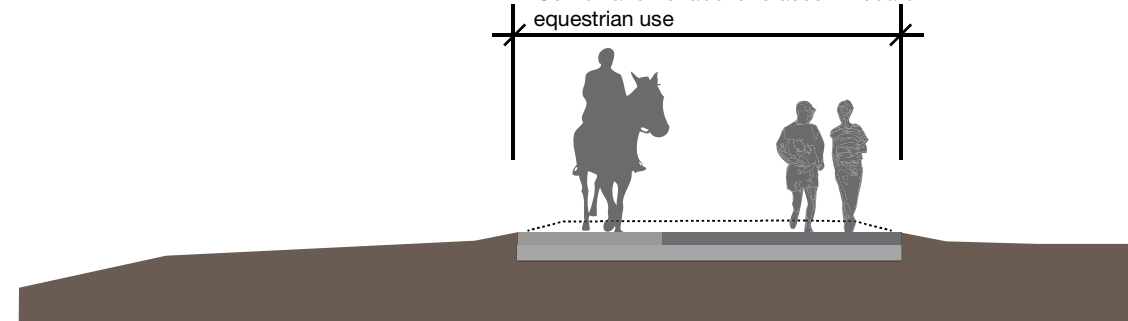


Salmonberry Corridor

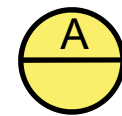
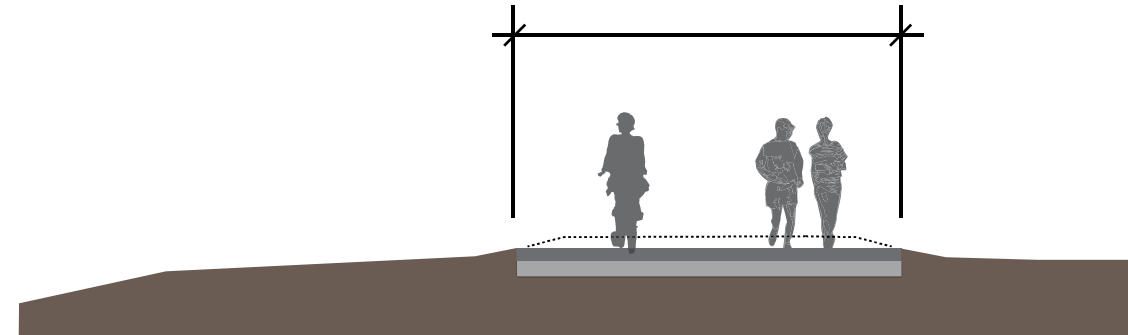
Sections - Typical

1" = 8'

- 10' - 14' Trail
- Salvage rail hardware and excavate ballast
- Paving Options
 - Asphalt
 - Compact Aggregate
 - Wood Chips
 - Combination of above to accommodate equestrian use



- 10' - 14' Trail
- Salvage rail hardware and excavate ballast
- Paving Options*
 - Asphalt

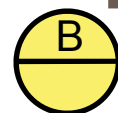
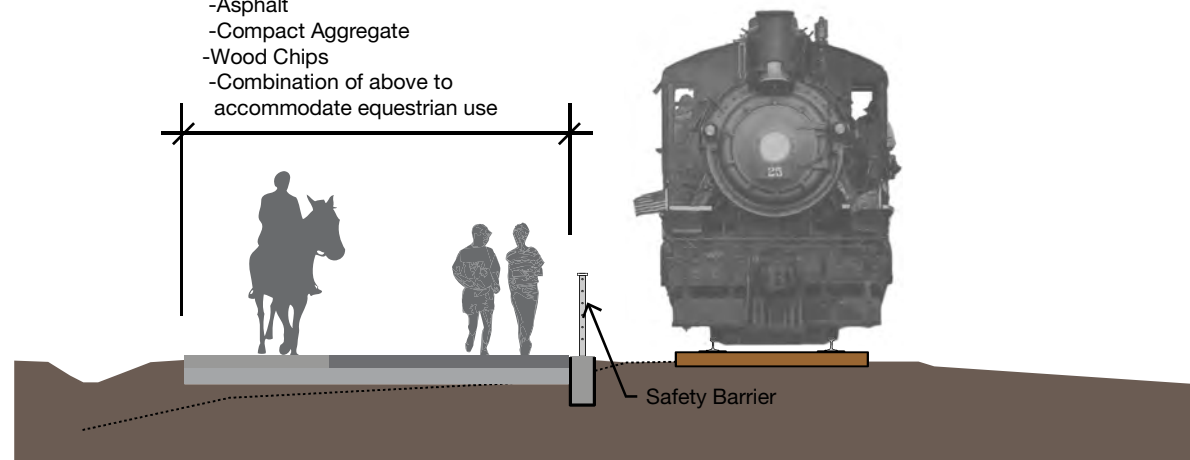


Rail-to-Trail Alternative - At Grade

Notes:

* In regions where inappropriate to incorporate equestrian use, where heavy service vehicles are frequently required to access the corridor, or where the trail serves as vehicular egress to developed areas (primarily found in the coastal segment) it is recommended that the trail material be limited to asphalt.

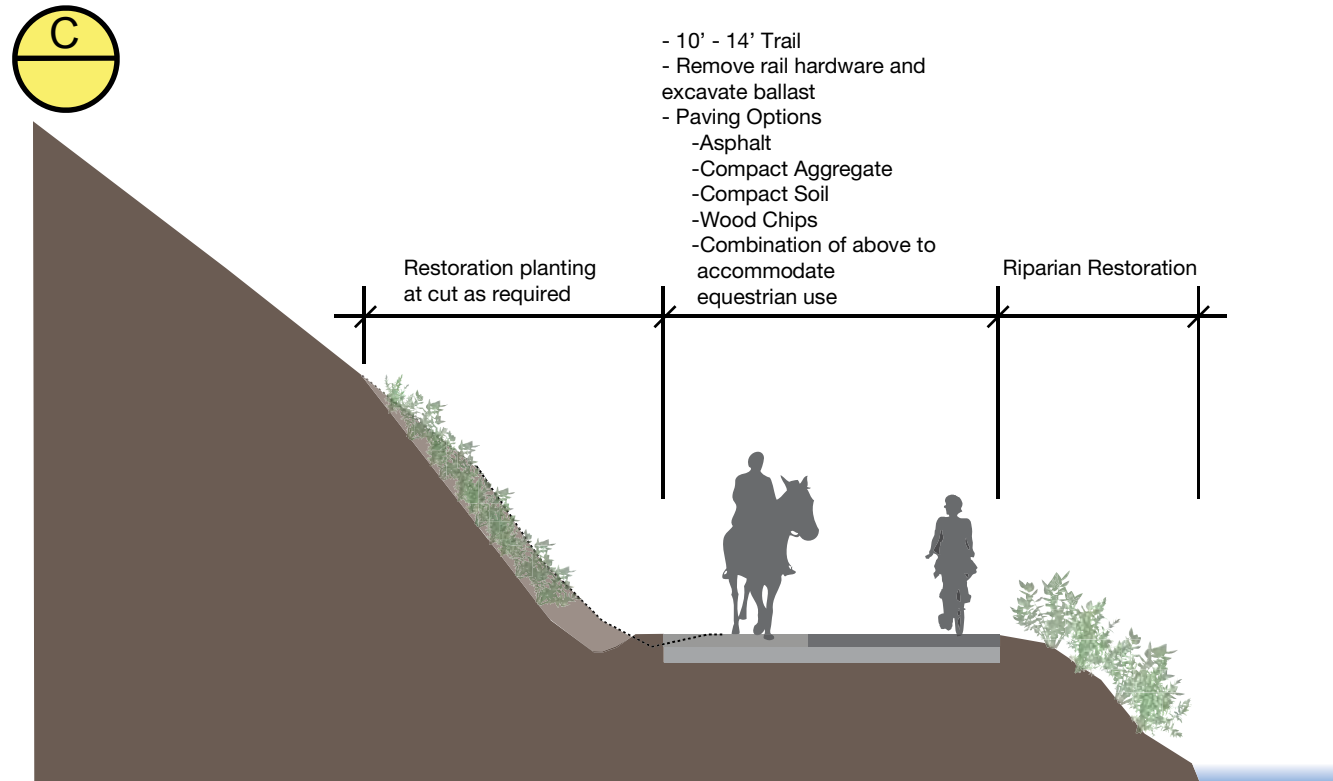
- 10' - 14' Trail
- Provide safety barrier as required
- Paving Options
 - Asphalt
 - Compact Aggregate
 - Wood Chips
 - Combination of above to accommodate equestrian use



