

LAW OFFICES OF
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June 1, 2016

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MELANIE B. YASBIN
Melanie@lgraillaw.com
410-296-2205

Washington Department of Ecology
P.O. Box 47600
Olympia, WA 98504-7600

244054
244053

RE: Docket No. AB-1243 (Sub-No. 1X), Patriot Woods Railroad, LLC
Abandonment Exemption—in Cowlitz County, WA
Docket No. AB-1244 (Sub-No. 2X) Columbia & Cowlitz Railway, LLC—
Discontinuance Exemption—in Cowlitz County, WA

ENTERED
Office of Proceedings
August 7, 2017
Part of
Public Record

Dear Madam/Sir:

On or about June 21, 2016, we expect to be filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority for the Patriot Woods Railroad, LLC to abandon and Columbia & Cowlitz Railway, LLC to discontinue service over an approximately 12.02-mile rail line between milepost 17.98 and milepost 30, the end of the line, in Cowlitz County (the "Line").

Attached is a Combined Environmental and Historic Report describing the proposed action and any expected environmental and historic effects, as well as a map of the affected area. We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the STB's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, SW, Washington, DC 20423, telephone 202-245-0295 and refer to the above Docket Nos. AB-1243(Sub-No. 1X) and AB-1244 (Sub-No. 2X).

Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to OEA (with a copy to our representative) would be appreciated within 3 weeks. Your comments will be considered by the STB in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please contact our representative directly. Our representative in this matter is Melanie Yasbin who may be contacted by telephone at 410-296-2250, email at Melanie@lgraillaw.com, or mail at Law Offices of Louis E. Gitomer, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

Sincerely yours,

Melanie Yasbin
Columbia & Cowlitz Railway, LLC

Enclosure



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

PO Box 47775 • Olympia, Washington 98504-7775 • (360) 407-6300
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

July 6, 2016

Ms. Melanie Yasbin
Law Offices of Louis E. Gitomer
600 Baltimore Avenue, Suite 301
Towson, MD 21204

Dear Ms. Yasbin:

Thank you for the opportunity to comment on the NEPA for the Docket No. AB-1243 (Sub-No. 1X), Patriot Woods Railroad, LLC-Abandonment Exemption and Docket No. AB-1244 (Sub-No. 2X) Columbia & Cowlitz Railway, LLC-Discontinuance Exemption in Cowlitz County, Washington. The Department of Ecology (Ecology) reviewed the information provided and has the following comment(s):

HAZARDOUS WASTE & TOXICS REDUCTION: Tara Davis (360) 407-6275

The applicant proposes to remove a structure(s) that may contain treated wood. Please refer to Ecology's publication "Focus on Treated Wood Exclusion," available at <http://www.ecy.wa.gov/pubs/0304038.pdf>, for suggested best management practices and disposal requirements for treated wood. For additional information or clarification, please contact Dee Williams with Ecology's Hazardous Waste and Toxics Reduction Program at (360) 407-6348.

TOXICS CLEANUP: Andrew Smith (360) 407-6316

If contamination is suspected, discovered, or occurs during the proposed SEPA action, testing of the potentially contaminated media must be conducted. If contamination of soil or groundwater is readily apparent, or is revealed by testing, Ecology must be notified. Contact the Environmental Report Tracking System Coordinator at the Southwest Regional Office (SWRO) at (360) 407-6300. For assistance and information about subsequent cleanup and to identify the type of testing that will be required, contact Andrew Smith with the SWRO, Toxic Cleanup Program at the phone number given above.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

Ms. Melanie Yasbin

July 6, 2016

Page 2

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(SM:16-3136)

cc: Tara Davis, HWTR
Andrew Smith, TCP

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June 1, 2016

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Southwest Regional Office

(SM:16-3138)

cc: Tara Davis, HWTR
Andrew Smith, TCP

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February 17, 2017

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Washington Department of Ecology
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June 1, 2016

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MELANIE B. YASBIN
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Washington Department of Archeology and Historic Preservation
1063 S. Capital Way
Suite 106
Olympia, WA 98501

RE: Docket No. AB-1243 (Sub-No. 1X), Patriot Woods Railroad, LLC
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Columbia & Cowlitz Railway, LLC

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June 1, 2016

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MELANIE B. YASHIN
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Washington Department of Archeology and Historic Preservation
1063 S. Capital Way
Suite 106
Olympia, WA 98501

RE: Docket No. AB-1243X, Patriot Woods Railroad, LLC - Abandonment
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Sincerely yours,

Melanie Yashin
Columbia & Cowlitz Railway, LLC

Enclosure



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

July 5, 2016

Ms. Victoria Rutson
Environmental Section Chief
Surface Transportation Board
395 E Street S.W. Room 1110
Washington, DC 20423-0001

In future correspondence please refer to:

Project Tracking Code: 2016-07-04716

Property: Abandonment of the Columbia & Cowlitz Railway
(AB-1243X; AB-1243 Sub 1X; AB-1244X; AB-1244 Sub 1X; AB-1244 Sub 2X)

Re: APE Concur

Dear Ms. Rutson:

The following comments are fitting for each of the abandonment proceedings docket numbers furnished above. Recently, the State Historic Preservation Officer (SHPO) the director of the Washington State Department of Archaeology and Historic Preservation (DAHP) was contacted regarding the above referenced undertaking by legal counsel of the Columbia and Cowlitz Railway (CLC). In response, we have reviewed their description and map of the area of potential effect (APE) for this proceeding. We concur with their definition of the APE.

