APPENDIX 1
DRAFT MASTER PLAN

JANUARY 2014

IRON HORSE STATE PARK MASTER PLAN AMENDMENT

IRON HORSE PALOUSE – MALDEN TO IDAHO BORDER

RCO PROJECT NO. 11-1101

WASHINGTON STATE PARKS AND RECREATION COMMISSION

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CHAPTER 1

DRAFT MASTER PLAN AMENDMENT

PURPOSE

The Draft Master Plan (herein) includes existing site inventory, cultural resource assessment, environmental assessment, proposed development and phasing options, proposed Land Classifications and proposed Long-Term Boundary for the 34-mile portion of the Iron Horse Palouse Section as an amendment to the Iron Horse State Park Master Plan (Master Plan Amendment).

The intent of the Master Plan Amendment is to develop consistency with the Iron Horse State Park Master Plan while considering unique characteristics of the Master Plan Amendment area and help guide future phases of development, assist in acquiring funding for trail development, and is subject to review and approval by RCO and adoption by the Washington State Parks and Recreation Commission.

In accordance with RCO Project No. 11-1101, the purpose of this Draft Master Plan is to inventory and study the 34-mile portion of the John Wayne Pioneer Trail within the Iron Horse Palouse trail corridor for development of a non-motorized recreational trail between the Towns of Malden and Rosalia, the City of Tekoa and the Idaho border and provide detailed trailhead design plans at Malden and Rosalia.

Specific tasks include a) trail inventory, b) public involvement, c) level one environmental assessment, d) cultural resources assessment e) conceptual trail development plans and construction cost estimates, and f) 60%-70% complete site plans, quantity takeoffs, SEPA review and permit requirements for development of Malden and Rosalia Trailheads.

The Draft Master Plan Amendment is shown on Draft Master Facilities Site Plan (Attachment 1), Conceptual Trail Plan (Attachment 2) and Draft Conceptual Trailhead Site Plans (Attachments 3, 4, 5, 6) for graphic representation of proposed development described herein.

STUDY AREA

The Iron Horse State Park and John Wayne Pioneer Trail (JWPT) within the Iron Horse State Park is a non-motorized long-distance trail comprised of most of the existing 287-mile old Milwaukee Railroad corridor within Washington State (Figure 1). Formerly operated by the Chicago, Milwaukee, St. Paul and Pacific Railroad, physical features along the trail corridor are referenced in the Draft Master Plan Amendment area by Mile Post (MP) designations (west to east) ending at the Idaho Border.

The 110-mile western section of Trail Corridor is operated by State Parks and extends from Cedar Falls/North Bend in King County, over Snoqualmie Pass (through Mountain to Sound Greenway Scenic Corridor) and through Kittitas County to the west side of the Columbia River at the Beverly Bridge, approx. 7 miles south of Vantage and I-90 Columbia River Bridge. This section of the Iron Horse State Park is currently open to the general public and managed by Lake Easton State Park near Easton.

The next 74.5-mile portion section of the Trail Corridor from the west bank of the Columbia River to Lind within Grant and Adams Counties is currently operated by Washington State Department of Transportation (WSDOT) and subject to potential rail line franchise agreement until July 1, 2019 in accordance with RCW 79A.05.120.

The following 102.5-mile portion of the Eastern Section of Iron Horse State Park (Iron Horse Palouse) is operated by WSPRC from the Town of Lind to the Idaho border within Adams, Whitman and Spokane Counties.

The Study Area includes the 34-mile section of the most easterly portion of the Iron Horse Palouse between Malden and the Idaho border between MP 143 and MP 177, within Whitman County and Spokane County (Figure 2). The JWPT within Iron Horse Palouse is currently open for recreation use on a reservation-only basis managed by Riverside State Park in Spokane.

The Study Area for development was selected due to a) potential recreation-based economic benefit to local communities of Malden, Rosalia and Tekoa, b) majority interest during the public involvement process, c) continuous land ownership with permitted access on private property, d) proximity to largest population base of potential recreation users, and e) visual interest of the rolling hills and geology of the Palouse landscape.

Outside of the Study Area, Idaho's existing 72-mile paved Trail of the Coeur d' Alanes, also on the old Milwaukee Road Corridor, begins at Plummer, ID, approx. 10 miles from the Study Area at the Idaho border. Other Iron Horse Palouse connections to existing long-distance trail corridors include the 130-mile Columbia Plateau Trail State Park (East Pasco to Fish Lake/Spokane); 37-mile paved Spokane River Centennial Trail which links to the 23-mile paved North Idaho Centennial Trail and the 15-mile Route of the Hiawatha Trail in Montana providing future recreational opportunities throughout the region.