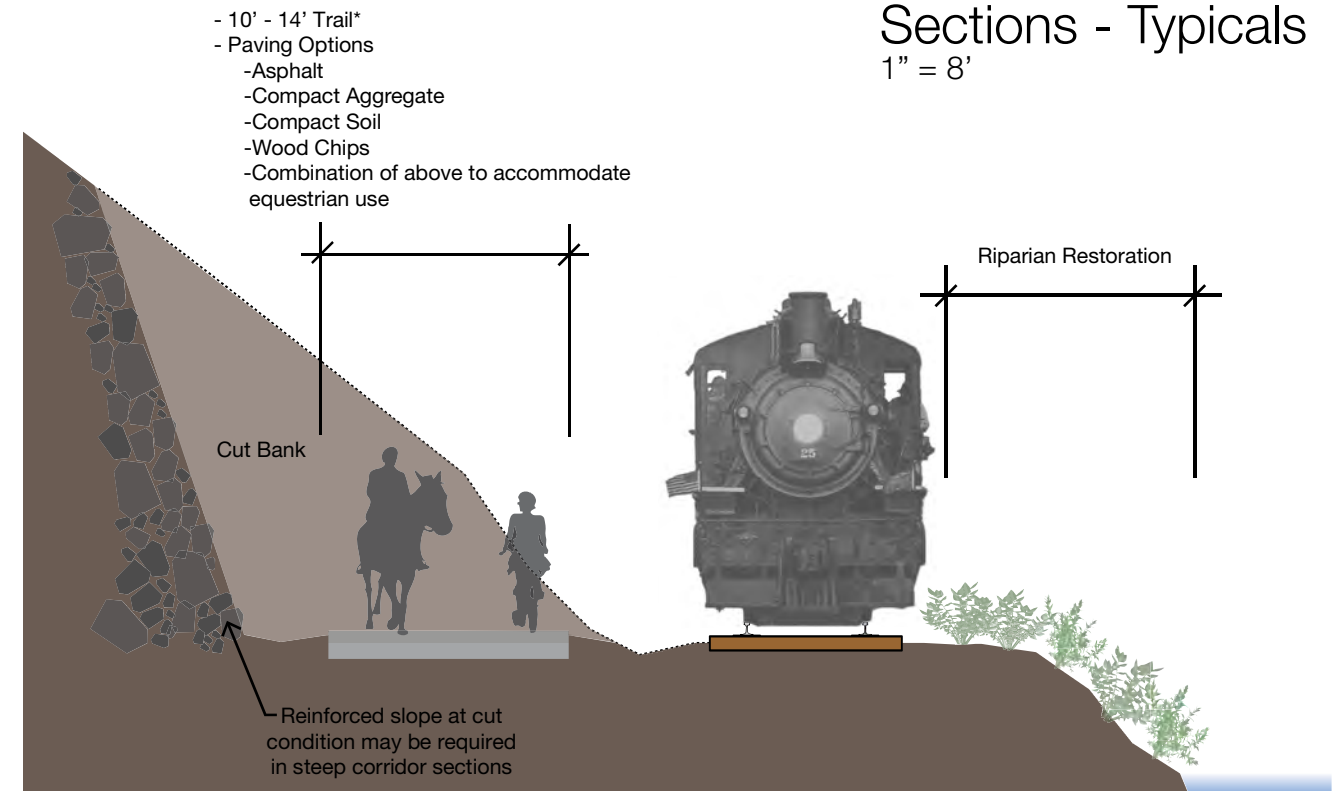
Rail with Trail Alternative - At Grade

Salmonberry Corridor

Sections - Typical
1" = 8'



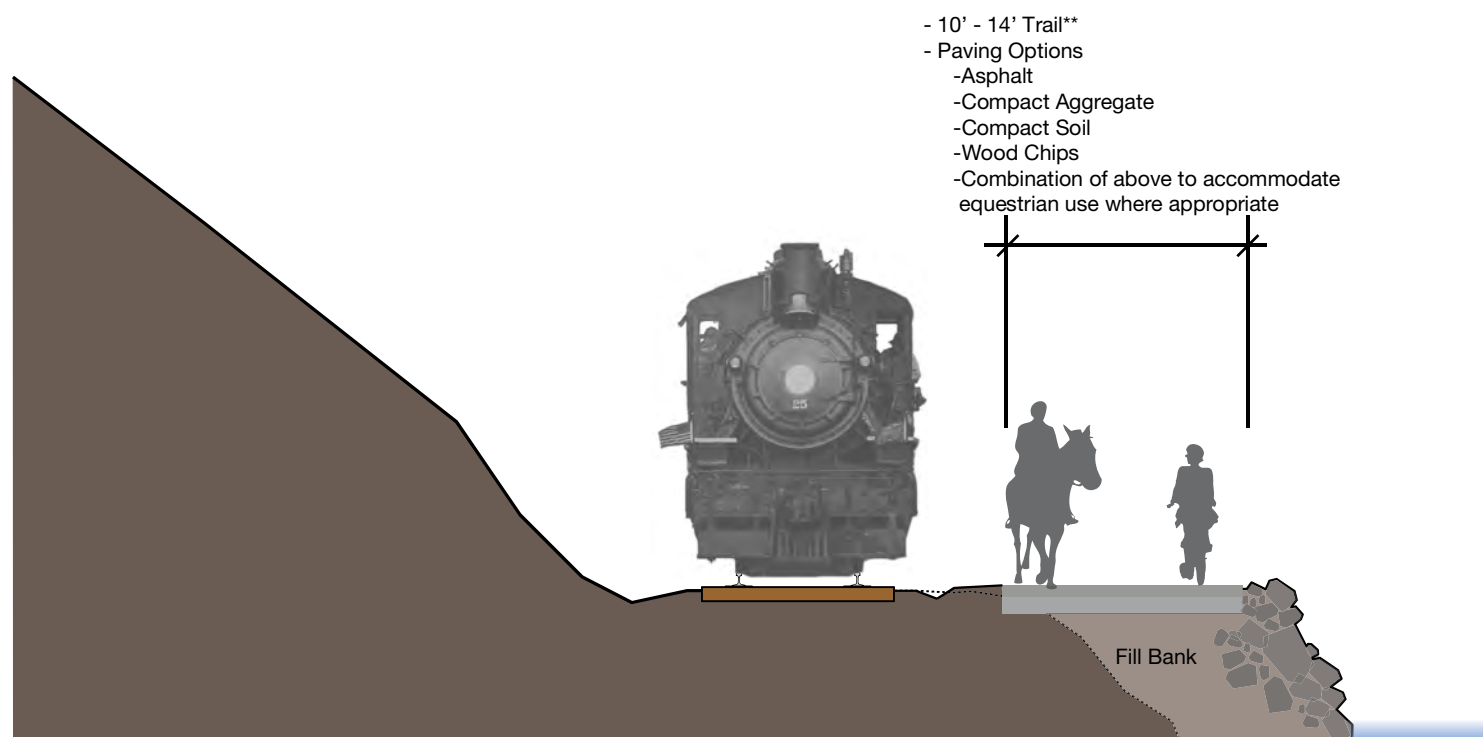
River Bank - Rail-to-Trail Alternative



River Bank - Rail with Trail Alternative - Cut on Upland Side

Notes:

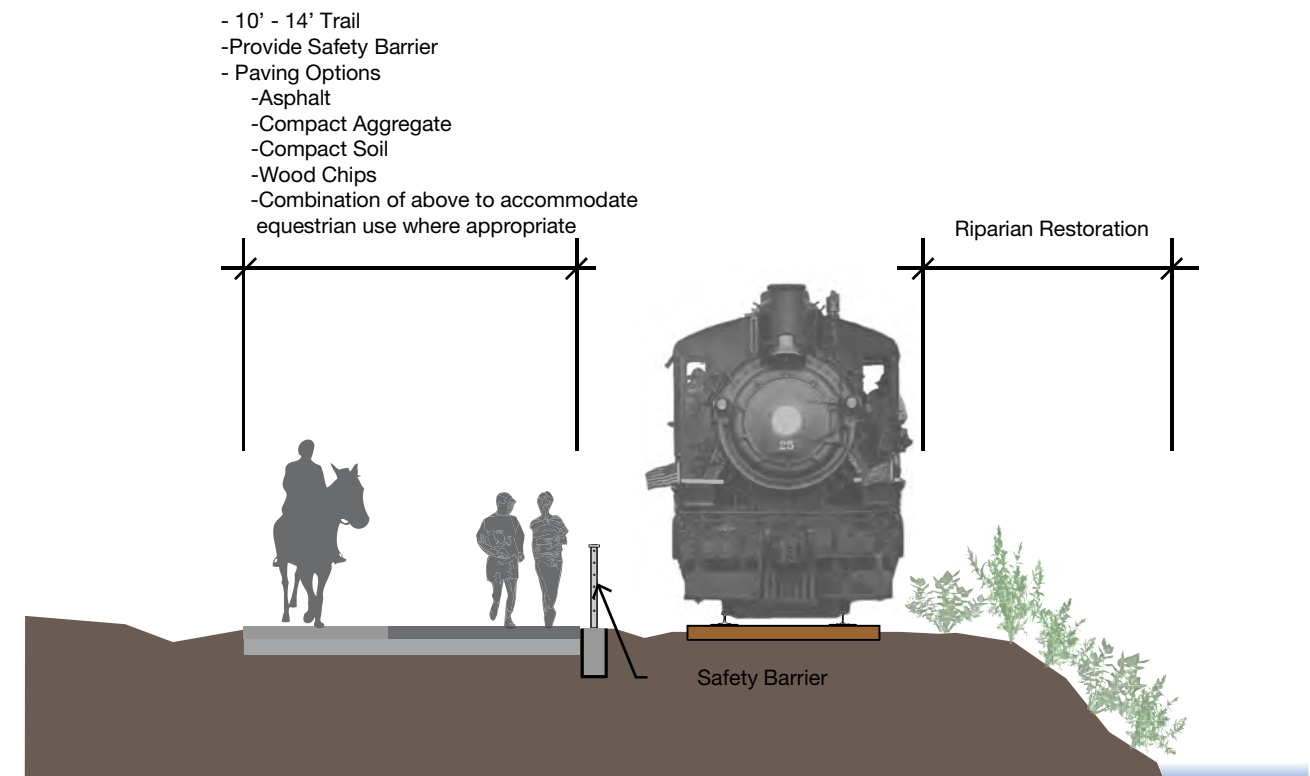
* Increased trail width in this condition may increase the amount of cut required and subsequently add to the cost of construction.



River Bank - Rail with Trail Alternative - Fill on River Side

Notes:

** Increased trail width in this condition may increase the amount of fill required, require in water work and associated permitting and subsequently add to the cost of construction.



River Bank - Rail with Trail Alternative - Condition At Grade

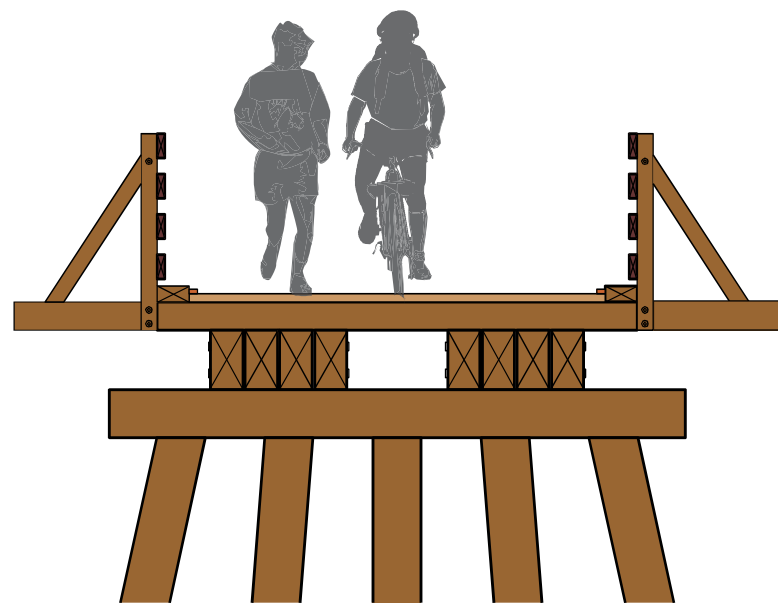
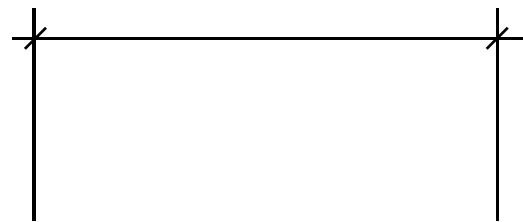
Salmonberry Corridor

Sections - Typical

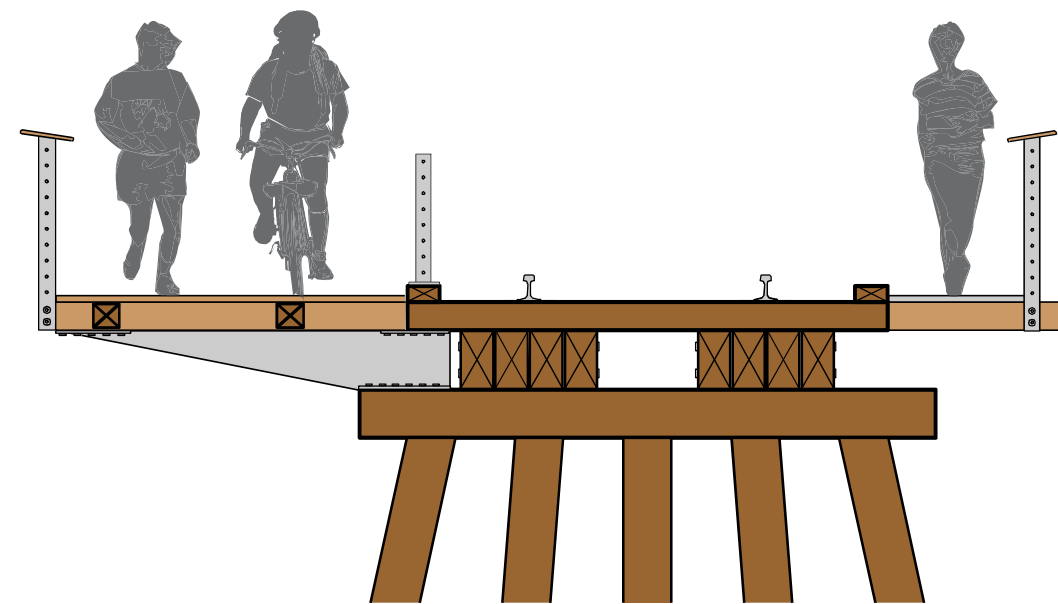
1" = 4'

Sections below do not relate to specific locations within the Corridor

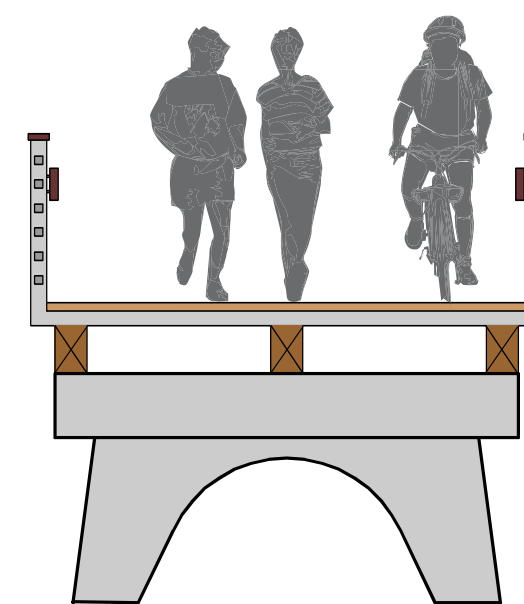
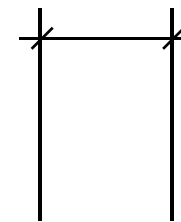
- 8' - 10' Trail
- Provide guardrails
- Paving Options
 - Wood Decking over rail ties.