However, we cannot concur with the findings of the CLC's legal representatives that the railway is not eligible for the National Register of the Historic Places. We do not concur because of the level of effort made in determining eligibility is not commensurate with the scope of the undertaking; and secondarily, we are confident that those who making the assertion do not meet the Secretary of the Interior Standards (SOI). We recommend that prior to the abandonment proceedings, the applicant hire a cultural resources firm, meeting the SOI Standards, for cultural resources and conduct a thorough investigation into the integrity and eligibility of the railroad and its appurtenances. Those findings should be brought before the SHPO for review and concurrence as provided for under 36CFR800. Please have the project proponent provide DAHP with the survey methodology before proceeding with any historic property inventories.

Along with the results of the inventory we will need to review your consultation with the concerned tribes, and other interested/affected parties. Please provide any correspondence or comments from concerned tribes and/or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4). These comments are based on the information available at the time of this review and on behalf of the SHPO, in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information about the project become available, our assessment may be revised.

Finally, please note that in order to streamline responses, DAHP requires that all documents related to project reviews be submitted electronically. Correspondence, reports, notices, photos, etc. must now be submitted in PDF or JPG format. For more information about how to



submit documents to DAHP please visit: <http://www.dahp.wa.gov/programs/shpo-compliance>. To assist you in conducting a cultural resource survey and inventory effort, DAHP has developed guidelines including requirements for survey reports. You can view or download a copy from our website.

Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,



Russell Holter
Project Compliance Reviewer
(360) 586-3533
russell.holter@dahp.wa.gov



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February 17, 2017

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1063 S. Capital Way
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Olympia, WA 98501

RE: Docket No. AB-1243X, Patriot Woods Railroad, LLC—Abandonment
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June 1, 2016

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Washington Utilities and Transportation Commission
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STATE OF WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION

1300 S. Evergreen Park Dr. S.W., P.O. Box 47250 • Olympia, Washington 98504-7250

(360) 664-1160 • TTY (360) 586-8203

March 30, 2017

Surface Transportation Board
Office of Environmental Analysis
395 E Street SW
Washington, DC 20423

Melanie Yasbin, Attorney
Law Offices of Louis E. Gitomer, LLC
600 Baltimore Avenue, Suite 301
Towson, MD 21204-4022

RE: Docket No. AB-1243X, *Patriot Woods Railroad LLC – Abandonment Exemption – in Cowlitz County, WA*
Docket No. AB-1244X (Sub-No. 1X), *Columbia and Cowlitz Railway, LLC – Discontinuance Exemption – in Cowlitz County, WA*

The Utilities and Transportation Commission (commission) appreciates the opportunity to comment on the revised Combined Environmental and Historic Reports for the proposal by Columbia & Cowlitz Railway, LLC (CLC), to abandon the seven-mile rail line between milepost 1.5, south of Ocean Beach Highway, and milepost 8.5, Ostrander Junction, and the proposal by Patriot Woods Railroad, LLC (PW) to abandon the 21.5-mile rail line between milepost 8.5 and milepost 30, in Cowlitz County, Washington.

The commission has responsibility under state law for regulating, inspecting, and establishing standards for safety at more than 2800 public railroad crossings in Washington and private railroad crossings located on routes that carry crude oil tanker cars. The commission also reviews and has approval authority over the construction of new crossings, and alteration, modification, or closure of existing at-grade and grade-separated railroad crossings. In addition, the commission partners with the U.S. Department of Transportation's Federal Railroad Administration (FRA) and employs FRA-certified inspectors to perform railroad inspections related to transporting hazardous materials, signal and train control, track, operating practices, and motive power and equipment in support of the FRA's regulatory and inspection programs.

The commission's primary concern is final disposition of the infrastructure that comprises the 22 public rail crossings proposed to be abandoned along with the rail lines in these two dockets. For our purposes, crossing infrastructure means all of the elements that make up a public rail crossing, including the crossing surface, signage, pavement markings, and train-activated signaling equipment for at-grade crossings, and the framework and abutments of grade-separated crossings.