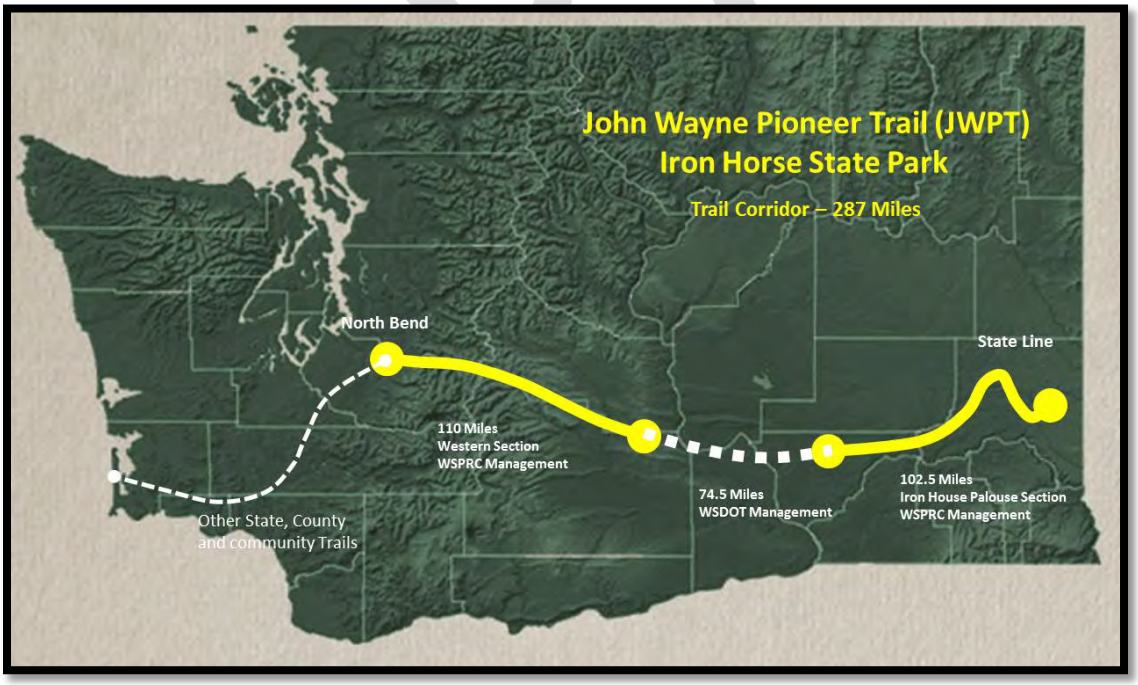

Figure 1 – Iron Horse State Park Trail Map

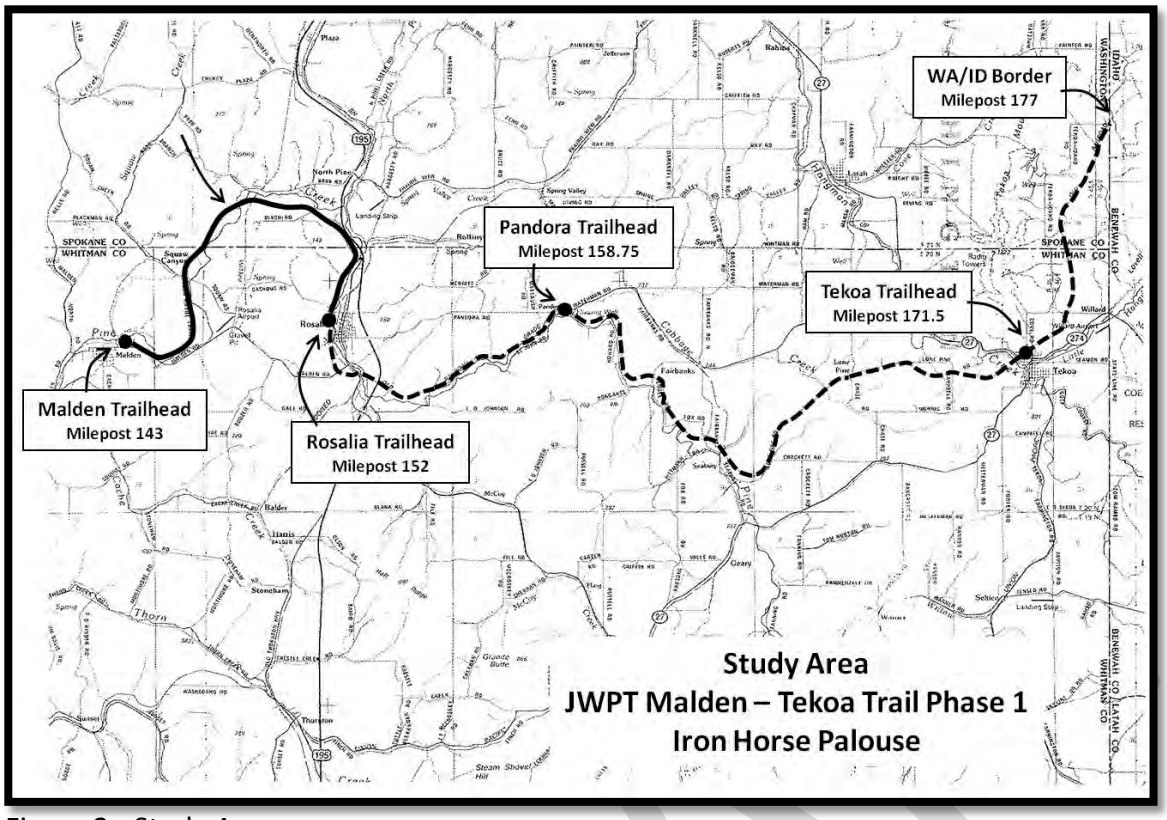

Figure 2 - Study Area

RECREATION USE

Non-motorized recreation trail use includes hiking, bicycling, horseback riding, sightseeing, wildlife viewing and winter activities such as cross-county skiing, snowshoeing and dog sledding among other passive recreation activities. The trail corridor allows users to experience the Palouse region's Ice Age Flood geology, wildlife viewing and vernacular farming and railroad community landscape that shaped the region's growth and development.

RECREATION SERVICE AREA

Recreation use of the Trail Corridor is anticipated primarily from the Spokane metropolitan area to the north, Pullman/Moscow and Lewiston-Clarkston areas from the south and local communities (Figure 3). The John Wayne Pioneer Wagons and Rider Association www.jwpwr.org, a non-profit organization dedicated to the preservation and promotion of the JWPT/Iron Horse State Park, completes an annual cross state tail ride from Easton to Tekoa experiencing the open spaces of Eastern Washington.