- Option A:**
- 6' - 8' cantilevered trail
 - Provide guardrails and safety barrier
 - Paving Options
 - Wood Decking
 - Metal Grating.



- Option B*:**
- Enhanced and widened trainmen's walkway
 - Provide guardrails
 - Paving Options
 - Wood Decking
 - Metal Grating.



- Option C:**
- 6'-8' Separate Bridge complete with guardrails and accessible surfacing
 - Paving Options
 - Wood Decking
 - Metal Grating.

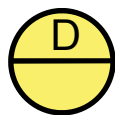


Trestle - Rail-to-Trail Alternative

Trestle - Rail with Trail Alternative (Prototypical)

Notes: Rail with trail alternatives that share an active trestle will require a coordination effort between rail operation and trail users to ensure safety of all parties. Signage at each shared trestle will be required and railroad operations will be required to reduce speed and provide ample warning of approaching trains within the corridor.

* Assumes pedestrians should not use walkway while train is crossing trestle. Signage to be provided.

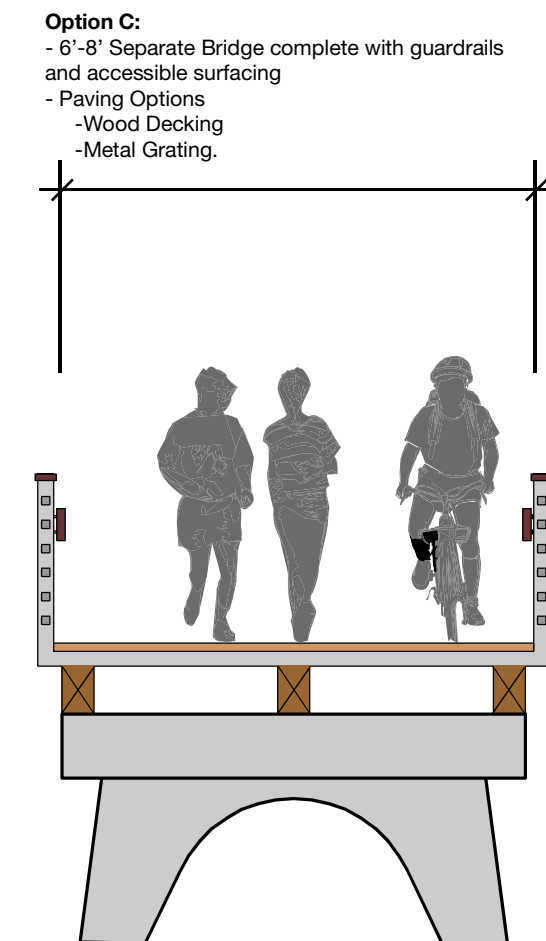
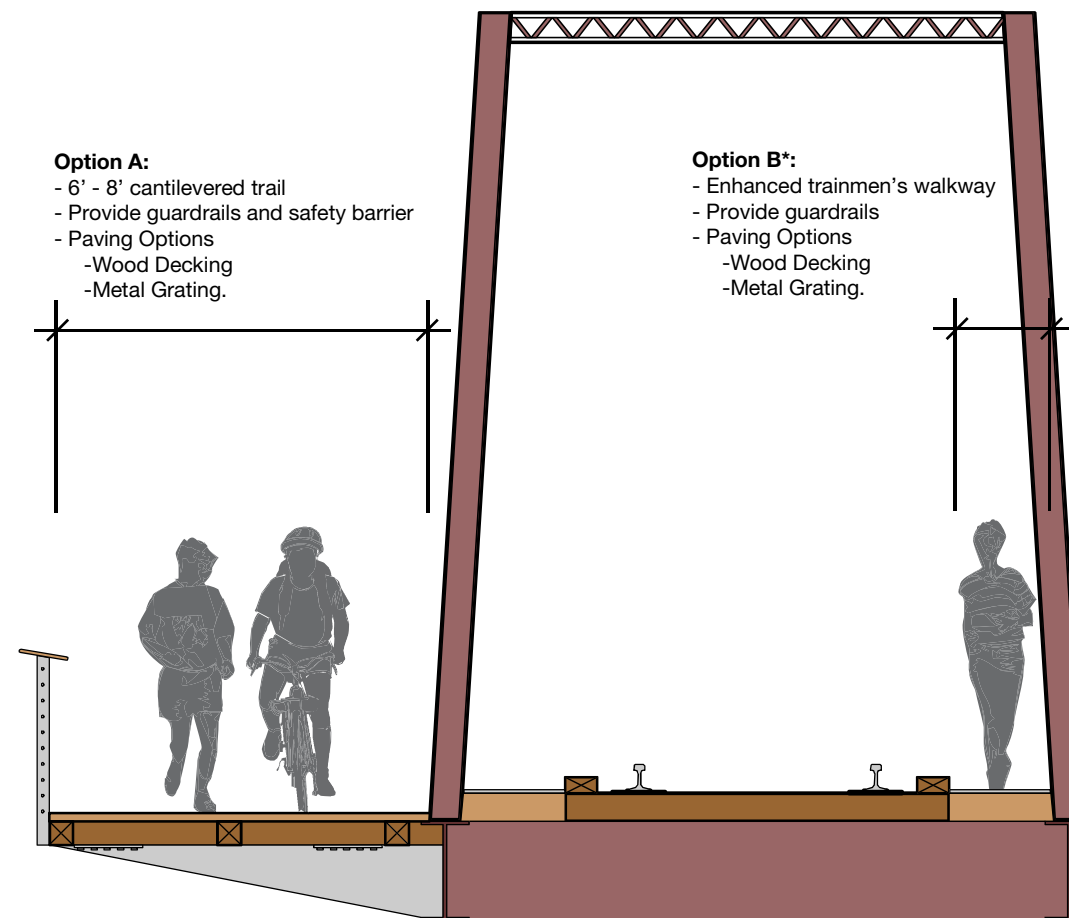
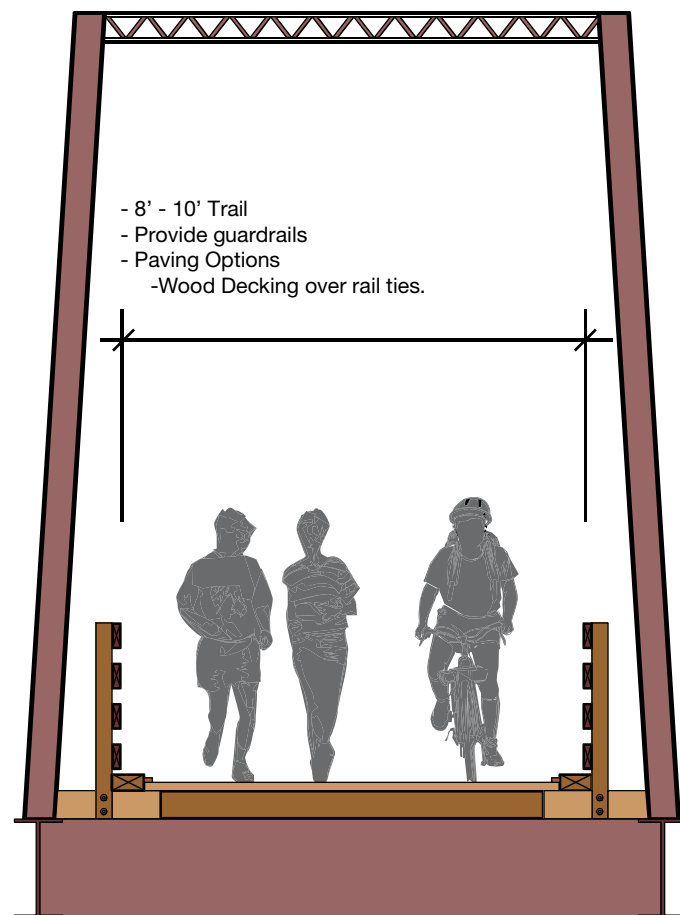


Salmonberry Corridor

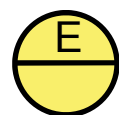
Sections - Typical

1" = 4'

Sections below do not relate to specific locations within the Corridor



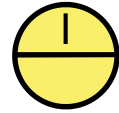
Bridge - Rail-to-Trail Alternative



Bridge - Rail with Trail Alternative (Prototypical)

Notes: Rail with trail alternatives that share an active bridge will require a coordination effort between rail operation and trail users to ensure safety of all parties. Signage at each shared bridge will be required and railroad operations will be required to reduce speed and provide ample warning of approaching trains within the corridor.

