

Rosalia Trailhead

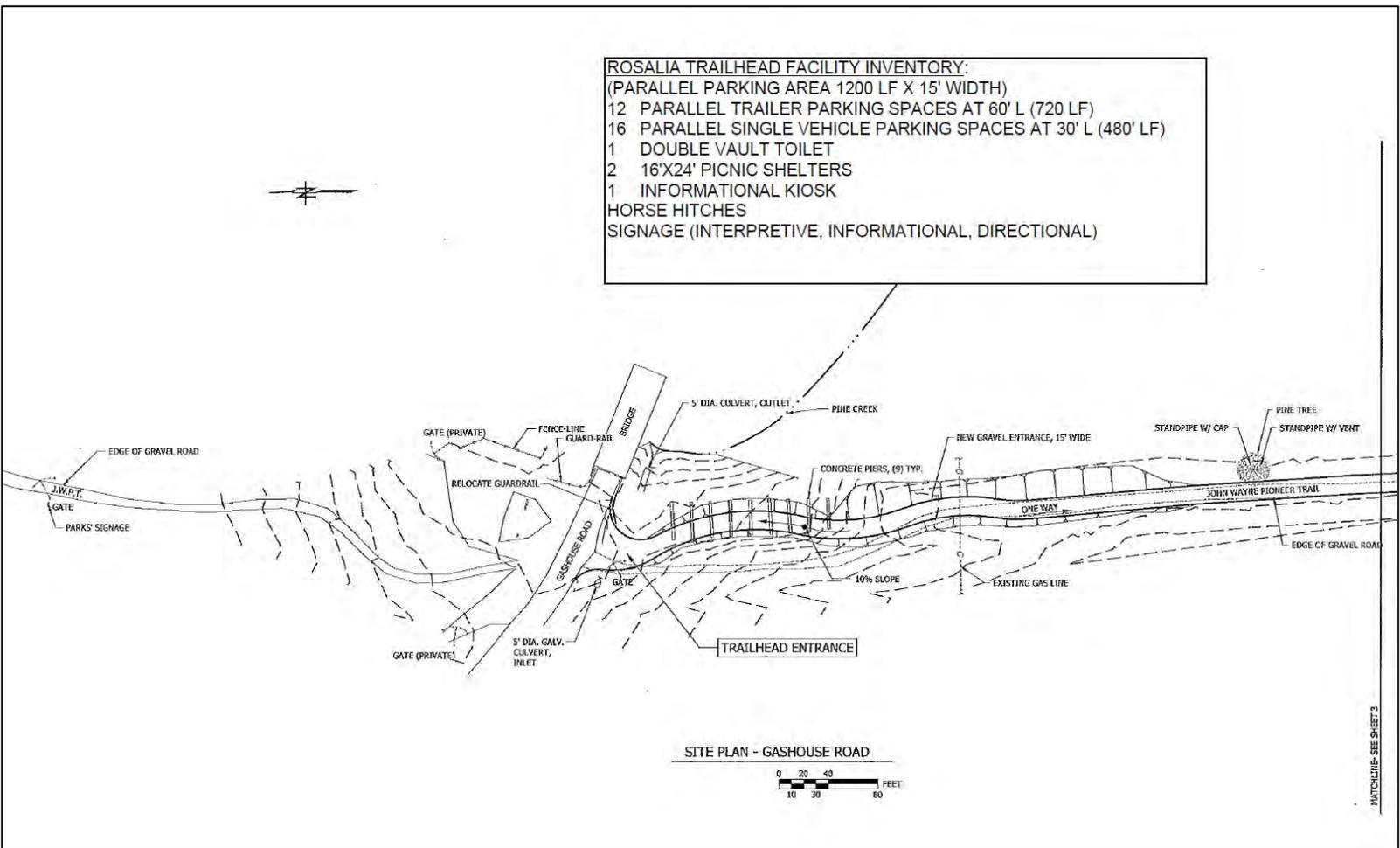


Figure 6: Rosalia trailhead site plan 1

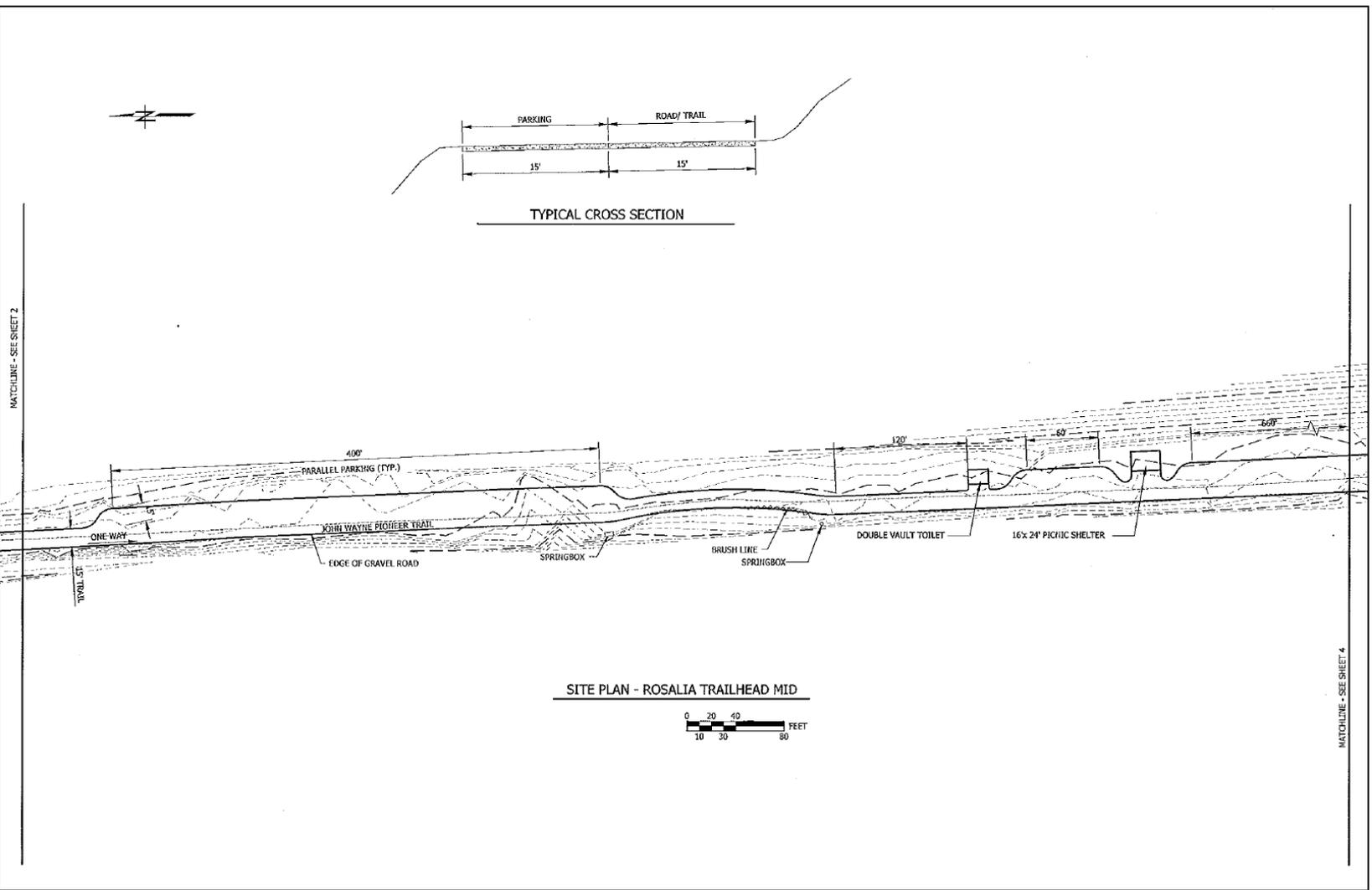


Figure 7: Rosalia trailhead site plan 2

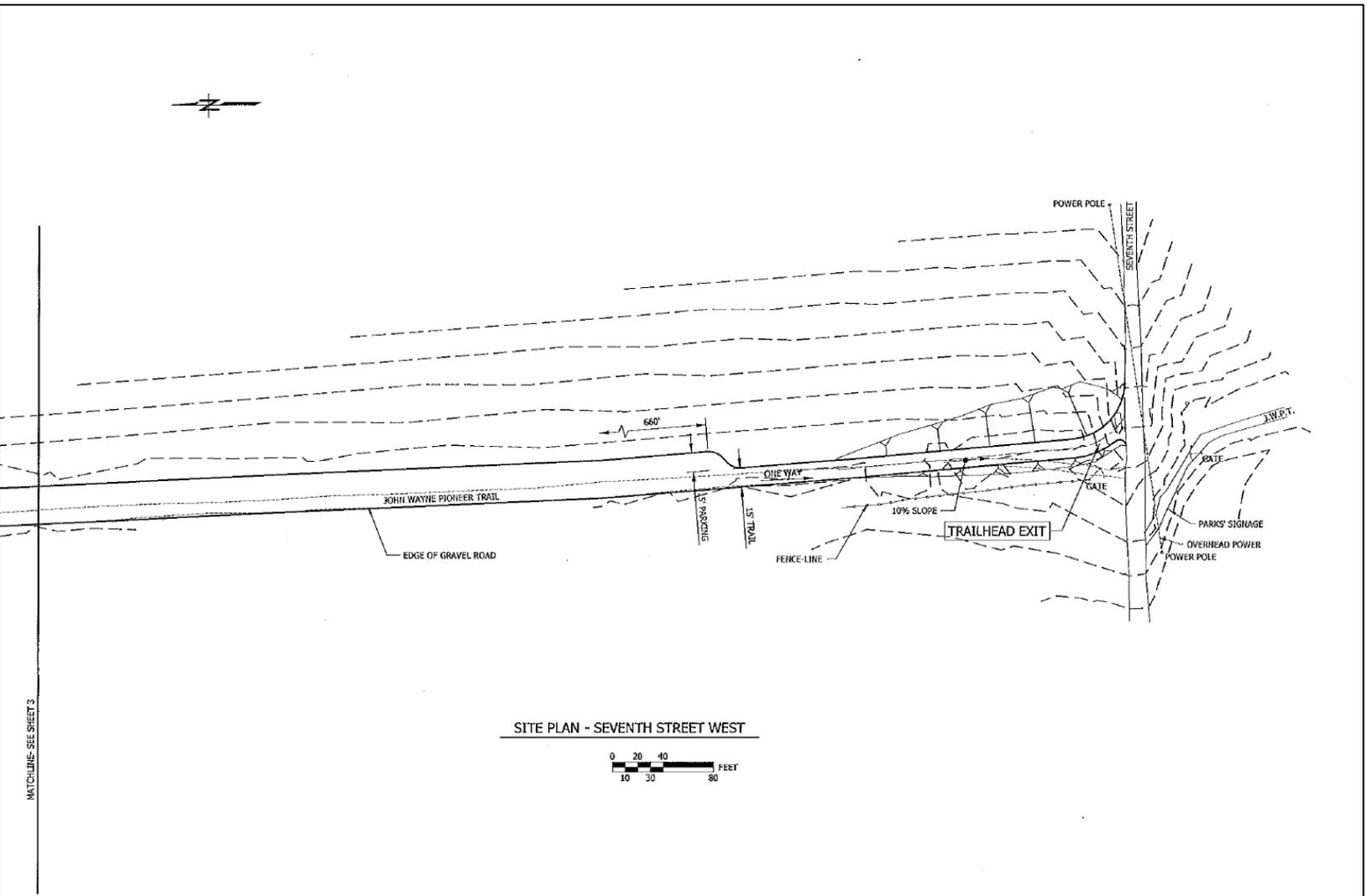


Figure 8: Rosalia trailhead site plan 3

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 the bridges spanning Gashous Road and 7th Street West, and because of the steep cross slopes in 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 to include a five-foot wide paved route of travel with a handrail on one side of the traveled roadway, and level resting intervals adjacent to, and outside of, the traveled roadway. This preferred design may not be feasible, however, because an Avista natural gas line crossing near Gashous Road may limit grading.

If full ADA compliance is not feasible, the following alternatives should be considered at former bridge abutment locations:

- Provide a paved trail with handrails on one side, and reduce the resting intervals to 100-feet.
 - Develop separate parking areas for accessible trail access to avoid negotiating the long slopes, while still allowing access to the majority of the trail.
- 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.