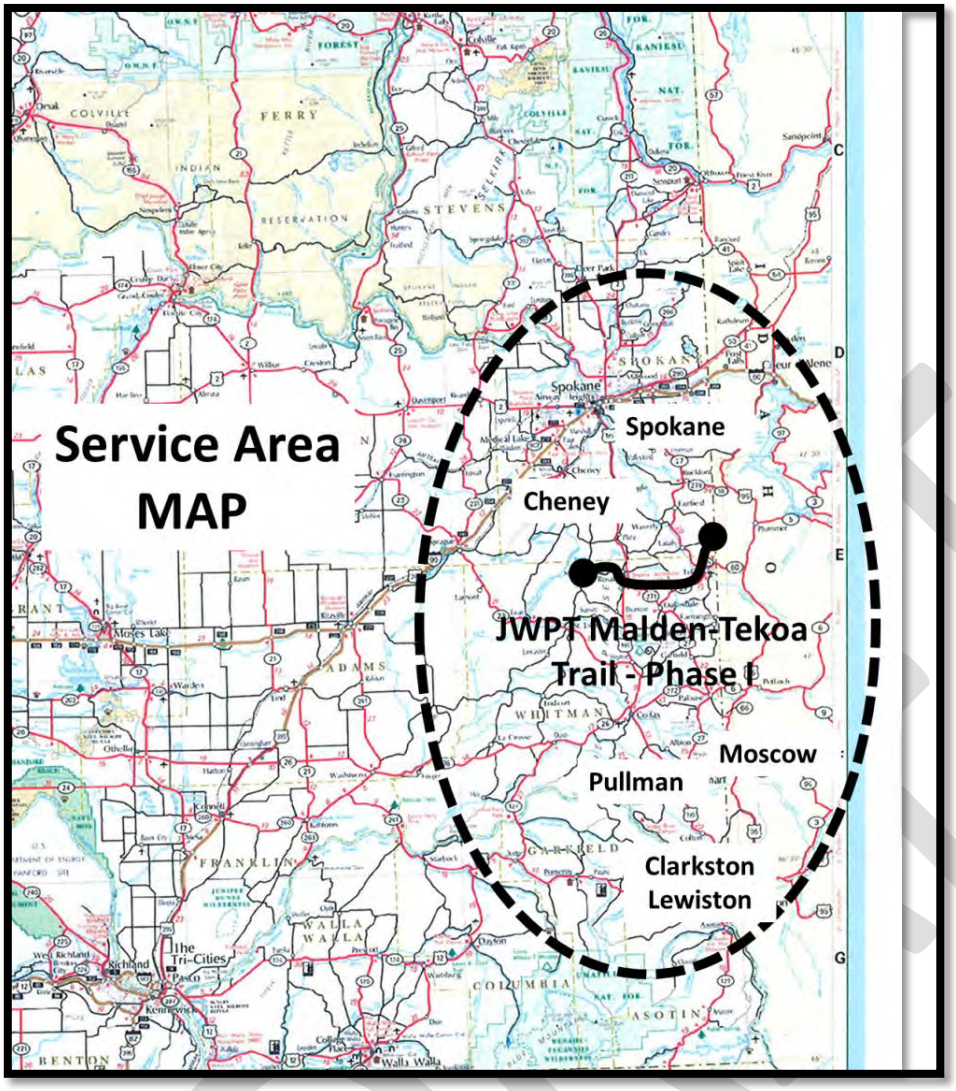

Figure 3 – Recreation Service Area Map

<u>CHAPTER 2</u>

EXISTING CONDITIONS

Study Approach:

Existing conditions within the Study Area are referenced from 2005 Milwaukee Road Corridor Cost Estimates for Safety Improvements Report by CES, Inc. Engineering (CES Report), subject to field verification, and shown on Draft Conceptual Trail Plan (Attachment 2) for graphic representation of existing physical features described herein.

LAND OWNERSHIP

All lands within the Study Area are owned by WSPRC except at the following approx. locations:

1) MP 156.9 to MP 157.6 private property with permitted trail access (0.66 miles, 5-miles east of Rosalia)
2) MP 170.4 to MP 171.7 private property pending funded WSPRC acquisition (Washington Street in Tekoa)

3) MP 173.8 to MP 174.1 private property with permitted trail access (0.3 miles, 3.24 miles from of Idaho border)

EXISTING BRIDGES

Bridges exist at the following Mile Post (MP) locations within the Study Area:

1) MP 143.7 at Pine Creek (0.7 miles east of Malden), 240' length (EE-108 CES Report Ref.)
2) MP 147.8 at Widman Road South (4.8 miles east of Malden), 225' length (EE-104)
3) MP 153.6 to MP 153.8 at N/S railroad line (2.0 miles south of Rosalia), 750 length (EE-90A and EE-90B). Concrete Rosalia Railroad Bridge - listed on National Register of Historic Places in 1982.
4) MP 155.4 at farm road (2.5 miles east of Rosalia)
5) MP 158.0 at Pandora Road (6.0 miles east of Rosalia) (EE-82)
6) MP 160.0 (8.0 miles east of Rosalia), 14' length (EE-78)
7) MP 162.7 (8.7 miles east of Rosalia), 25' length (EE-74)
8) MP 163.69 at stream (11.66 miles east of Rosalia) (EE-70B)
9) MP 163.7 at Blanton Road (11.7 miles east of Rosalia), 260' length (EE-70A). Iron through-truss bridge near Seabury (former railroad stop) – 2013 recommendation for eligibility on National Register of Historic Places.
10) MP 166.3 (EE-66)
11) MP 171.25 at Hangman Creek and SR 27, 975' length (EE-62). Steel Tekoa Trestle – 2013 recommendation for eligibility on National Register of Historic Places.

REMOVED BRIDGES AND TRAIL CROSSINGS

Prior to WSPRC ownership, existing bridges were removed and/or on-grade road crossings exist at the following Mile Post (MP) locations within the Study Area:

1) MP 146.0 at Squaw Road, on grade crossing (3.0 miles east of Malden)
2) MP 150.2 at Morrow Road South, bridge removed (1.8 miles north of Rosalia)
3) MP 150.7 at Kelsey Road, bridge removed (1.3 miles north of Rosalia)
4) MP 151.9 at Gashous Road, bridge removed (directly west of Rosalia)
5) MP 152.4 at 7th St. W, bridge removed (directly west of Rosalia)
6) MP 152.5 at Betty Bruce Road, bridge removed (0.5 miles south of Rosalia)
7) MP 153.2 at Pine City-Malden Road, on-grade crossing (1.2 miles east of Rosalia)
8) MP 156.75 at farm road, bridge structures remain (4.75 miles east of Rosalia)
9) MP 158.5 at Wilhelm Road (6.5 miles east of Rosalia)
10) MP 161.5 at Engel Road, bridge structures remain, trail detour within prop. on higher ground (9.5 miles east of Rosalia)
11) MP 162.6 at Fox Road, trail detour on high ground within prop. (10.6 miles east of Rosalia)
12) MP 163.3 at Seabury Road, trail detour on high ground within prop. (8.2 miles west of Tekoa)
13) MP 166.3 near Lone Pine Road (5.2 miles west of Tekoa)
14) MP 167.6 at Chase Road, on-grade crossing (3.9 miles west of Tekoa)
15) MP 168.7 on-grade crossing at farm road (2.8 miles west of Tekoa)
16) MP 169.8 at Summer Road, on-grade crossing (1.7 miles west of Tekoa)

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EXISTING CULVERTS
In accordance with the CES Report, approx. 94 culverts exist within the Study Area ranging in size between 12”-54” diameter and over 8,200 feet in length.