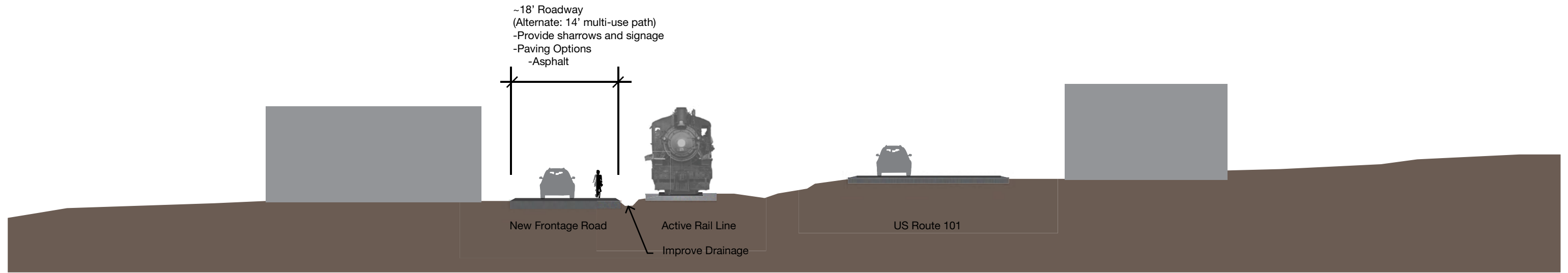
*Assumes pedestrians should not use walkway while train is crossing bridge. Signage to be provided.



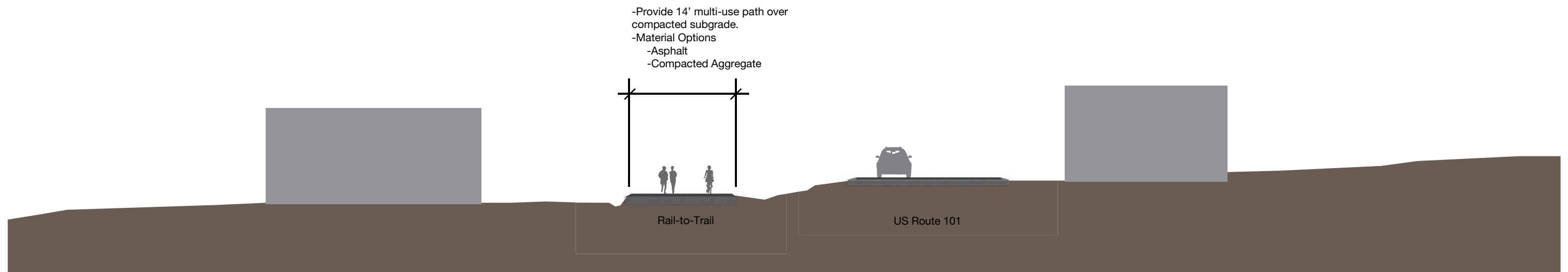
Salmonberry Corridor

Sections - Rockaway

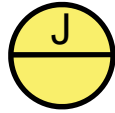
1" = 20'



Rockaway Beach - Rail with Trail - New Frontage Road



Rockaway Beach - Rail to Trail Conversion



Salmonberry Corridor

Sections - Bay City

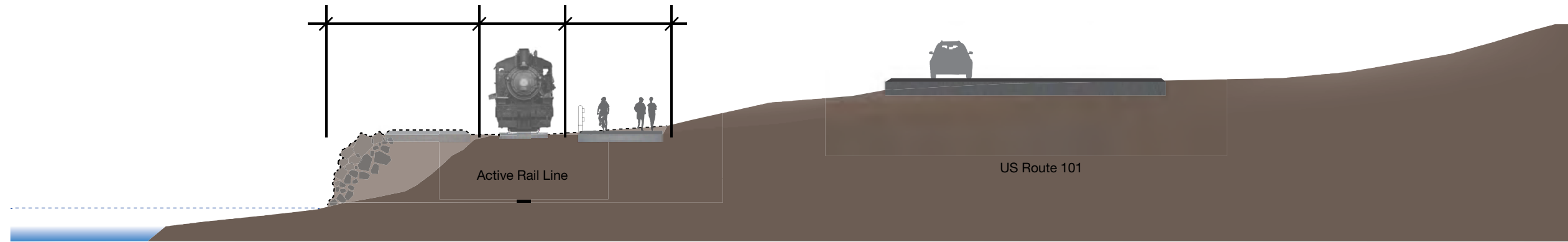
1" = 20'

Option 1

- Provide 14' multi-use path on water side of active rail.
- Fill required to achieve desired trail width.
- Some locations will require permitting for in-water work
- Material Options
 - Asphalt
 - Compacted Aggregate

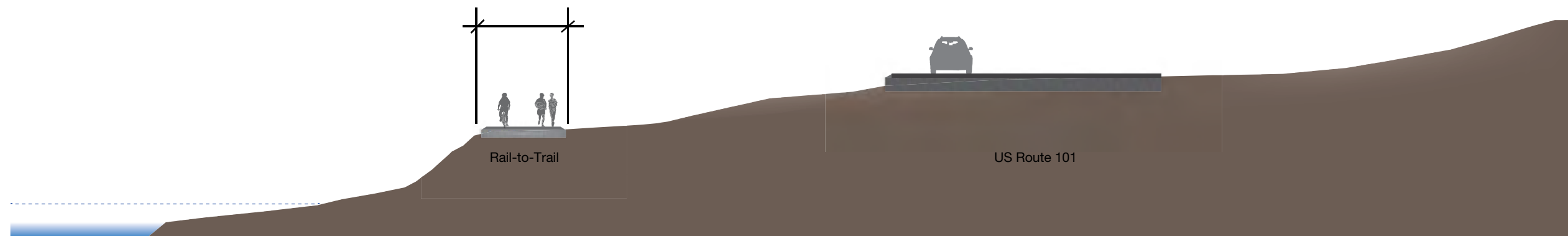
Option 2

- Provide 14' multi-use path on upland side of active rail.
- Some cut bay may be required to achieve desired trail width.
- Material Options
 - Asphalt
 - Compacted Aggregate

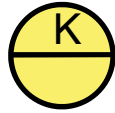


Bay City - Rail with Trail Options

- Provide 14' multi-use path over compacted subgrade.
- Material Options
 - Asphalt
 - Compacted Aggregate



Bay City - Rail to Trail Option



Salmonberry Corridor

Sections - Larson Cove

1" = 20'

Option 1

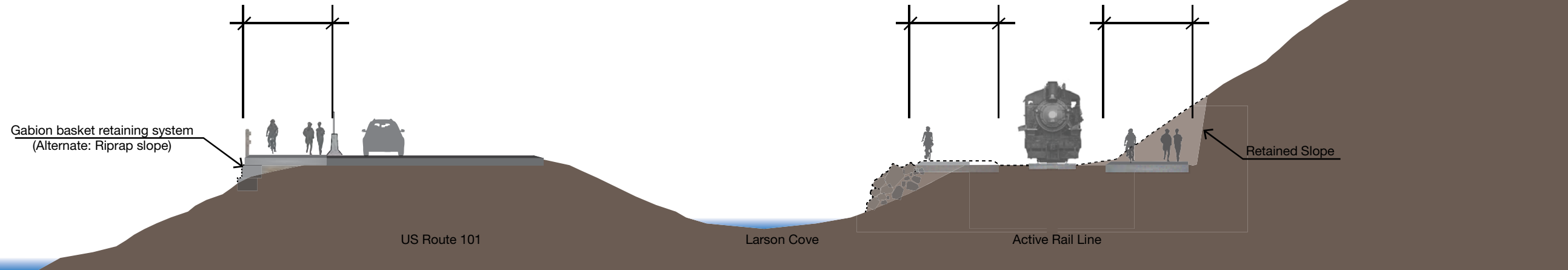
- Provide 14' expansion to US Route 101.
- Fill condition likely
- Material Options
 - Asphalt