Pandora Trailhead

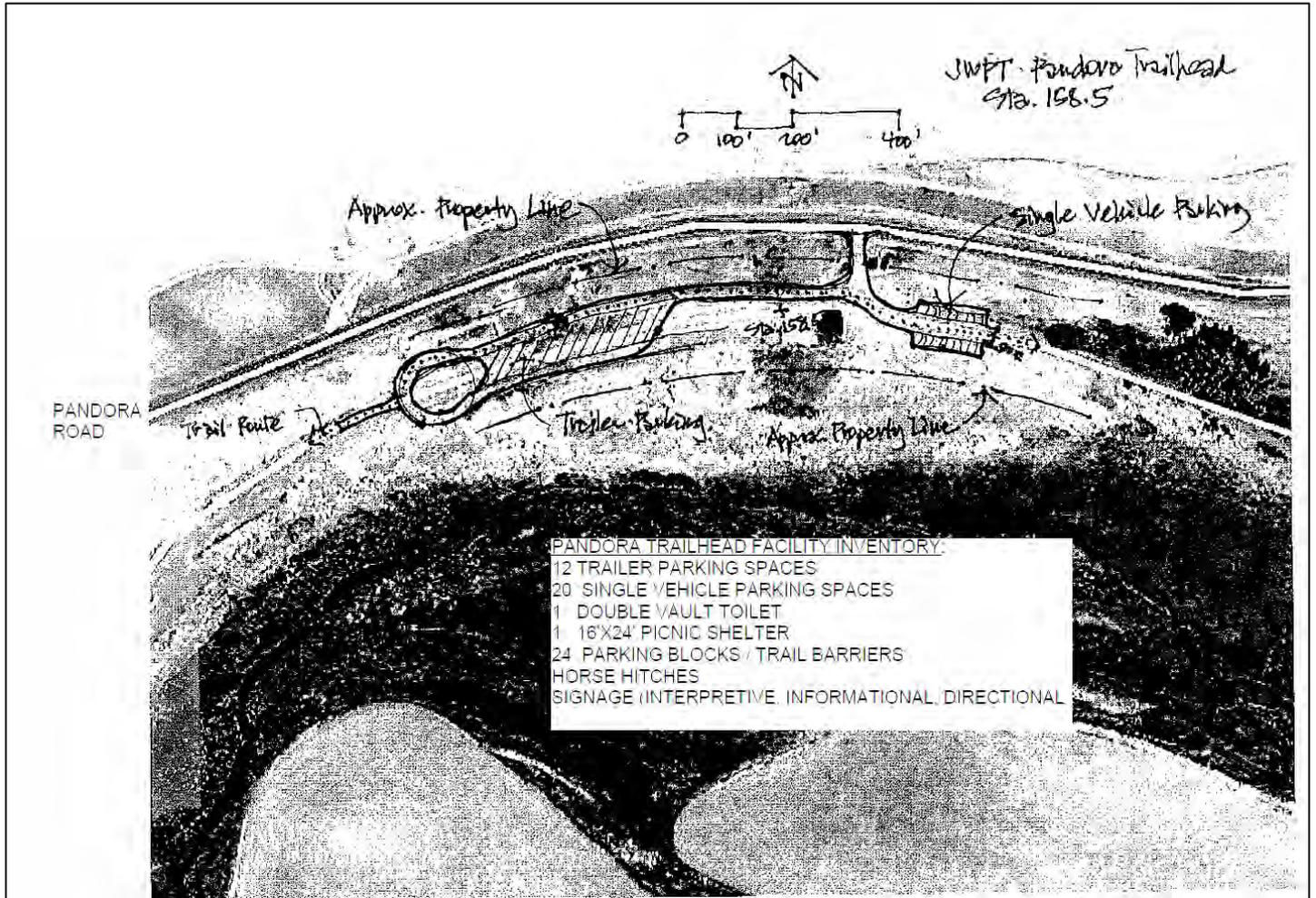


Figure 9: Conceptual Pandora trailhead site plan

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.