DRAINAGE ISSUES
The trail is currently not passable between MP 166.2 and MP 167.6 due to drainage issues likely caused by existing culverts and/or ditches requiring maintenance or beaver damage and subject to field verification.

TRAIL SURFACE
Prior to WSPRC ownership, the old Milwaukee Road Corridor rails, ties and heavy ballast were salvaged and removed leaving an existing irregular gravel trail surface unsuitable for equestrian or bicycling use and non-compliant with ADA Universal Design standards.

ROAD CROSSINGS AND PROTECTIVE BARRIERS
Locked metal gates exist at trail corridor access points and road crossings. Existing bridges are boarded off and safety warning signs are placed to secure the trail from the general public.

UTILITY CROSSINGS AND EASEMENTS
Utility crossings within the Study Area exist at the following approx. locations:

1) MP 148.4 - PG & E natural gas pipeline (running north/south 5.4 miles east of Malden)
2) MP 152.0 - Avista natural gas pipeline (running east/west directly west of Rosalia)

There are approx. 85 additional known utility crossings within the Iron Horse Palouse, many of which without easements from WSPRC.

TRAIL DETOURS
Trail detours within the Study Area exist at the following approx. locations:

1) MP 151.0 to MP 152.38 at removed bridges and proposed Rosalia Trailhead (0.83 mile detour between Gashouse Road and 7th Street West via 1st Street West, Park Avenue and 7th Street West)
2) MP 166.2 to MP 166.9 at bog drainage area (0.7-mile detour via Lone Pine Road)
3) MP 170.9 to MP 171.6 at closed bridge at Tekoa (0.65 mile detour via Summer Road, Lone Pine Road and Washington Street)

CHAPTER 3

STATE PARKS LAND CLASSIFICATIONS AND LONG-TERM BOUNDARY

Draft Land Classifications

Current Iron Horse State Park Land Classifications include:

A) Resource Recreation Areas: trail and all trailheads/camping areas (except listed as Recreational Areas) to insure a more primitive, remote recreational experience as compared to standard and utility campgrounds permitted in Recreation Areas,

B) Recreation Areas: listed trailheads/camping areas with potential for high-intensity recreational use and development including comfort stations (flush toilets, showers), formal picnic areas, standard and utility campground hookups, and potential space for enterprise activity, and

C) Heritage Areas: the Kittitas Depot/area and South Cle Elum Properties, identified on, or eligible to be listed on, the National Register of Historic Places (NRHP), are classified as Heritage Areas to ensure that any recreational use of development is conditioned to protect the long-range integrity of the area's character defining cultural features.

Staff Recommendations for Master Plan Amendment Land Classifications:
(Draft Master Facilities Site Plan – Attachment 1)

Due to the rural agricultural nature and the likelihood that growth will not increase significantly over time in the Iron Horse Palouse area, staff recommends the following Land Classifications:

A) Resource Recreation Areas: classify all areas within trail corridor Resource Recreation except the Tekoa Trailhead to insure a more primitive, remote recreational experience as compared to standard and utility campgrounds permitted in Recreation Areas.
B) Recreation Areas: classify the Tekoa Trailhead a Recreation Area due to the site's proximity within the Town of Tekoa providing the opportunity for more high-intensity recreational use and development including comfort stations (flush toilets, showers), and
C) Heritage Areas: Trestles, bridges, and structures eligible for the National Register of Historic Places (NRHP) would be classified as Heritage at the following locations:
   1) Concrete Rosalia RR Bridge (MP 153.7) listed on NRHP in 1982.
   2) Iron Through-Truss Bridge (MP 163.7) recommended for NRHP eligibility in 2013.
   3) Steel Tekoa Trestle (MP 171.25) recommended for NRHP eligibility in 2013.

Draft Long-Term Boundary:
(Draft Master Facilities Site Plan – Attachment 1)

Existing trail corridor property boundaries and identified ownership gaps are proposed to define the Long-Term Boundary within the Master Plan Amendment area. During DNR land transfer to State Parks, not all legal property easement information was provided to State Parks. Verification of "permitted trail access" agreements noted on Plans, obtaining long-term leases and/or acquisition of lands is recommended at the following ownership gap locations within the Master Plan Amendment area:

1) MP 156.9 to MP 157.6 private property with "permitted trail access" (0.66 miles, 5-miles east of Rosalia)
2) MP 170.4 to MP 171.7 private property pending funded WSPRC acquisition (Washington Street in Tekoa)
3) MP 173.8 to MP 174.1 private property with "permitted trail access" (0.3 miles, 3.24 miles from of Idaho border)

CHAPTER 4

COMMUNITY INVOLVEMENT

Public meetings were held by State Park staff in Malden, Rosalia, and Tekoa with the following summary:

Summary Report - Public Meetings held in Malden (10/20/12), Rosalia (10/27/12), and Tekoa (11/2/12)

The three public meetings were well attended with 15-25 area residents at each meeting. All meetings included folks that supported future trail development, adjacent landowners that had issues with existing trespassing problems, and folks that questioned if anything should be done given the State's economic condition.

At each meeting it was identified that State Parks received the trail corridor from a land transfer from the Department of Natural Resources (DNR). The meetings were being held to identify potential interest in any trail development and to obtain public input on future developments, but also to identify any issues that adjacent landowners had that could be addressed as part of our current management programs. Items presented at the meetings included: 1) General orientation to the entire JWPT network, with emphasis on the Malden to Tekoa section, 2) Information on the trails network in eastern WA, including the Spokane River Centennial Trail, Spokane's Fish Lake Trail, Columbia Plateau Trail, and Tri-Cities Sacagawea Heritage Trail, 3) Conceptual plans for grading, gates, and bollards to be utilized at all trail/County Road intersections, 4) Conceptual plans for trailheads at Malden and Rosalia, with options identified at Tekoa (acquire former RR property and/or utilize lands associated with the Tekoa Arena).