Option 2

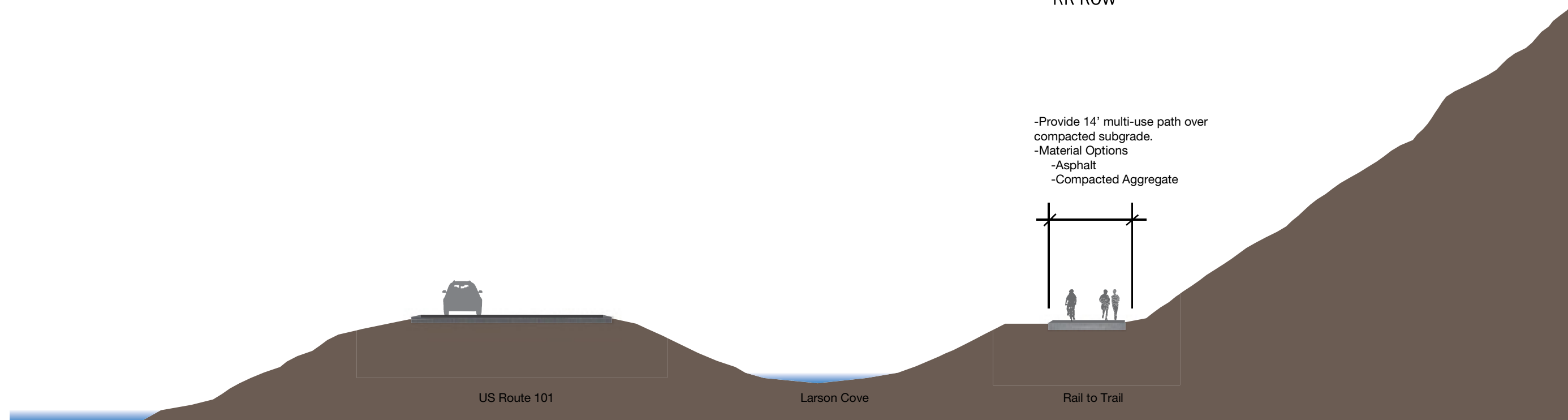
- Provide 14' multi-use path on water side of active rail.
- Fill required to achieve desired trail width.
- Some locations will require permitting for in-water work
- Material Options
 - Asphalt
 - Compacted Aggregate

Option 3

- Provide 14' multi-use path on upland side of active rail.
- Cut bay be required to achieve desired trail width.
- Material Options
 - Asphalt
 - Compacted Aggregate



Larson Cove - Rail with Trail Option

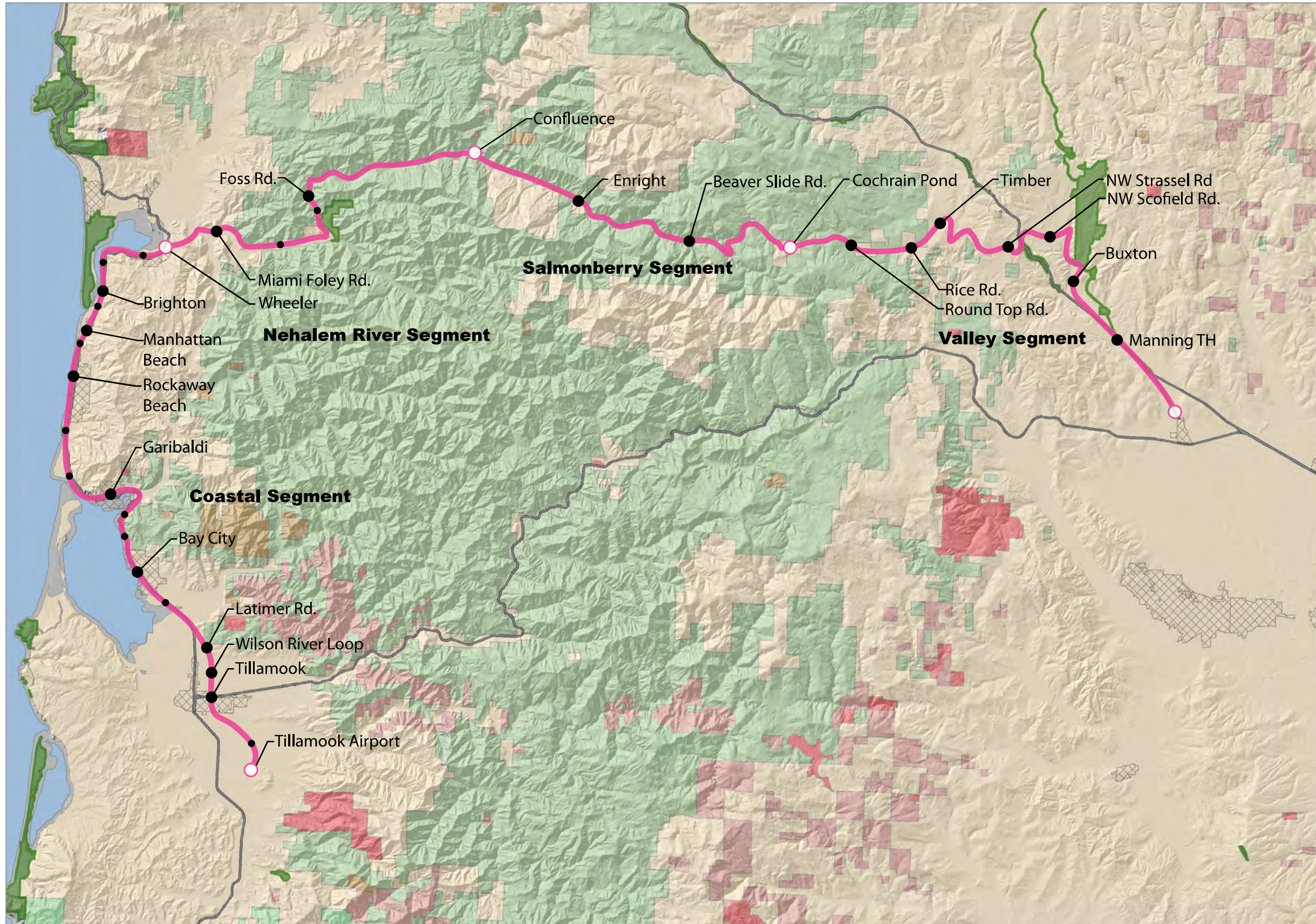


Larson Cove - Rail to Trail Option



Salmonberry Corridor

Emergency Access Points



- Salmonberry Corridor
- City Limits
- Oregon State Parks
- Bureau of Land Management
- Local Government
- Oregon Dept. of Forestry
- Oregon Dept. of State Lands
- Private









