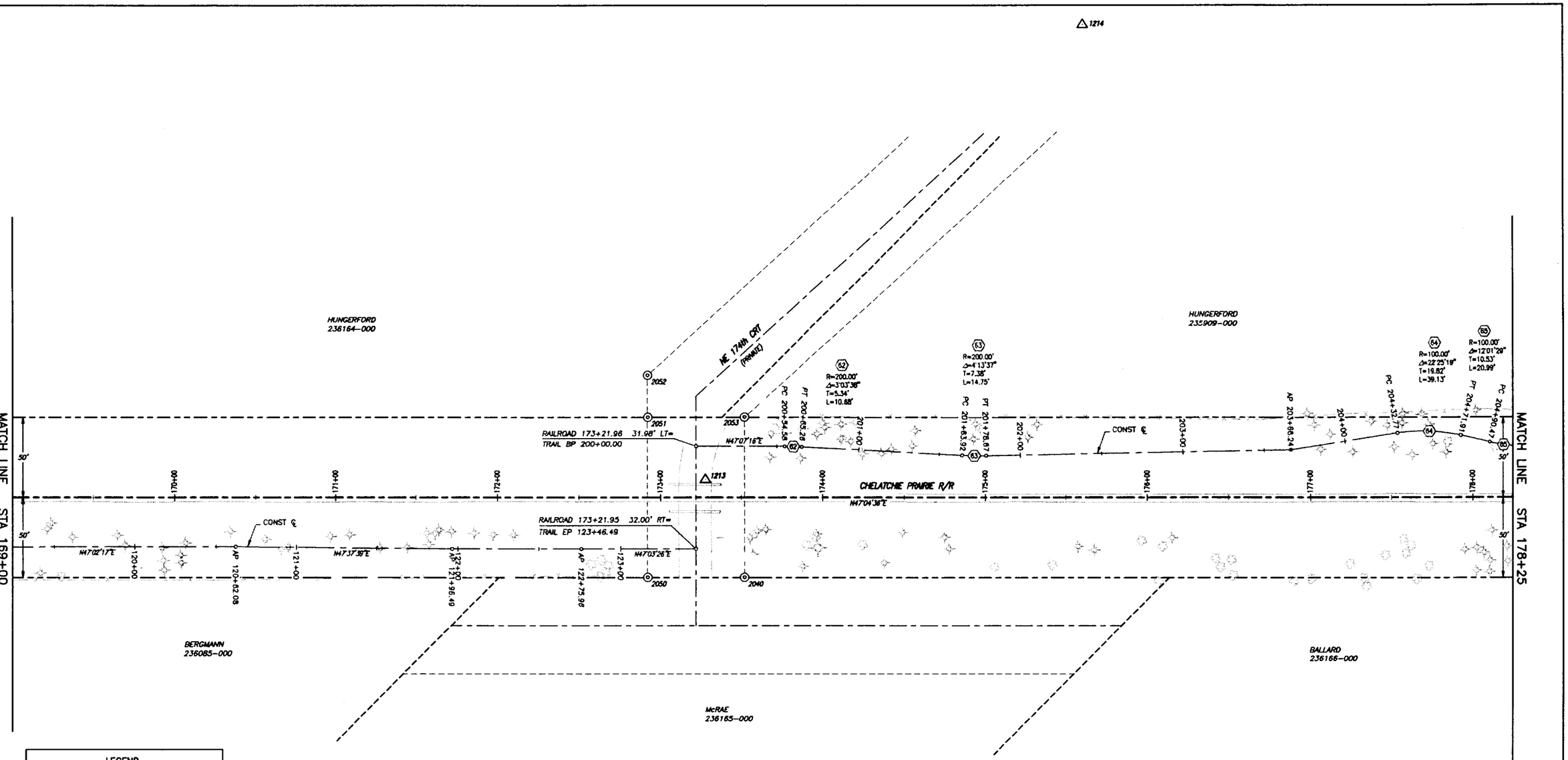
CLARK COUNTY
WASHINGTON

Clark County Public Works
Vancouver, Washington

ENGINEERING & CONSTRUCTION DIVISION
OFFICE OF THE COUNTY SURVEYOR

CHELATCHIE TRAIL – CRP # 361212
MONUMENTATION, R/W, & CONTROL MAP

DATE	SCALE	SHEET
DEC 2010	1"=30'	SV1



LEGEND

- FOUND MONUMENT (AS NOTED)
- MONUMENT TO BE SET SUBSEQUENT TO CONST
- CONTROL POINT (AS NOTED)
- CURVE INFORMATION
- R/R CENTERLINE
- TRAIL CONST CENTERLINE
- R/W LINE
- PROPERTY LINE
- EASEMENT LINE

SURVEYOR'S STATEMENT

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TRAIL CONST CENTERLINE CONTROL

PT #	NORTHING	EASTING
AP 120+62.08	174402.770	1131748.665
AP 121+96.49	174493.353	1131847.961
AP 122+75.98	174547.498	1131906.140
EP 123+46.49	174595.543	1131957.766
BP 200+00.00	174642.398	1131914.212
PC 200+54.58	174679.535	1131954.205
PT 200+65.26	174686.593	1131962.225
PC 201+63.92	174749.767	1132038.000
PT 201+78.67	174759.525	1132048.975
AP 203+66.24	174890.027	1132183.798
PC 204+32.77	174942.443	1132224.776
PT 204+71.91	174967.835	1132254.224
PC 204+90.47	174976.993	1132270.371

MONUMENTS FOUND PRIOR TO CONSTRUCTION

PT #	NORTHING	EASTING	DESCRIPTION
2040	174602.969	1131991.973	REBAR W/YPC "SIMES-31454"
2050	174562.226	1131948.104	REBAR W/YPC "SIMES-31454"
2051	174635.310	1131880.083	REBAR W/ORC "WHITTEN-12412"
2052	174654.515	1131862.130	REBAR W/ORC "WHITTEN-12412"
2053	174676.139	1131923.807	REBAR W/ORC "WHITTEN-12412"

CONTROL POINTS

PT #	NORTHING	EASTING	ELEV	DESCRIPTION
1213	174631.297	1131932.526	439.74	PK NAIL
1214	174997.331	1131909.785	434.68	PK NAIL

SCALE: 1"=30'

30 0 30 60

DATE

Kenneth W. Paul, P.L.S.
County Surveyor
P.L.S. #35152

KENNETH W. PAUL
STATE OF WASHINGTON
35152
REGISTERED
PROFESSIONAL LAND SURVEYOR

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WASHINGTON
proud past, promising future

Clark County Public Works
Vancouver, Washington

ENGINEERING & CONSTRUCTION DIVISION
OFFICE OF THE COUNTY SURVEYOR

CHELATCHIE TRAIL – CRP # 361212
MONUMENTATION, R/W, & CONTROL MAP

DATE	SCALE	SHEET
DEC 2010	1"=30'	SV2