Public comments included:

- RR lands should be transferred or sold to original or adjacent landowners,
- With the condition of the State's economy, State Parks should not spend any money on the project ,
- Adjacent landowners were concerned about potential fires generated by trail users and wanted clarification on State Parks liability responsibilities,
- No improvements are necessary, the property should remain as is for locals to enjoy,
- Trespass issues in the Rock Lake area and near Rosalia need to be addressed,
- If the trail were to be developed, fences should be installed on both sides of the trail surface to control trail users and minimize trespassing on adjacent landowner property,
- The Malden Trailhead Conceptual Plan was well received and trail supporters supported it's development,
- The Rosalia Trailhead Conceptual Plan had mixed opinions: trail supporters felt proposed development would be good for the trail and the Rosalia community, but others had concerns on the impact to immediate neighbors, the nearby rodeo grounds, and to emergency services,
- At Rosalia, It was suggested to explore a site near the trail, but closer to US Highway 195 for a trailhead facility,
- At Tekoa, because the RR or DNR sold former depot lands to private landowners, two options were discussed, one, to acquire the former RR lands to develop a trailhead facility, or two, to explore with the City to utilize lands at the nearby Arena for a partnership trailhead development,

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- At Tekoa, Idaho's potential 10-mile trail link to the Trail of the Coeur d'Alenes was discussed, but it was identified the Idaho trail developers wanted to terminate that trail at Plummer and not connect to Tekoa.
- Comments on the plans to improve the trail/County Road intersections suggested minimizing any opportunity for parking along the County Road or on the access to the trail.

Public Meeting Follow-up:
Responses to public meeting comments include the following:

- The railroad corridor has major benefits to the State of Washington and the State does not intend to transfer or sell this property,
- Trespass issues, when reported to the Trail Ranger are addressed and in some cases fencing provided,
- Both the Malden and Rosalia meetings were attended by residents near Rock Lake, which is not within the Malden-Tekoa project area. A number of the trespassing issues were the result of individuals entering private property directly from Rock Lake, which is not managed by State Parks,
- The suggested alternate trailhead sites in the Rosalia area were inspected and analyzed, but none were feasible sites for a trailhead facility,
- State Parks intends to be a good neighbor and we will explore all methods to eliminate or reduce trespassing problems, with fencing as a potential option,
- Regional Parks staff is exploring acquisition of the proposed Tekoa Trailhead Site, as landowner has indicated a willingness to sell, but if acquisition is not possible, Parks will explore a use agreement to provide parking at the nearby Arena,
- Proposed plans to improve trail/county road intersections will minimize roadside parking opportunities

CHAPTER 5

PROPOSED DEVELOPMENT

Study Approach:
Proposed development within the Draft Master Plan area is shown on Draft Master Facilities Site Plan (Attachment 1), Conceptual Trail Plan (Attachment 2) and Draft Conceptual Trailhead Site Plans (Attachments 3, 4, 5, 6) for graphic representation of proposed development described herein.

UNIVERSAL DESIGN
All design elements within the Study Area where feasible shall comply with the 11/25/2013 Americans with Disabilities Act Final Guidelines for Federal Outdoor Recreation Sites (ADA Final Rule), are subject to review by State of Washington RCO Accessibility Specialist and include the following elements:

Trail

- The proposed 10'-wide trail, aligned with the Trail Corridor centerline, follows the minimal slopes of the old Milwaukee Road bed and not exceed a 10% slope at former bridge abutments.
- The trail surface shall be compacted 5/8" minus crushed rock. In order to improve wheel chair access, the crushed rock material should be selected from supplier testing submittals closer to maximum ½"

size of the allowable variation in material size specified by 2012 WSDOT Standard Specifications for Road, Bridge and Municipal Construction.

- In accordance with ADA Final Rule 1017 Trails, trail slopes between 8.33% and 10% shall be paved and have 30-foot resting intervals. Slopes between 5% and 8.33% can be gravel and shall have 200-foot resting intervals. Slopes less than 5% do not require resting intervals.
- In accordance with the intent of ADA Final Rule 1019 Conditions for Exceptions - full compliance may not be practical due to steepness of abutments remaining after removal of the bridges. Alternative solutions should be considered, including separate drive and ADA parking access adjacent to level on-grade portions of the trail allowing access to the majority of the trail.
- Current legislation would allow use by a new class of motor vehicles recently defined by the federal Americans with Disabilities Act (ADA) as "Other Power-Driven Mobility Devices (OPDMD)".

Trailheads

- All Trailhead design elements shall meet Universal Design standards including gravel parking and route of access to restroom, picnic shelter, signage and trail.
- Trailhead signs shall include length of trail or trail segment, surface type, typical and minimal tread width, typical and maximum running slope and typical and maximum cross slope.
- The WSPRC website shall include mapping of the JWPT Palouse Trail with description of Universal Design elements for users to determine the level of accessibility prior to visiting the Park.

TRAIL DEVELOPMENT

The proposed trail development shall include the following elements:

- Trail: see trail width, surface, slope, and signs described in Universal Design Section.
- Existing Bridges: In accordance with the CES Report and field review, Existing Bridges 3, 4, 5, 7, 8 and 10 require new decking, railing and abutment repair (rebuild wing-walls) for safe public access and Existing Bridges 1,2, 6, 9 and 11 do not require upgrading.
- Removed Bridge Locations: At the locations where bridges have been previously removed, trail must be graded to slope between existing railroad bed and road crossings meeting ADA Universal Design Standards where feasible.
- Existing Culverts: In accordance with the CES Report, existing culverts require field inspected to identify replacement or maintenance requirements during final design and construction documentation. Existing culverts shall be replaced at least equal to existing size with a minimum 18"diameter. Maintenance of culverts will include clearing entrances of debris and silt in the pipes and in smaller diameter drainage structures, clear ends, install quarry spalls and clean out pipes.
- Drainage issues: The trail is currently not passable between MP 166.2 and MP 167.6 due to drainage issues likely caused by existing culverts and/or ditches requiring maintenance or beaver damage and subject to field verification.
- Road Crossings and Barriers: Road crossings shall be limited in area to discourage parking, meet signage, vehicular sight distances and painted crosswalk safety requirements per agency ROW permits. Trail access area shall include barriers with padlocked gate for maintenance vehicle access, 2 each 5'-wide gravel trail openings, and rock barriers to prevent access outside of the immediate trail access area.