The Combined Environmental Report for Docket No. AB-1243X, pertaining to the PW proposal, states:

"Upon receipt of abandonment authority from the Surface Transportation Board (the "Board"), PW will salvage the remaining track and material on the Line."¹

"Removal of the Line will result in the elimination of 3 public road crossings and 13 private road crossings."²

The Combined Environmental Report for Docket No. AB-1244 (Sub-No. 1X), pertaining to the CLC proposal, contains similar statements:

"Upon receipt of abandonment authority from the Surface Transportation Board (the "Board"), CLS will salvage the track and materials from the Line, but will leave the ballast, bridges, and culverts in place."³ (*sic*)

"Removal of the Line will result in the elimination of 19 public road crossings and 6 private road crossings."⁴

These statements represent the sum total of information provided regarding the final disposition of the substantial infrastructure on these two lines. The commission believes this level of information to be incomplete, particularly as it relates to the public road crossings proposed for elimination.

There are three specific types of road crossings slated for elimination in these proposed rail line abandonments: private road crossings, public grade-separated road crossings, and public at-grade road crossings.

¹ Combined Environmental and Historic Report, Docket No. AB-1243, Patriot Woods Railroad, LLC – Abandonment Exemption – In Cowlitz County, WA – Environmental Report, dated February 17, 2017 – Page 1, response paragraph 1.

² *Id.* at response paragraph 2.

³ Combined Environmental and Historic Report, Docket No. AB-1244X, Columbia & Cowlitz Railway, LLC – Abandonment Exemption in Cowlitz County, WA – Environmental Report, dated February 17, 2017 – Page 1, response paragraph 1.

⁴ *Id.* at response paragraph 2.

Private Crossings

There are 19 private crossings proposed for elimination. The commission has no jurisdiction over these crossings and therefore has no comments or recommendations.

Public Grade-Separated Road Crossings

According to commission records, 12 of the 22 public road crossings proposed for elimination are grade separated. In four instances, the railroad travels under the highway. Under Washington state law,⁵ the bridges associated with this type of crossing are already maintained by the road authority and their proposed elimination would have little practical effect.

For the other eight grade-separated public road crossings, the highway runs under the railroad. Under current state law⁶ the railroad is responsible for maintaining the framework, structure, and abutments for this type of crossing. If the abandonment is approved, the future maintenance and safety of these rail bridges (trestles) will fall to the road authority. In this instance, most of the burden would be on Cowlitz County.

The commission recommends that the Surface Transportation Board (STB) condition approval of the abandonment petitions on the railroads causing no damage to, or affecting any change to the structural integrity of, these bridges while conducting salvage operations of track and materials.

Public At-Grade Road Crossings

Ten of the 22 public road crossings proposed for elimination are at grade. The commission recommends that the STB condition approval of the abandonment petitions on the railroads' responsible removal of these at-grade crossings as follows:

- 1) Remove and properly dispose of crossing surface materials at each of the ten crossings. Repave the roadways to closely match existing pavement.
- 2) Remove and properly dispose of all train-activated signaling equipment, including the flashing light assemblies, gates, masts, cantilevers, and bungalows.
- 3) Remove and properly dispose of all signage within the footprint of the crossing (*i.e.*, within one foot of the edge of the crossing surface on each approach). The road authority should be responsible for removal of signage outside the footprint of the crossing, such as advance warning signs, as well as any painted road markings.

There are two reasons for the commission's recommendation for the at-grade crossings. First, under both state law and federal rule,⁷ certain passenger-carrying vehicles (*e.g.*, school buses, charter buses, transit buses) and some commercial motor carriers transporting hazardous,

⁵ RCW 81.53.090.

⁶ *Id.*

⁷ RCW 46.61.350, Title 49 CFR Part 392.10.

Surface Transportation Board
Melanie Yasbin
March 30, 2017
Page 4

explosive, or corrosive materials, must stop at all at-grade railroad crossings. Drivers must look and listen before traversing the crossing, regardless of how the crossing is protected. In the commission's experience, when some railroads abandon crossings, in particular when abandoning industry spur lines where the industry no longer exists, the railroads remove the rail on either side of the crossings but leave the rail and part or all of the crossing infrastructure in place. This is often confusing for commercial motor carriers required to stop at railroad crossings. It also creates an unnecessary traffic hazard for all drivers in the area.

Second, failure to remove signage, equipment, and surface materials creates a significant liability for the road authority. Crossing infrastructure, particularly crossing surfaces that are not regularly and properly maintained, will ultimately fail. It will then be up to the road authority to clean up a costly mess left behind by the railroad.

These proposed abandonments involve safety issues important to the state of Washington. As the agency responsible for railroad safety in the state, the commission requests to be informed at every stage of this process. Please send copies of all future notices, comments, documents, schedules, and records related to these dockets to:

Kathy Hunter
Rail Safety Manager
Utilities and Transportation Commission
PO Box 47250
Olympia, WA 98504-7250

Thank you for the opportunity to comment. If you have any questions, please contact Ms. Hunter at (360) 664-1257 or by email at khunter@utc.wa.gov.