Tekoa Trailhead

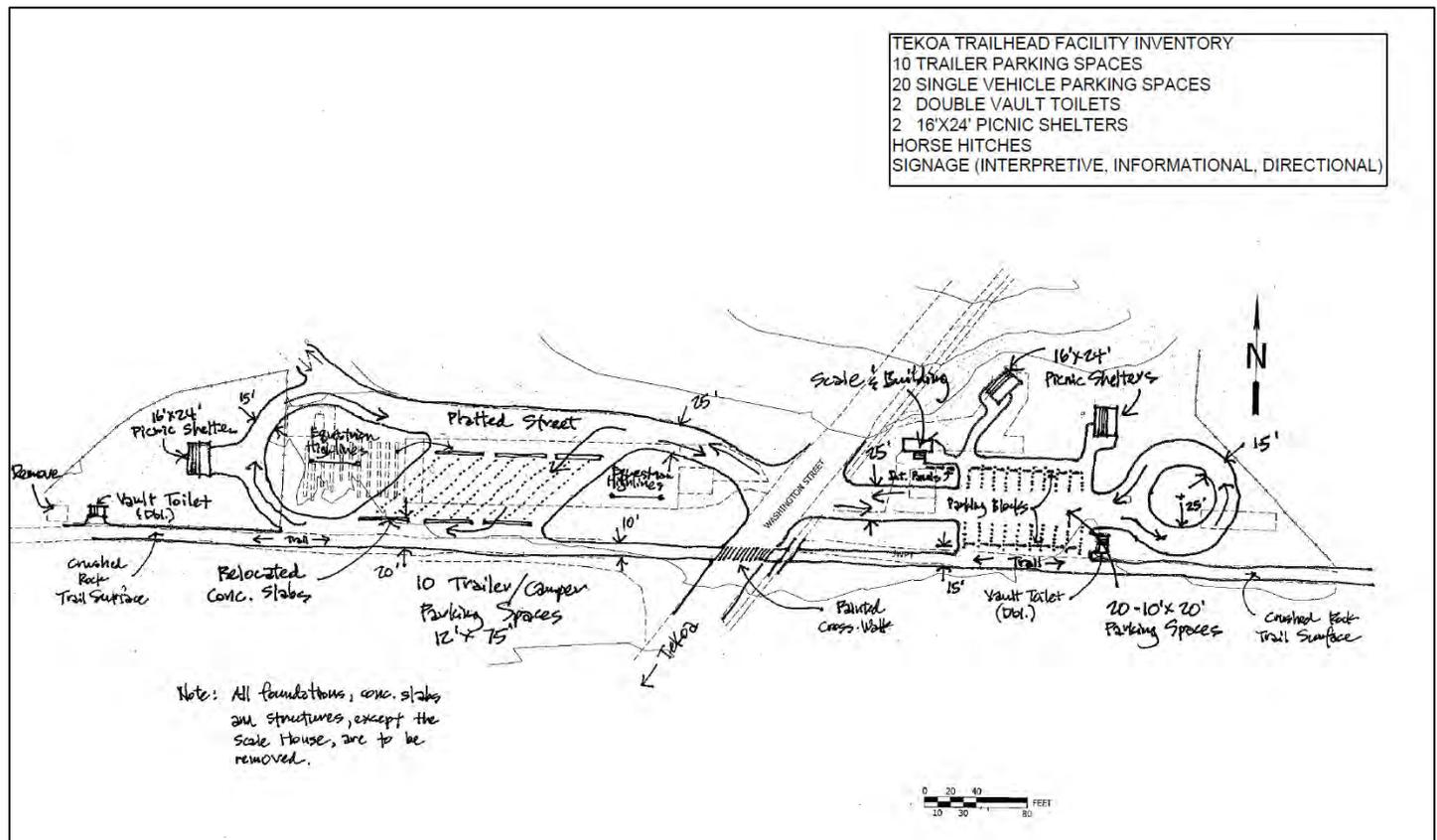


Figure 10: Conceptual Tekoa trailhead site plan

The proposed Tekoa Trailhead is located on approx. 2.61 acres in the City of Tekoa fronting on both sides of Washington Street. State Parks intends to purchase the trailhead property with grant funds. The City of Tekoa may be willing to partner on trailhead development. The proposed trailhead will include the following elements:

- 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.

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 (RECs) within and adjacent to the trail corridor study area. RECs 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 that none of the REC's presents an immediate risk to human health needing immediate action. The Report recommended posting signs to notify trail users of agricultural practices in the area and the potential for agricultural spray 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, and 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 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 about 34 miles between the vicinity of the Milwaukee Road's Malden Station in 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 the 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 the proposed trailhead locations in 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 have 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.