- Signage: directional, informational and interpretive signage will be incorporated at trailheads, trail entrances and scenic areas along the trail corridor.
- Barrier fencing: barrier fencing shall be addressed on a case-by-case basis at grazing areas and potential trail user trespassing on private property.

TRAILHEAD DEVELOPMENT

Proposed trailhead development includes the following general elements:

- General trailhead elements include, gravel surfacing, trailer parking, single vehicle parking, parking blocks, pedestrian walks, trail linkage, equestrian tie downs, vehicle/trail barriers, vault toilets, picnic shelters, informational kiosk and interpretive, informational and directional signage.
- Trail: Trail width, surface, slope, and signs as described in Universal Design section.

Conceptual Malden Trailhead Site Plan (Attachment 3)

The proposed Malden Trailhead is located on approx. 1.77 acres in the Town of Malden with the following elements:

- Vehicular trailhead access via a 20' wide one-way road entering on 11th Street and exiting on 14th Street.
- 8 trailer parking spaces (12'x75'), 12 standard parking spaces (10'x20') with parking blocks, double vault toilet, 2 picnic shelters (16'x24'), equestrian tie downs, vehicle/trail barriers, informational kiosk and interpretive, informational and directional signage.

Conceptual Rosalia Trailhead Site Plan (Attachment 4)

The proposed Rosalia Trailhead is located on approx. 0.42 acres in the Town of Rosalia (9 miles east of Malden) with the following elements:

- Due to the removal of two bridges spanning Gashous Road and 7th Street West and steep cross slopes of the area, a combined pedestrian trail and one-way vehicular road (entering at Gashous Road and exiting at 7th Street South) is required to access the trailhead.

  In order to meet grading requirements, the combined access shall have a uniform 10% slope with proposed ADA access including a 5' width paving route of travel with handrail on one side of the traveled roadway and level resting intervals adjacent to and outside the traveled roadway and subject to State of Washington RCO Accessibility Specialist review.

  Alternatively, and in accordance with the intent of ADA Final Rule 1019 Conditions for Exceptions - full compliance is not practical due to terrain, the following alternatives should be considered due to the long accessible slopes at former bridge abutment locations:

  - Provide paved trail, handrails on one side and reduce resting intervals to 100-foot.

- Consider separate parking areas for ADA trail access to avoid negotiating the long accessible slopes and utilizing the majority of the trail.

- Grading to further reduce the trailhead access slope to Gashouse Road is limited by costs associated with lowering an existing Avista natural gas line trail crossing.

- 12 parallel trailer parking spaces (15'x60'-length), 16 parallel single vehicle parking spaces (15'x30'-length), double vault toilet, 16'x24' picnic shelter, equestrian tie downs, informational kiosk and interpretive, informational and directional signage.

Conceptual Pandora Trailhead Site Plan (Attachment 5)
The proposed Pandora Trailhead is located on approx. 8.95 acres at MP 158.5 (6.5 miles east of Rosalia and 12.5 miles west of Tekoa) with the following elements:

- Vehicular trailhead access via a 20' wide egress from Pandora Road.
- 12 trailer parking spaces (12'x75'), 20 standard parking spaces (10'x20') with parking blocks, double vault toilet, 16'x24' picnic shelter, equestrian tie downs, vehicle/trail barriers, informational kiosk and interpretive, informational and directional signage.

Conceptual Tekoa Trailhead Site Plan (Attachment 6)
The proposed Tekoa Trailhead is located on approx. 2.61 acres in the City of Tekoa fronting on both sides of Washington Street. The WSPRC has obtained funding and is in the process of acquiring the trailhead property with the following elements subject to review by the City of Tekoa:

- 10 trailer parking spaces (12'x75'), 20 standard parking spaces (10'x20') with parking blocks, 2 double vault toilets, 3 picnic shelters (16'x24'), equestrian tie downs, parallel trail, trail road crossings and barriers, 2 informational kiosks and interpretive, informational and directional signage.
- Discussion of potential partnership project development with the City of Tekoa of trailhead day-use facilities.

ENVIRONMENTAL SITE REPORT
An Environmental Site Report, dated April 2012, was completed by David Evans and Associates and available upon request.

The Report identifies Recognized Environmental Conditions (REC's) within and adjacent to the Trail Corridor Study Area. REC's within the Trail Corridor include potential contaminant sources within the decommissioned Milwaukee Road rail bed and rail yards, two gas pipelines intersecting the trail, drums, a vent pipe, vault drains, water wells, solid waste, debris, dumping, soil mounds and aerial use of fertilizers, herbicides or pesticides as part of agricultural activities.

The Report indicates none of the REC's presents an immediate risk to human health needing immediate action and provided recommendations and procedures for addressing during development, including the posting of signage to notify trail users of agricultural practices in the area and the potential for agricultural spraying drift of herbicides, or insecticides onto trail users.

The Report also identifies precautions and recommendations to avoid and minimize exposure to hazardous substances during project development and construction, at gas utility line crossings and substance reporting procedures for removal and disposal of potential contaminated substances.

CULTURAL RESOURCES SURVEY

Two field-survey efforts were undertaken to identify and evaluate cultural resources associated with proposed John Wayne Pioneer Trail development in Spokane and Whitman counties. Vehicular survey and limited pedestrian survey were completed within the project's Area of Impact (AI) over a distance of ca. 34 miles between the vicinity of the Milwaukee Road's Malden Station, Whitman County, and the Washington-Idaho state line in Spokane County. The goal was to assess known sites, structures, and/or features related to railroad and community developments – areas with potential to contain cultural resources. Between Malden and the state line, the project AI is best described as a massive fill with limited and distinct areas of excavated cuts.

More comprehensive pedestrian surveys were completed as a second effort at three possible trailhead locations within the communities of Malden, Rosalia, and Tekoa. Each potential trailhead location was associated in the historic period with a Milwaukee Road railway station and yard. Pedestrian survey by a State Parks archaeologist and a historic preservation planner was undertaken with transects spaced less than 5 meters (16.5 feet) apart. The majority of existing ground surfaces found at project stations and their yards were artificially created by historic railway construction-maintenance activities or has been altered by post-railroad disturbances.