Sincerely,



Steven V. King
Executive Director and Secretary

cc: Board of County Commissioners of Cowlitz County
David M. Campbell, City Manager, City of Longview
City Hall, City of Kelso
Connie Raezer, Washington State Department of Transportation
David Pratt, Assistant Director for Transportation Safety, Utilities and Transportation Commission

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LOUIS E. GITOMER
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June 1, 2016

MELANIE B. YASBIN
Melanie@lgraillaw.com
410-296-2205

National Oceanic and Atmospheric Administration
National Geodetic Survey
via email: simon.monroe@noaa.gov

RE: Docket No. AB-1243X, Patriot Woods Railroad, LLC Abandonment
Exemption—in Cowlitz County, WA
Docket No. AB-1244 (Sub-No. 1X) Columbia & Cowlitz Railway, LLC
Discontinuance Exemption—in Cowlitz County, WA

Dear Mr. Monroe:

On or about June 21, 2016, we expect to be filing with the Surface Transportation Board ("STB") a petition for exemption seeking authority for the Patriot Woods Railroad, LLC to abandon and Columbia & Cowlitz Railway, LLC to discontinue service over an approximately 9.48-mile rail line between milepost 8.5 and milepost 17.98 in Cowlitz County (the "Line").

Attached is a Combined Environmental and Historic Report describing the proposed action and any expected environmental and historic effects, as well as a map of the affected area. We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the STB's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, SW, Washington, DC 20423, telephone 202-245-0295 and refer to the above Docket Nos. AB-1243X and AB-1244 (Sub-No. 1X).

Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to OEA (with a copy to our representative) would be appreciated within 3 weeks. Your comments will be considered by the STB in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please contact our representative directly. Our representative in this matter is Melanie Yasbin who may be contacted by telephone at 410-296-2250, email at Melanie@lgraillaw.com, or mail at Law Offices of Louis E. Gitomer, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

Sincerely yours,

Melanie Yasbin
Columbia & Cowlitz Railway, LLC

Enclosure

LAW OFFICES OF
LOUIS E. GITOMER, LLC

LOUIS E. GITOMER
Loue@lgraillaw.com

June 1, 2016

600 BALTIMORE AVENUE, SUITE 301
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MELANIE B. YASBIN
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410-296-2205

National Oceanic and Atmospheric Administration
National Geodetic Survey
via email: simon.monroe@noaa.gov

RE: Docket No. AB-1243 (Sub-No. 1X), Patriot Woods Railroad, LLC
Abandonment Exemption—in Cowlitz County, WA
Docket No. AB-1244 (Sub-No. 2X) Columbia & Cowlitz Railway, LLC
Discontinuance Exemption—in Cowlitz County, WA

Dear Mr. Monroe:

On or about June 21, 2016, we expect to be filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority for the Patriot Woods Railroad, LLC to abandon and Columbia & Cowlitz Railway, LLC to discontinue service over an approximately 12.02-mile rail line between milepost 17.98 and milepost 30, the end of the line, in Cowlitz County (the "Line").

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Sincerely yours,

Melanie Yasbin
Columbia & Cowlitz Railway, LLC

Enclosure

LAW OFFICES OF
LOUIS E. GITOMER, LLC

LOUIS E. GITOMER
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February 17, 2017

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MELANIE B. YASBIN
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National Oceanic and Atmospheric Administration
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via email: simon.monroe@noaa.gov

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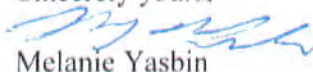
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Sincerely yours,



Melanie Yasbin
Columbia & Cowlitz Railway, LLC

Enclosure

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June 1, 2016

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Deborah Johnson, Economic Development Planner
Castle Rock Planning
Annex Building at 207 Fourth Avenue N.
Kelso, WA 98628

RE: Docket No. AB-1243X, Patriot Woods Railroad, LLC – Abandonment
Exemption in Cowlitz County, WA
Docket No. AB-1244 (Sub-No. 1X) Columbia & Cowlitz Railway, LLC
Discontinuance Exemption in Cowlitz County, WA

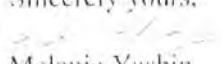
Dear Ms. Johnson:

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Sincerely yours,


Melanie Yashin
Columbia & Cowlitz Railway, LLC

Enclosure

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LOUIS E. GITOMER, LLC

LOUIS E. GITOMER
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June 1, 2016

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Deborah Johnson, Economic Development Planner
Castle Rock Planning
Annex Building at 207 Fourth Avenue N.
Kelso, WA 98628

RE: Docket No. AB-1243 (Sub-No. 1X), Patriot Woods Railroad, LLC
Abandonment Exemption—in Cowlitz County, WA
Docket No. AB-1244 (Sub-No. 2X) Columbia & Cowlitz Railway, LLC
Discontinuance Exemption—in Cowlitz County, WA