Notes



0 3 6 Miles

Salmonberry Corridor

Tile 3: Manning

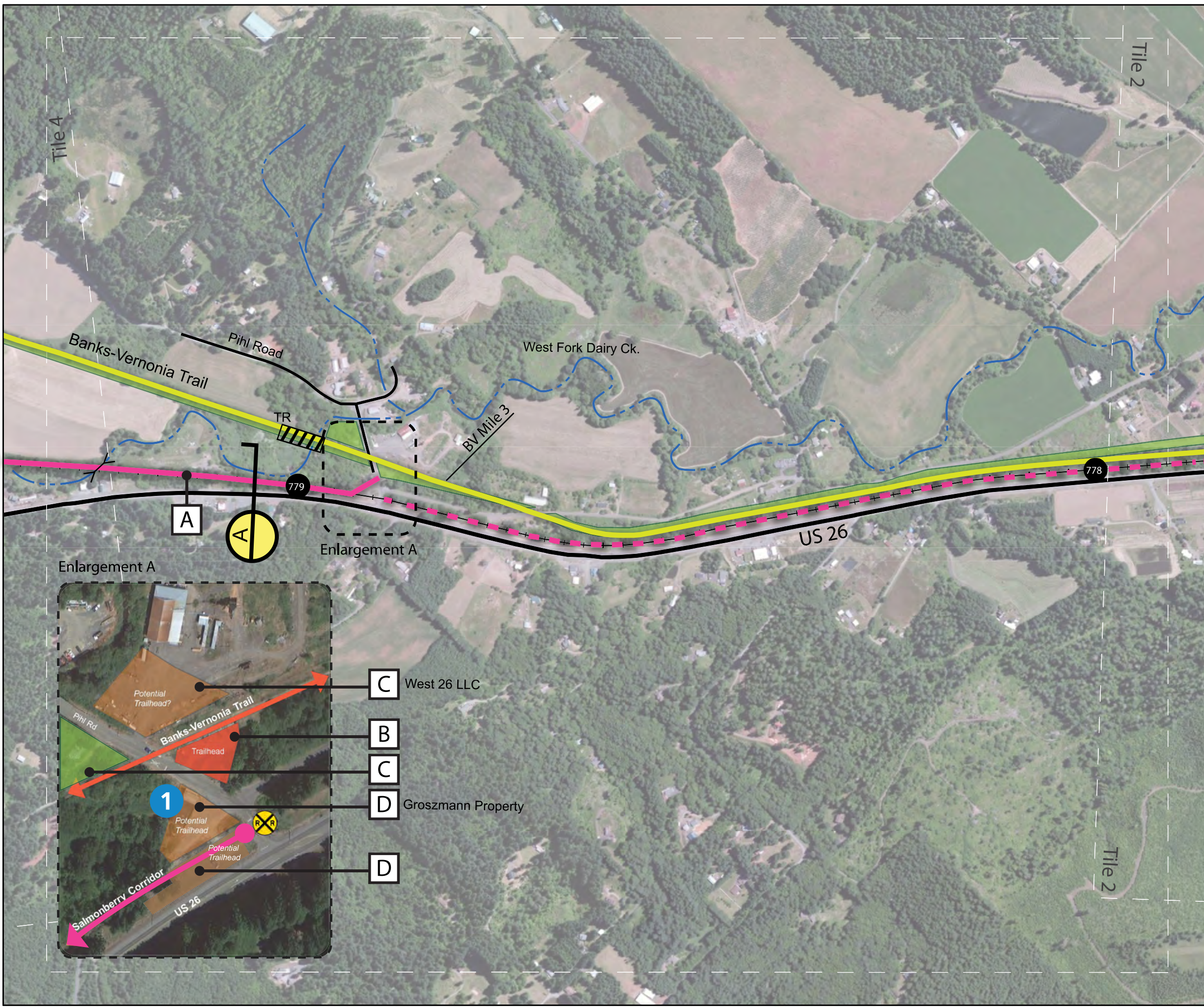
-  Salmonberry Corridor
-  Portion of trail adjacent to Banks/Vernonia Trail
-  Existing Trail
-  City Limits
-  Milepost
-  Railroad Crossing
-  Culvert
-  Trestle
-  Public Property
-  Section Callout

Notes

- A** Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.
- B** Manning TH at capacity. Trails separate at this point.
- C** Potential TH expansion area, on 0.5-ac donated by WA Co.
- D** Additional potential TH expansion areas (See typical on tile 3B)
- 1** Potential catalyst project: Develop new TH for additional vehicles, restrooms to serve both B-V Trail and Salmonberry Corridor



0 500 1,000 Feet



Salmonberry Corridor

Tile 5: Buxton

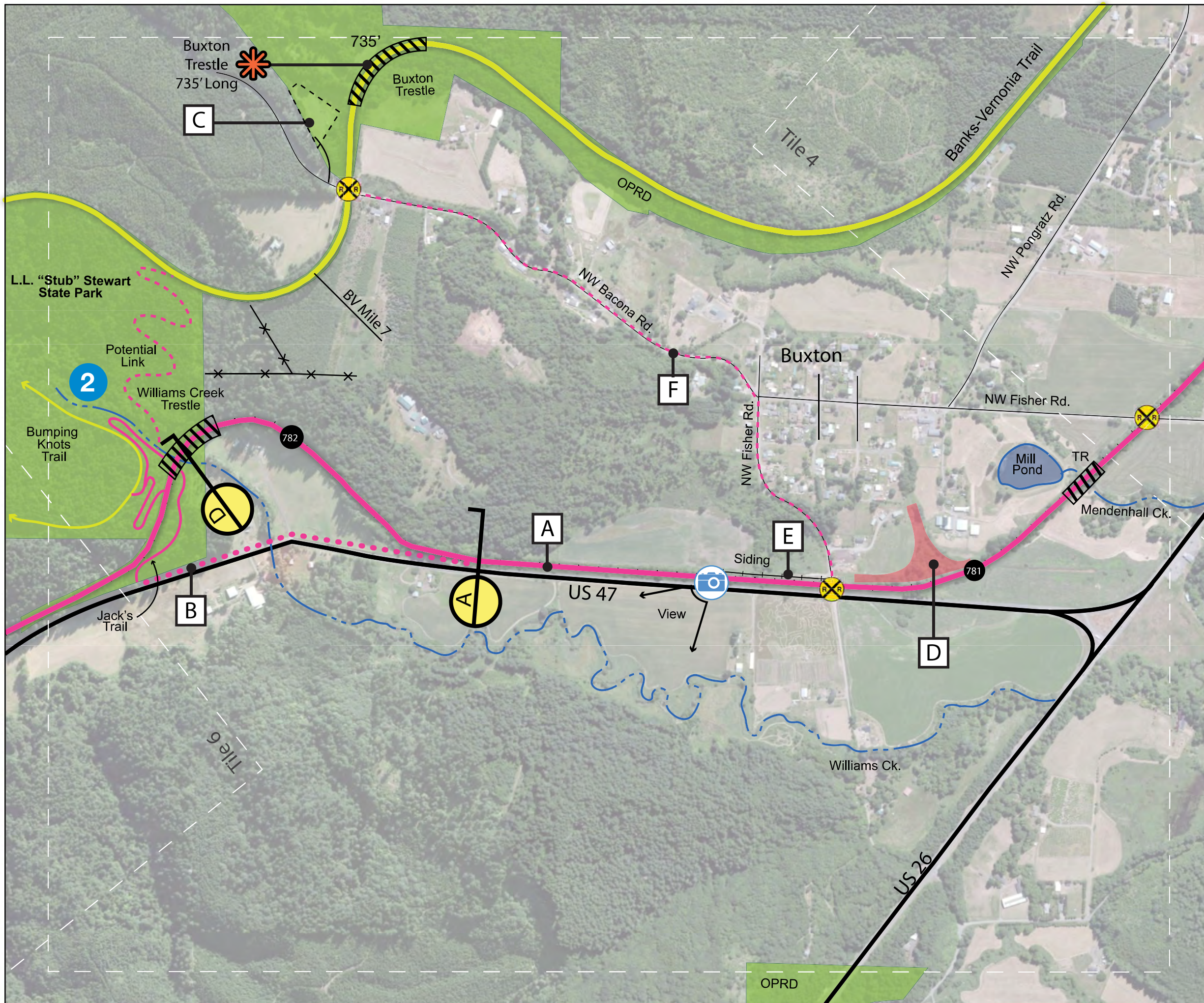
-  Salmonberry Corridor
-  Existing Trail
-  Road
-  Milepost
-  Viewpoint
-  Railroad Crossing
-  Trestle
-  Public Property
-  Section Callout

Notes

- A** Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.
- B** Bypass Alternative: Potential bypass utilizing expanded shoulder of US 47 until Williams Creek Trestle is improved.
- C** Buxton TH, 75 car spaces, 4 horse trailer spaces. Could be optional TH if Manning cannot be expanded.
- D** Potential TH opportunity on 'Y' near former mill site--potential interpretive story
- E** Potential TH on siding along Hwy 47
- F** Potential short-term connection to Banks Vernonia trail via Fisher Rd/Bacona Rd. On-road bike use.
- 2** Potential catalyst project: Enhance existing trails to provide access from Williams Creek trestle into Stub Stewart SP and create loop on B-V Trail