Shovel testing was not employed during any of the surveys, as most ground surfaces in the project AI are disturbed as cuts and fills associated with the construction, operation, and/or maintenance of the Milwaukee Road between ca. 1908 and 1982. State Parks staff also completed a site search of Department of Archaeology and Historic Preservation (DAHP) databases. Background information was collected from State Parks archives, the Washington State Library in Olympia, and the Internet.

Results

Surveys by State Parks personnel did not identify any prehistoric artifacts, features, or sites within the project AI. However, historic cultural resources were identified in isolated locations and at railroad-station locales in the survey areas. Recorded historic features and structures include ruins of Milwaukee Road yard segments at Malden, Pandora, and Tekoa or standing structures at various locations.

In total, thirteen historic resources were recorded on the appropriate inventory forms for submittal to DAHP, but only three appear significant in regard to meeting the criteria of the National Register. According to DAHP databases, one previously recorded cultural resource (i.e., the National Register-listed Rosalia Railroad Bridge)

is present within the project AI. All National Register properties are structures associated with the Milwaukee Road. Project consultation with the DAHP and interested tribes is in process.

DEVELOPMENT PERMIT REQUIREMENTS

Adoption of this planning report (Plan) will require environmental review as a non-project action in compliance with the State Environmental Policy Act (SEPA). Phased implementation of any proposed project actions identified in the Plan (e.g., future trailhead development, etc.,) will also require SEPA compliance and securing of state, local, and federal permits, as necessary. Compliance with the Governor's Executive Order EO 05-05 will also be required, including cultural resources consultation with affected tribes and the Department of Archaeology and Historic Preservation (DAHP).

The trail within the Trail Corridor is a permitted land use with the following agency zoning classifications and comprehensive plan designations:

Agency	Zoning Designation	Comprehensive Plan Designation
o Whitman County:	Agricultural	Agricultural
o Spokane County:	Large Tract Agricultural (LTA)	Large Tract Agricultural (LTA)
o Town of Malden:	none	none
o City of Rosalia:	Residential	Residential
o City of Tekoa:	Industrial, Urban Residential & Rural Residential	Industrial, Urban Residential & Rural Residential

PROJECT CONSTRAINTS

- Land Ownership Gaps:
  "Ownership Gaps with Permitted Access" within the Trail Corridor Study Area are identified herein however formal agreements have not been obtained by Parks with land transfer from DNR. State Parks should confirm and obtain formal agreements from DNR or other means prior to trail development to guarantee perpetual use of the Trail Corridor.

  Funded acquisition of ownership gap property for the Tekoa Trailhead is scheduled to be completed within the State Parks 2013-2015 Capital Budget Biennium.

- Trail Detours:
  Trail detours adjacent to Trail Corridor Study Area identified herein are required during interim and phased development of the Trail Corridor. Trail detours will be eliminated with completion of trail development.

  State Parks should obtain agency approval for trail detours within road right-or-ways and consider widening roadway shoulders and other means to provide safe access for trail users.

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Drainage issues causing the Lone Pine Road trail detour should be assessed during phased development to determine the extent of restoration required including potential wetland mitigation measures.

- Utility Easements:
  Procurement of easements from utility companies for numerous utility crossings within the Trail Corridor Study Area should be formalized for safe access by trail users and State Parks revenue generation.

- Land Use Conflicts:
  Land use conflicts identified during public meetings described herein, including control of trail users from trespassing on private land, should be addressed on a case by case basis with fencing as a potential option, signage and increased monitoring by State Parks staff.

  Grazing rights should be addressed on a case by case basis to ensure safe access by trail users with fencing as a potential option.

- Safety Issues:
  Human safety should be the primary emphasis for development of the Trail Corridor within a given budget. Bridge structures have been inspected and are structurally sound per the CES Report, bride decking and safety railing renovations should meet local and universal code permit requirements, ADA universal access should be developed in a safe and practical manor to the maximum extent possible within existing site constraints and budget, remaining portions of former bridge structures should be removed to avoid potential attractive nuisance, road crossings should be clearly marked and visible with existing vegetation maintained to provide safe access by trail users, and signage should be located at trailheads and trail access points to clearly indicate trail features, distances to services and other pertinent safety information.

- Operations:
  State Parks funding of operations personnel should be addressed on a case by case basis to provide adequate monitoring, security, law enforcement, emergency services, facility maintenance, vegetation management, potential interpretation, and long-term trail management among other duties.

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CHAPTER 6

PROPOSED PHASED DEVELOPMENT

Phase 1 Malden to Rosalia Development:

- Trail:
  Within the nine-mile segment between Malden and Rosalia, the trail will be re-graded to 10% or less at five abutments where bridges have been removed and entire length surfaced with crushed rock.

  The trail development begins at the Malden Trailhead in Whitman County, crosses an existing bridge at Pine Creek (MP 143.7), crosses on-grade at Squaw Road (MP 146), crosses into Spokane County (MP 146.8), crosses an existing bridge at Widman Road (MP 147.8), crosses over an existing underground PG&E Gas Line (MP 148.4), crosses under Dixon Road (MP 149.3) in a culvert tunnel, crosses on-grade at Morrow Road South (MP 150.2) requiring re-grading of former bridge abutments on either side, crosses back into Whitman County (MP 151.5), crosses on-grade at Kelsey Road (MP 150.7) requiring re-grading of former bridge abutments on either side, crosses on-grade at Gashouse Road (MP 151.9) requiring re-grading of former bridge abutments on both sides and ends at the Rosalia Trailhead.

- Malden and Rosalia Trailheads:
  Completion of Malden and Rosalia Trailheads will complete a nine-mile section of ADA accessible trail with trailheads at both ends and convenient access to commerce within the Town of Malden and City of Rosalia.

- Development Constraints:
  Malden Trailhead: there should be no constraints to development of the Malden Trailhead due to moderate slopes and expanded width of the Trail Corridor at this location. Approval from the Town of Malden will be required for proposed one-way vehicular trailhead circulation utilizing municipal streets.

  Rosalia Trailhead: existing steep grades and limited width of Trail Corridor within the vicinity of Rosalia, present challenges to ADA access design and gravel roadway maintenance.

Phase 2 Rosalia to Pandora Development:

- Trail:
  Within the 6.5-mile segment between Rosalia Trailhead (MP 152.0) and the Pandora Trailhead (MP 158.6), the trail will be re-graded to 10% or less at three abutments where bridges have been removed and entire length surfaced with crushed rock.