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Sincerely yours,

Melanie Yashin
Columbia & Cowlitz Railway, LLC

Enclosure

City of Castle Rock

P.O. Box 370
CASTLE ROCK, WA 98611
(360) 274-8181



June 21, 2016

Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423

Melanie B. Yasbin
600 Baltimore Avenue, Suite 301
Towson, MD 21204-4022
Melanie@lgraillaw.com

RE: Docket No. AB-1243 (Sub- No. 1X), Patriot Woods Railroad, LLC – Abandonment Exemption – in Cowlitz County, WA
Docket No. AB-1244 (Sub-No. 2X) Columbia & Cowlitz Railway, LLC – Discontinuance Exemption- In Cowlitz County, WA

Thank you for the providing the City of Castle Rock the opportunity to comment on the above referenced proposals. We have reviewed the combined Environmental and Historic Report that is to provide the basis for the Surface Transportation Board's analysis. The combined proposal, as we understand it, is to discontinue Columbia & Cowlitz short line service within Cowlitz County, Washington, and for Patriot Woods to remove functional aspects of the rail line, while leaving in place bridges and culverts. Based on the materials provided and discussions with Cowlitz County, we offer the following comments for the record:

1. Castle Rock was incorporated in 1890. Its corporate limits lie to the north of the rail line that is the subject of these proposals. No portion of the Patriot/Columbia & Cowlitz holdings enters into the city. However, the City has a legitimate interest in this proposal in that it collaborates with Cowlitz County and other jurisdictions and community organizations on integrated planning for trail networks to create connections between existing infrastructure. The City is pursuing integration of its existing trail system with Cowlitz County's system south of the city limits. As such, the City supports the County's intent to explore the potential of a rails-to-trails conversion involving the line to be abandoned as any such conversion would ultimately serve users traveling to, from, and through Castle Rock as well.
2. The environmental report provided states that the underlying property is owned by Weyerhaeuser, which previously owned and operated the rail line to service upland holdings and transfer material to a wood waste landfill in the Mount St. Helens foothills. Patriot Woods states that since it did not acquire the underlying property along with its acquisition of the short line operations, it "does not believe the Line would be suitable for interim use/rail banking." There is no support offered for this statement. Despite the underlying Weyerhaeuser ownership, we anticipate that an easement asset would remain even if the rail line were to be vacated. We note that the National Trails Systems

Act, 16 U.S.C. 1247(d), refers to railroad rights of way and does not specify ownership, so it does not appear the lack of outright ownership serves to bar interim use/rail banking. The national Rails-to-Trails Conservancy points out that *Preseault v. United States* "protects a railroad's legal right to transfer all forms of its ownership, including easements, to a trail group." (emphases added)

3. The recreational context and value of this geographic area should be noted. In addition to my role as Castle Rock's city planner, I am also the economic development planner for the Southwest Washington Economic Development District, a federally designated economic development district under the U.S. Department of Commerce's Economic Development Administration. As the presence of Weyerhaeuser ownerships might indicate, this region has historically been a major timber producer, an industry that has experienced major decline over the last 40 years. Today, Cowlitz County is economically distressed as described in 13 CFR 201.3 and in state law RCW 43.168.020(3). Tourism is one of this area's strongest economic assets owing to its easy accessibility from Interstate 5 between Seattle and Portland and its adjacency to the Mount St. Helens National Volcanic Monument and surrounding Gifford Pinchot National Forest. In this area, tourism broadly includes "day trippers" and "staycationers"; destination trips; outdoors activities such as hunting, fishing, hiking, and camping; and organized sports events both large and small. For example, the annual Seattle to Portland (STP) ride sponsored by Cascade Bicycle Club brings more than 10,000 riders from 45 states and seven countries through the very area where the rail line in question is located. The region's trails network is one aspect of its tourism assets.

4. In discussing the subject proposal among jurisdictions, we do not believe that the Cowlitz Tribe has been notified or given the opportunity to comment. As a federally recognized tribe having historic presence in the immediate area, the Tribe should be formally consulted. To help facilitate this, we have today provided the Tribe's Cultural Resources Department with a courtesy copy of the materials that were sent to us. Tribal representatives and the Governor's Office of Indian Affairs are also being provided with a copy of this comment letter.

Thank you for considering our comments. Please contact me at 360.577.3041 or e-mail <djohnson@cwco.org> if you have any questions or need additional information.