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, and 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 of Historic Places. 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 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 state, local, and federal permits, as necessary. Compliance with the Governor’s Executive Order 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:

<u>Agency</u>	<u>Zoning Designation</u>	<u>Comprehensive Plan Designation</u>
• Whitman County:	Agricultural	Agricultural
• Spokane County:	Large Tract Agricultural (LTA)	Large Tract Agricultural (LTA)
• Town of Malden:	none	none
• City of Rosalia:	Residential	Residential
• 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 were not obtained by Parks when the land was transferred 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 biennium.

- Trail Detours:
The trail detours identified herein are required during interim and phased development of the trail. Trail detours will be eliminated with completion of trail development.

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

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:**
Formal easements should be developed for the numerous utility crossings within the study area, in order to provide safe access for trail users.
- **Land Use Conflicts:**
Land use conflicts identified during public meetings, including preventing trail users from trespassing on private land, should be addressed on a case-by-case basis. Potential resolutions include signs, fencing, and increased monitoring by State Parks staff. Grazing rights should be addressed on a case by case basis to ensure the safety of both trail users and livestock.
- **Safety Issues:**
Human safety should be the primary emphasis for development of the trail corridor within a given budget. Bridge structures should be inspected, and bridge decking and safety railing renovations should meet local and universal code permit requirements. ADA universal access should be developed in a safe and practical manner to the maximum extent possible with existing site constraints. Road crossings should be clearly marked and visible, and vegetation maintained to provide safe access by trail users. Signs should be installed 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 evaluated, in order to provide adequate monitoring, security, law enforcement, emergency services, facility maintenance, vegetation management, interpretation, and long-term trail management, among other duties.

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 regraded to 10% or less at the five road crossings where bridges have been removed, and the entire length will be 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 regrading of the former bridge abutments on either side; crosses on-grade at Gashous 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 the 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 the City of Rosalia.
- **Development Constraints:**
Malden Trailhead: there should be no constraints to development of the Malden Trailhead due to moderate slopes and sufficient trail corridor width at this location. Approval from the Town of Malden will be required for proposed one-way vehicular trailhead circulation using municipal streets.

Rosalia Trailhead: existing steep grades and limited trail corridor width within the vicinity of Rosalia present challenges to ADA access and crushed rock 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 road crossings where bridges have been removed, and the entire length will be 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 the south side of 7th Street West; crosses on-grade at Betty Bruce Road (MP 152.5), requiring regrading at the 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 is recommended in order to meet the planning criteria of providing trailheads approximately every ten miles, established by the Iron Horse State Park 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 the moderate topography of the site and sufficient trail corridor width 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 regraded to 10% or less where bridges have been removed, and the entire length will be 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 a bog area requiring drainage renovation at the current Lone Pine Road trail detour (MP 166.2 to approx. MP 166.9); crosses 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).

- **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 sufficient trail corridor width 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.

The trail development begins at the Tekoa Trailhead, crosses an ownership gap property (MP 174.1 to MP 173.8), and crosses farm lands, before 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 Coeur d' Alenes.

- **Development Constraints:**
Trail Development: There should be limited constraints to development of the trail due to the 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 a land acquisition.

CHAPTER 7: ESTIMATED CONSTRUCTION COSTS

The estimated construction costs, shown in Table 1 are based on estimates and facility details in the CES Report, and may be revised due to inflation or field verification of trail condition. These are planning-level estimates, and should not be used for budget development without further verification.

Draft Master Plan – January 2014
 IRON HORSE STATE PARK MASTER PLAN AMENDMENT

Table 1: Estimated construction costs

Phase 1:	Malden to Rosalia	\$1,038,000	
	Trail development	\$332,000	
	Malden trailhead	\$358,000	
	Rosalia trailhead	\$348,000	
Phase 2:	Rosalia to Pandora	\$1,130,000	
	Trail development	\$600,000	
	Pandora trailhead	\$350,000	
	Bridge improvements	\$560,000	
Phase 3:	Pandora to Tekoa	\$2,860,000	
	Trail development	\$600,000	
	Tekoa trailhead	\$420,000	
	Tekoa bridge	\$1,600,000	
	Other bridge improvements	\$240,000	
Phase 4:	Tekoa to Idaho Border	\$200,000	
	Trail development	\$200,000	