0 500 1,000 Feet



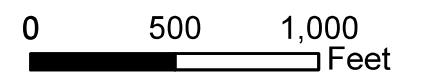
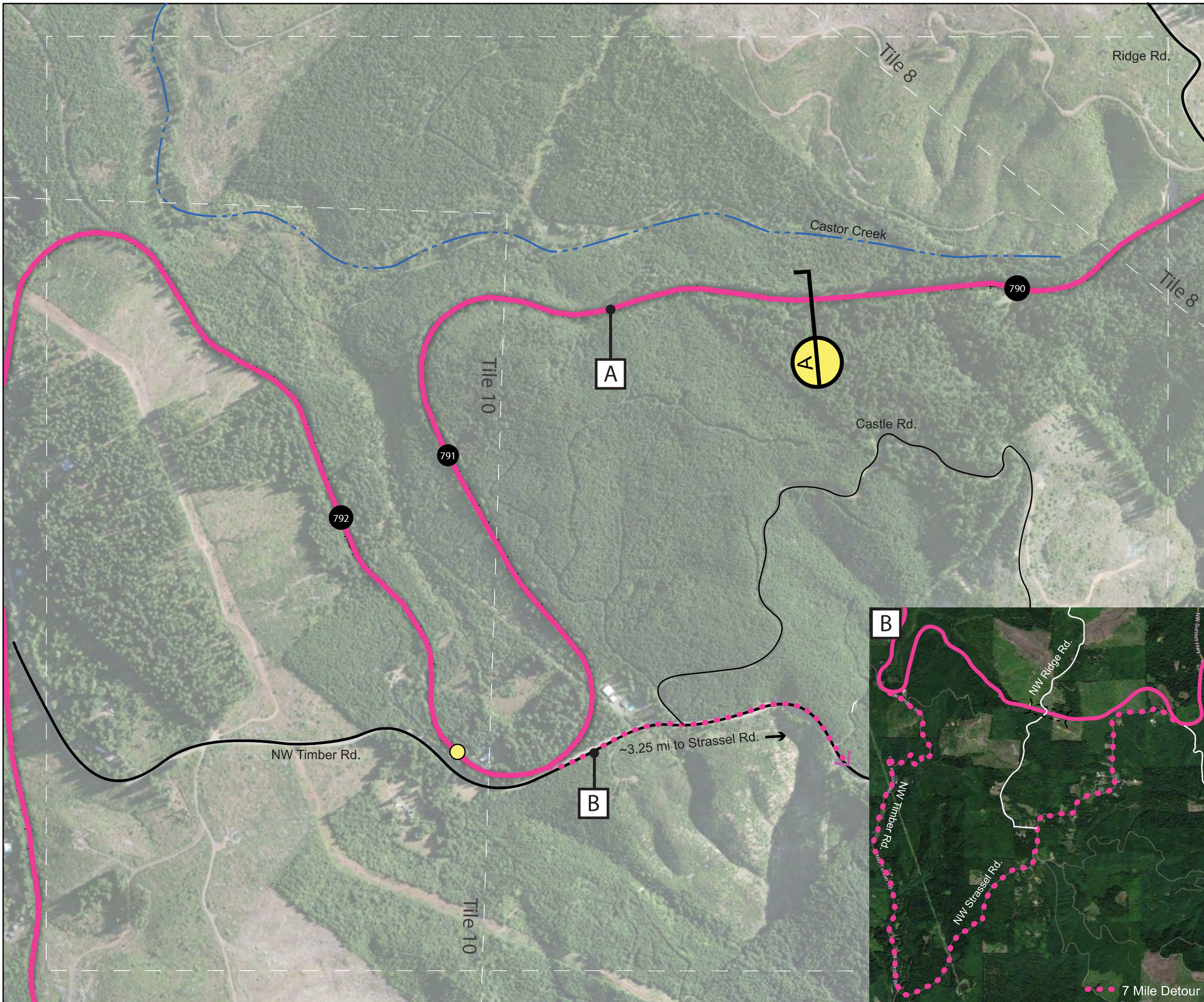
Salmonberry Corridor

Tile 9: Castor Creek

-  Salmonberry Corridor
-  Road
-  Milepost
-   Damage Points: Severe/Moderate/Mild
-  Section Callout








Notes

- A** Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.
- B** Bypass Alternative: Potential interim bypass of Walcott Tunnel: NW Timber Rd (MP 791.5) to NW Strassel Rd (MP 789)



Salmonberry Corridor

Tile 10: Timber

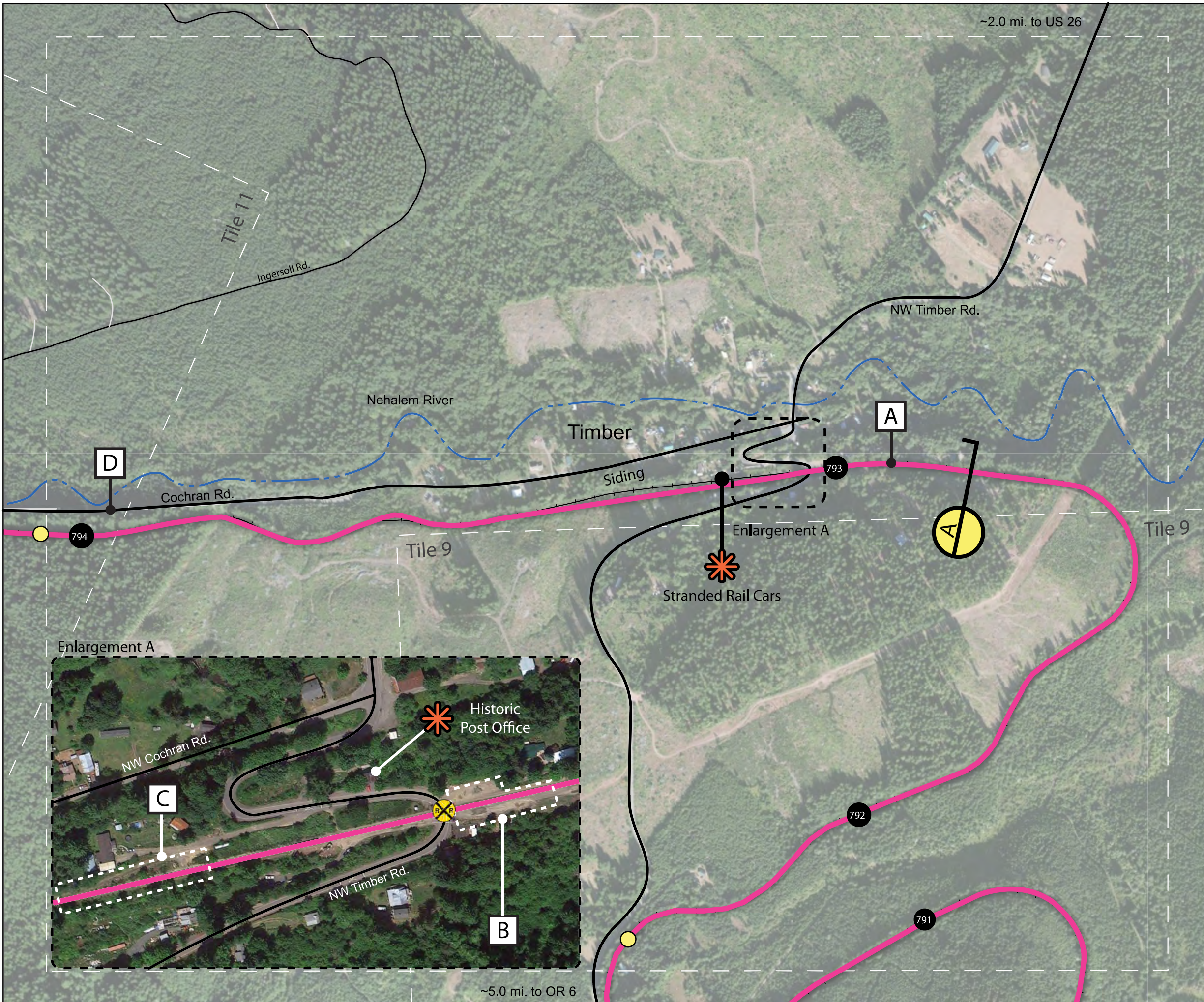
-  Salmonberry Corridor
-  Road
-  Milepost
-  Damage Points: Severe/Moderate/Mild
-  Railroad Crossing
-  Point of Interest
-  Section Callout

Notes

- A** Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.
- B** Wide ROW with sidings. Potential equestrian trailhead, including restrooms and trash service. (Private homes currently use ROW for access) See Tile 10A
- C** Wide ROW with sidings could allow for parking and TH, including restrooms and trash service. (Private homes currently use ROW for access) See Tile 10B
- D** Cochran Rd is low speed gravel road paralleling RR ROW for 2 miles



0 500 1,000 Feet



~2.0 mi. to US 26

~5.0 mi. to OR 6