Sincerely,



Deborah Johnson
City Planner

The Hon. Paul Helenberg, Mayor, City of Castle Rock phelenberg@gmail.com
Dave Vorse, Public Works Director, City of Castle Rock crpwd@ci.castle-rock.wa.us
The Hon. Mike Karnofski, Cowlitz County Commissioner karnofskim@co.cowlitz.wa.us
E. Elaine Placido, DPA, Director, Cowlitz County Building & Planning PlacidoE@co.cowlitz.wa.us
dAVE burlingame, Director of Cultural Resources, Cowlitz Tribe culture@cowlitz.org
James Gordon, Cultural Resources Technician, Cowlitz Tribe jgordon@cowlitz.org
Craig A. Bill, Executive Director, GOIA craig.bill@goia.wa.gov

LAW OFFICES OF
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February 17, 2017

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Deborah Johnson, Economic Development Planner
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RE: Docket No. AB-1243X, Patriot Woods Railroad, LLC—Abandonment
Exemption—in Cowlitz County, WA
Docket No. AB-1244 (Sub-No. 1X) Columbia & Cowlitz Railway, LLC—
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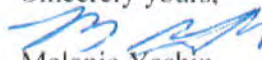
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Sincerely yours,


Melanie Yasbin

Columbia & Cowlitz Railway, LLC

Enclosure

LAW OFFICES OF
LOUIS E. GITOMER, LLC

LOUIS E. GITOMER
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February 17, 2017

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MELANIE B. YASBIN
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Cowlitz Indian Tribe
Cultural Resources
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RE: Docket No. AB-1243X, Patriot Woods Railroad, LLC—Abandonment
Exemption—in Cowlitz County, WA
Docket No. AB-1244 (Sub-No. 1X) Columbia & Cowlitz Railway, LLC—
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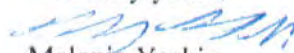
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Melanie Yasbin
Columbia & Cowlitz Railway, LLC