  The trail development begins at the Rosalia Trailhead, crosses on-grade at 7th Street West (MP 152.4) requiring re-grading of one bridge abutment on south side of 7th Street West, crosses on-grade at Betty Bruce Road (MP 152.5) requiring re-grading bridge abutments on

either side of Betty Bruce Road, crosses on-grade at Pine City-Malden Road (MP 153.2), crosses an existing bridge at Rosalia Road & Pine Creek (MP 153.5), crosses an existing bridge at N/S railroad line (MP 153.8), crosses under US HWY 395 bridge (MP 154.0), crosses an existing farm bridge (MP 155.4), goes around a farm bridge that has been partially removed (MP 156.75), crosses an ownership gap property (MP 156.9 to MP 157.6), crosses a small existing bridge over a stream just past Pandora Road (MP 158) and ends at the Pandora Trailhead (MP 158.6).

- Pandora Trailhead:
  With the 19.5-mile distance between the Rosalia and Tekoa Trailheads, the Pandora Trailhead is in a remote site but added to meet the planning criteria of providing trailheads within 10-miles of trail established by the Iron Horse Master Plan. The Pandora Trailhead is 6.6 miles from the Rosalia Trailhead and 12.9 miles from the Tekoa Trailhead.

- Development Constraints:
  Pandora Trailhead: there should be no development constraints for the Pandora Trailhead due to moderate topography of the site and expanded width of the Trail Corridor at this former railroad stop location. With the site located at a bend on Pandora Road, vehicular intersection sight distance triangle requirements must be provided based on the Pandora Road speed limit.

Phase 3 Pandora to Tekoa Development:

- Tekoa Bridge Renovation:
  The 975-foot length Tekoa Bridge spanning Hangman Creek and SR 27 in the City of Tekoa, requires new decking and safety railing prior to trail development and public use.

- Trail Development:
  Within the 12.9-mile segment between the Pandora and Tekoa Trailheads, the trail will be re-graded to 10% or less if required where bridges have been removed and the entire length surfaced with crushed rock.

  The trail development begins at the Pandora Trailhead, crosses on-grade at Wilhelm Road, (MP 158.7), crosses a small bridge (MP 160.0), crosses on-grade at Engel Road (MP 161.5), crosses on-grade at Fox Road (MP 162.6), crosses a small bridge (MP 162.7), crosses on-grade at Seabury Road (MP 163.3), crosses a small bridge (MP 163.6), crosses an existing bridge at Blanton Road (MP 163.7), travels under a bridge at Lone Pine Road (MP 166.2), crosses through bog area requiring drainage renovation at current Lone Pine Road trail detour (MP 166.2 to approx. MP 166.9), crossing on-grade at Chase Road (MP 167.6), crosses on-grade at existing farm road (MP 168.8), crosses on-grade at Summer Road (MP 169.8), crosses over the Tekoa Bridge at Hangman Creek and SR 27 (MP 171.25) and ends at the Tekoa Trailhead at Washington Street in Tekoa (MP 171.5).

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- Tekoa Trailhead
  Completion of the Tekoa Trailhead completes a 12.9-mile section of ADA accessible trail with access to commerce within the City of Tekoa.

- Development Constraints:
  Trail Development: There should be no development constraints between the Pandora Trailhead and Tekoa Trailhead other than the drainage issue causing the current Lone Pine Road trail detour. The drainage issue should be assessed to determine the extent of restoration required including potential wetland mitigation measures.

  Pandora Trailhead: there should be no development constraints for the Pandora Trailhead due to moderate topography of the site and expanded width of the Trail Corridor at this location.

  Due to the existing steep topography along Washington Street within the City, existing sidewalks may need upgrading for ADA access if not in place for access from the Trailhead to commerce in the main part of town.

Phase 4 Tekoa to Idaho Border Development

- Trail:
  Within the 5.5-mile segment between the Tekoa Trailhead and the Idaho Border, the entire length of the trail will be ADA accessible and surfaced with crushed rock and.

  The trail development begins at the Tekoa Trailhead, crosses an ownership gap property (MP 174.1 to MP 173.8) and crosses farm lands until reaching the Idaho Border at the Tekoa-Idaho Road (MP 177.0).

  Trail planning and development between the Tekoa Trailhead and the Idaho Border should be coordinated with development of the 10-mile gap on the former Milwaukee Railroad Corridor between the Idaho border and beginning of the existing 72-mile Trail of the Couer d' Alanes.

- Development Constraints:
  Trail Development: There should be limited constraints to development of the trail due to moderate slopes of the former railroad bed.

  Potential Trailhead:
  Due to the limited Trail Corridor width, a potential trailhead at the Idaho Border accessed from the Tekoa-Idaho Road would require acquisition of lands and subject to review during the planning stages of development of the 10-mile trail gap within Idaho.

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CHAPTER 7

ESTIMATED CONSTRUCTION COSTS

Preliminary estimated construction costs are summarized by Phased Development as follows with detailed cost estimates attached (pending):

Phase 1	Malden to Rosalia: o Trail Development o Malden and Rosalia Trailheads	to be determined
Phase 2	Rosalia to Pandora: o Pandora Trailhead o Trail Development	to be determined
Phase 3	Pandora to Tekoa o Tekoa Bridge o Trail Development o Tekoa Trailhead	to be determined
Phase 4	Tekoa to Idaho Border o Trail Development	to be determined

ATTACHMENTS:

ATTACHMENT 1 – DRAFT MASTER FACILITIES SITE PLAN (1 page - 11”x17”)

ATTACHMENT 2 – DRAFT CONCEPTUAL TRAIL PLAN (39 pages - 11”x17”)

ATTACHMENT 3 - MALDEN TRAILHEAD CONCEPTUAL SITE PLAN (1 page - 11”x17”)

ATTACHMENT 4 - ROSALIA TRAILHEAD CONCEPTUAL SITE PLAN (4 pages - 11”x17”)

ATTACHMENT 5 - PANDORA TRAILHEAD CONCEPTUAL SITE PLAN (1 page - 11”x17”)

ATTACHMENT 6 - TEKOA TRAILHEAD CONCEPTUAL SITE PLAN (1 page - 11”x17)

** Environmental Site Report Available upon request (27 pages – 8 ½”x11”)

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