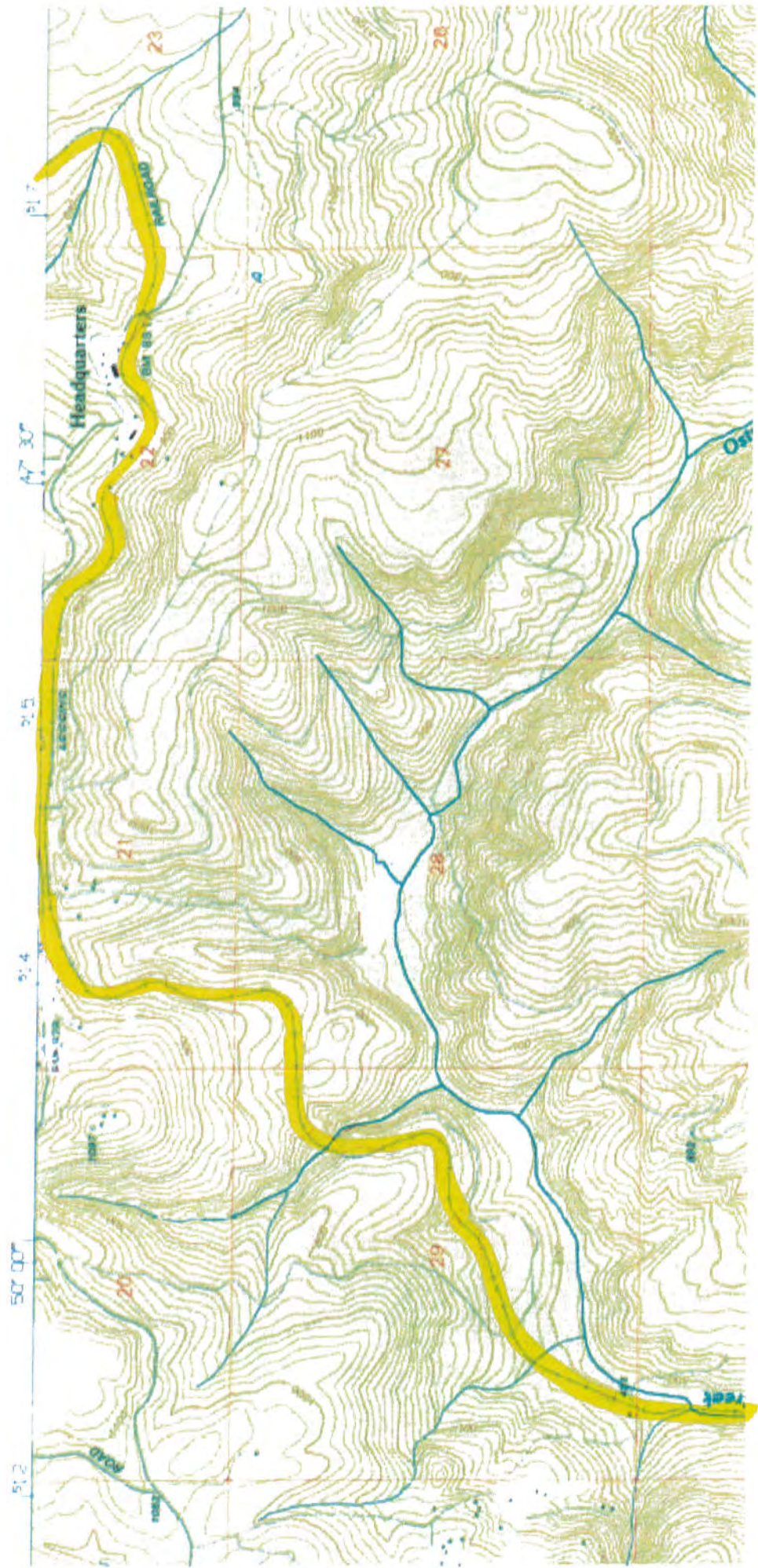
Enclosure

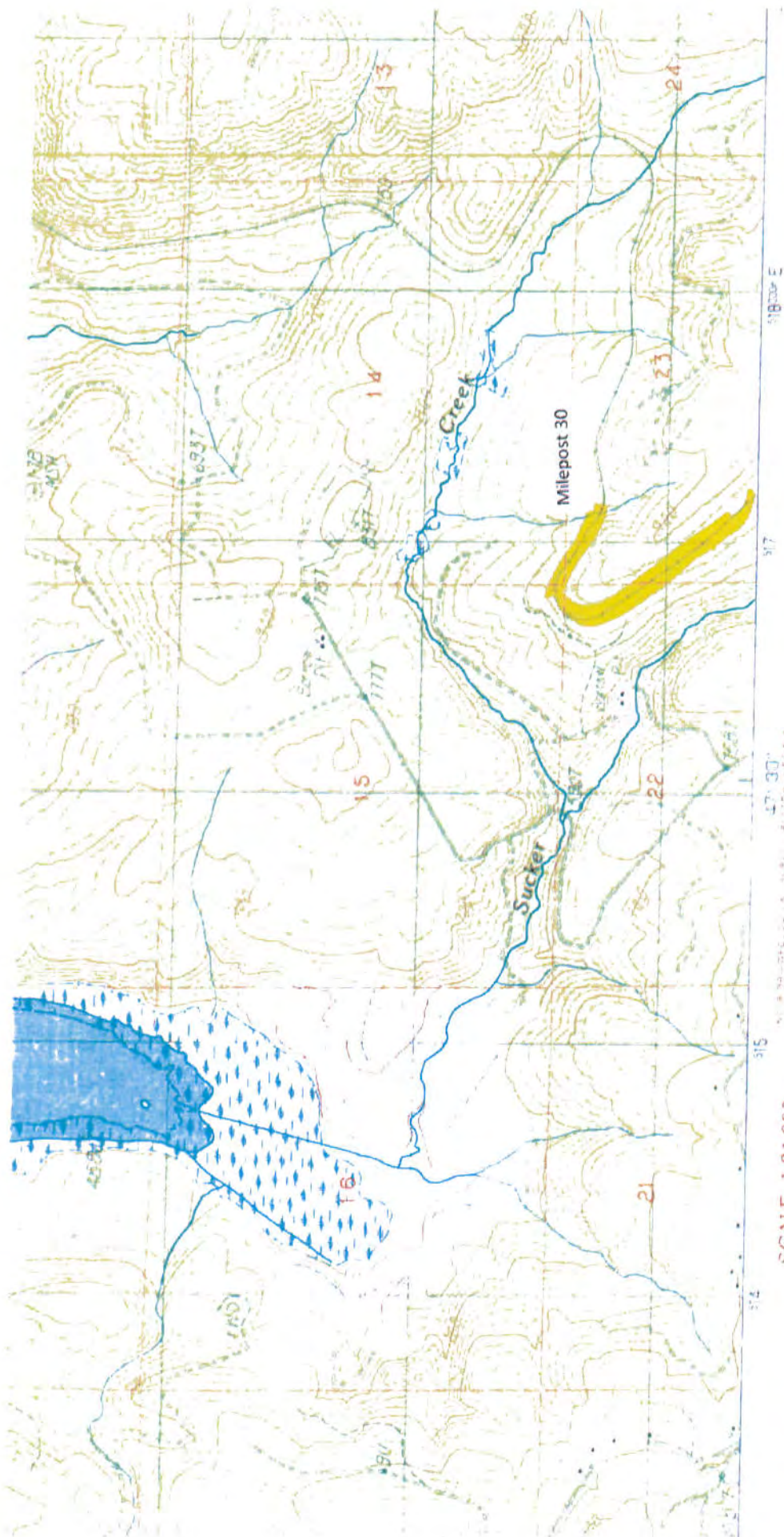
EXHIBIT 3 – USGS MAPS

EXHIBIT 3 – USGS MAPS



Milepost 8.5





SCALE 1:24 000

1 KILOMETER

ROAD LEGEND

UNIDENTIFIED

EXHIBIT 4 – BRIDGE PHOTOGRAPHS

Columbia & Cowlitz Railway - Patriot Woods Railroad

(2015) Detailed Inspection



Tunnel 9.60

Location

Town/Station: Kelso

State: WA

Latitude: N 46 12.546

Longitude: W 122 51.545

Access: R

Notes:

Description

Type: Tunnel

Deck Type: Ballast

Number of Spans: 0

Number of Tracks: 1

Height: 25'

Length: 600'

Year Constructed:

Feature Crossed: Tunnel

Bents/Piers/Abutments in Water: 0

Max Water Depth: 0

Scour Susceptible: No

Tangent/Curve: Curve

Skewed: No

Super Elevation: No

Super Elevation Direction:

Walkway: No

GuardRail: No

Utilities Present: No

Utility Type:

Mileage Increases: West to East

Members Numbered: South to North

Lead Inspector: J. Baird

Date Approved: 10/01/2015

Columbia & Cowlitz Railway - Patriot Woods Railroad

(2015) Detailed Inspection



Bridge 9.85

Location

Town/Station: Kelso

State: WA

Latitude: N 46 12.541

Longitude: W 122 51.371

Access: R

Notes:

Description

Type: WSB

Deck Type: Ballast

Number of Spans: 2

Number of Tracks: 1

Height: 6'

Length: 55'

Year Constructed:

Feature Crossed: Ostrander Creek

Bents/Piers/Abutments in Water: 3

Max Water Depth: 0

Scour Susceptible: Yes

Tangent/Curve: Tangent

Skewed: No

Super Elevation: No

Super Elevation Direction:

Walkway: No

GuardRail: No

Utilities Present: No

Utility Type:

Mileage Increases: West to East

Members Numbered: South to North

Lead Inspector: J. Baird

Date Approved: 10/01/2015

Columbia & Cowlitz Railway - Patriot Woods Railroad

(2015) Detailed Inspection



Bridge 9.90

Location

Town/Station: Kelso

State: WA

Latitude: N 46 12.53

Longitude: W 122 51.29

Access: R

Notes

Description

Type: WSB

Deck Type: Ballast

Number of Spans: 2

Number of Tracks: 1

Height: 7'

Length: 70'

Year Constructed:

Feature Crossed: Ostrander Creek

Bents/Piers/Abutments in Water: 3

Max Water Depth: 0

Scour Susceptible: Yes

Tangent/Curve: Tangent

Skewed: No

Super Elevation: No

Super Elevation Direction:

Walkway: No

GuardRail: No

Utilities Present: No

Utility Type:

Mileage Increases: West to East

Members Numbered: South to North

Lead Inspector: J. Baird

Date Approved: 10/01/2015

Columbia & Cowlitz Railway - Patriot Woods Railroad

(2015) Detailed Inspection



Bridge 11.20 Main

Location

Town/Station: Kelso

State: WA

Latitude: N 46 13.578

Longitude: W 122 50.478

Access: R

Notes:

Description

Type: WSB	Deck Type: Ballast
Number of Spans: 1	Number of Tracks: 1
Height: 7'	Length: 28'
Year Constructed:	Feature Crossed: Ostrander Creek
Bents Piers Abutments in Water: 2	Max Water Depth: 0
Scour Susceptible: Yes	
Tangent/Curve: Tangent	Skewed: No
Super Elevation: No	Super Elevation Direction:
Walkway: No	GuardRail: No
Utilities Present: No	Utility Type:
Mileage Increases: West to East	Members Numbered: South to North
Lead Inspector: J. Baird	
Date Approved: 10/01/2015	

Columbia & Cowlitz Railway - Patriot Woods Railroad

(2015) Detailed Inspection



Bridge 11.20 Siding

Location

Town/Station: Kelso

State: WA

Latitude: N 46 13.578

Longitude: W 122 50.478

Access

Notes

Description

Type: WSB	Deck Type: Ballast
Number of Spans: 1	Number of Tracks: 1
Height: 7'	Length: 28'
Year Constructed:	Feature Crossed: Ostrander Creek
Bents Piers Abutments in Water: 2	Max Water Depth: 0
Scour Susceptible: Yes	
Tangent/Curve: Tangent	Skewed: No
Super Elevation: No	Super Elevation Direction:
Walkway: No	GuardRail: No
Utilities Present: No	Utility Type:
Mileage Increases: West to East	Members Numbered: South to North
Lead Inspector: J. Baird	
Date Approved: 10/01/2015	

Columbia & Cowlitz Railway - Patriot Woods Railroad

(2015) Detailed Inspection



Bridge 11.50

Location

Town/Station: Kelso

State: WA

Latitude: N 46 13.566

Longitude: W 122 50.474

Access: R

Notes:

Description

Type: WSB	Deck Type: Ballast
Number of Spans: 1	Number of Tracks: 1
Height: 6'	Length: 34'
Year Constructed:	Feature Crossed: Ostrander Creek
Bents Piers Abutments in Water: 2	Max Water Depth: 0
Scour Susceptible: Yes	
Tangent/Curve: Tangent	Skewed: No
Super Elevation: No	Super Elevation Direction:
Walkway: No	GuardRail: No
Utilities Present: No	Utility Type:
Mileage Increases: West to East	Members Numbered: South to North
Lead Inspector: J. Baird	
Date Approved: 10/01/2015	



Toutle River Bridge



Toutle River Bridge

