

# CULTURAL RESOURCES ASSESSMENT SHORT REPORT

## CULTURAL RESOURCES ASSESSMENT FOR THE POPLAR WAY EXTENSION BRIDGE PROJECT SNOHOMISH COUNTY, WASHINGTON

Report Prepared for

Perteet Inc.  
2707 Colby Avenue, Ste 900  
Everett, WA 98201

By

Amber Earley and Kate Shantry

July 22, 2014

Project No. 29623  
Report No. 14-371

CONTAINS CONFIDENTIAL INFORMATION – NOT FOR GENERAL DISTRIBUTION

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# CULTURAL RESOURCES REPORT COVER SHEET

Author: Amber Earley and Kate Shantry

Title of Report: Cultural Resources Assessment for the Poplar Way Extension Bridge Project Snohomish County, Washington

Date of Report: July 22, 2014

County(ies): Snohomish Section: 15,22 Township: 27N Range: 4E  
Quad: Edmonds East Acres: 7

PDF of report submitted (REQUIRED)  Yes

Historic Property Export Files submitted?  Yes  No

Archaeological Site(s)/Isolate(s) Found or Amended?  Yes  No

TCP(s) found?  Yes  No

Replace a draft?  Yes  No

Satisfy a DAHP Archaeological Excavation Permit requirement?  Yes #  No

Were Human Remains Found?  Yes DAHP Case #  No

DAHP Archaeological Site #:  
45SN531 Update



# SWCA ENVIRONMENTAL CONSULTANTS

## Short Report

### A. INTRODUCTION

#### 1. Proposed project activities and elements:

The City of Lynnwood proposes to construct a bridge across Interstate 5 at milepost 180 between Poplar Way and 33<sup>rd</sup> Avenue W at approximately 196<sup>th</sup> Street SW (Figure 1). Improvements will generally be limited to areas within the existing developed right of way and include a new multi-lane bridge structure with sidewalks and bike lanes on both sides. The City of Lynnwood has received federal funds for the project, subjecting it to Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended, as well as review by the Federal Highway Administration (FHWA) and the Washington State Department of Transportation (WSDOT).

#### 2. Study Area vertical and horizontal depth of disturbance:

The Area of Potential Effect (APE) was defined by WSDOT. The Department of Archaeology and Historic Preservation concurred with the APE (Attachment A).

The new roadway that will connect Poplar Way and 33<sup>rd</sup> Avenue W will be 600 feet long (Figure 2). Intersection modifications will be made at Alderwood Mall Parkway/Poplar Way, 196th Street SW/Poplar Way, and Alderwood Mall Boulevard/33rd Avenue W. As part of the bridge span, new segments will be added to the 196th Street SW/Poplar Way and Alderwood Mall Boulevard/33rd Avenue W intersections. To accommodate the bridge, the project includes grade adjustments at these intersections: the grade will be raised up to 3 feet at the 196th Street SW/Poplar Way intersection and raised up to 5.5 feet at the Alderwood Mall Boulevard/33rd Avenue W intersection. Widening and restriping of portions of Poplar Way, 196th Street SW, Alderwood Mall Boulevard, 33rd Avenue W., and Alderwood Mall Parkway are also included. Retaining walls will also be needed at these intersections to accommodate the grade changes, which will require deeper excavations below grade. Deep footings will also be required at bridge piers. Stormwater will be managed on-site pursuant to current standards.

The project will also accommodate the Interurban Trail, which runs along Alderwood Mall Boulevard on the west/northwest side of Interstate 5. This trail is a regional, multi-use paved facility which connects communities from Shoreline to Everett. To accommodate the trail, a separate three-sided concrete box structure will cross over the trail, and the trail profile will be lowered. Construction of the project would begin in 2015, with a planned opening in 2017.



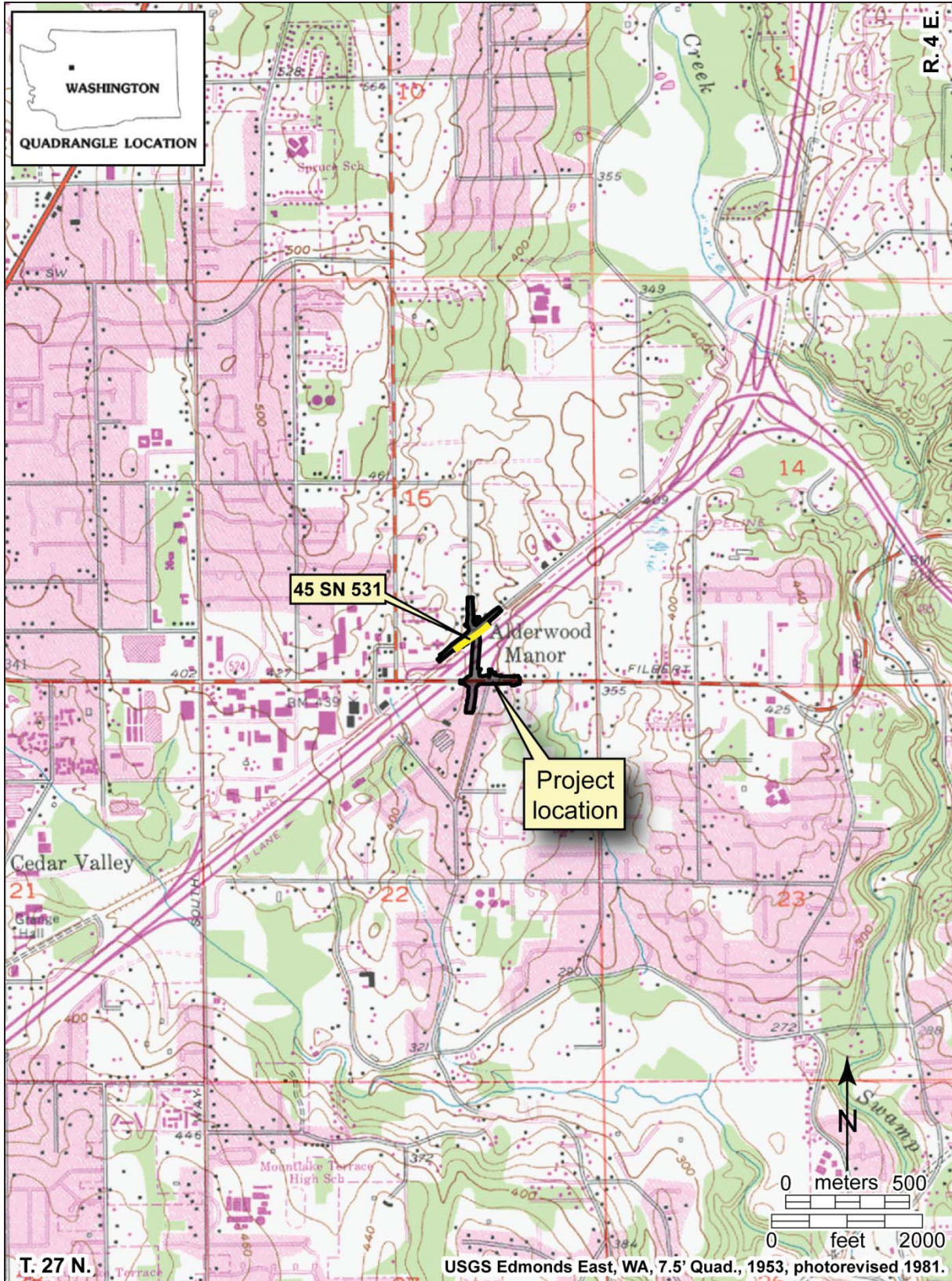


Figure 1. Project location.



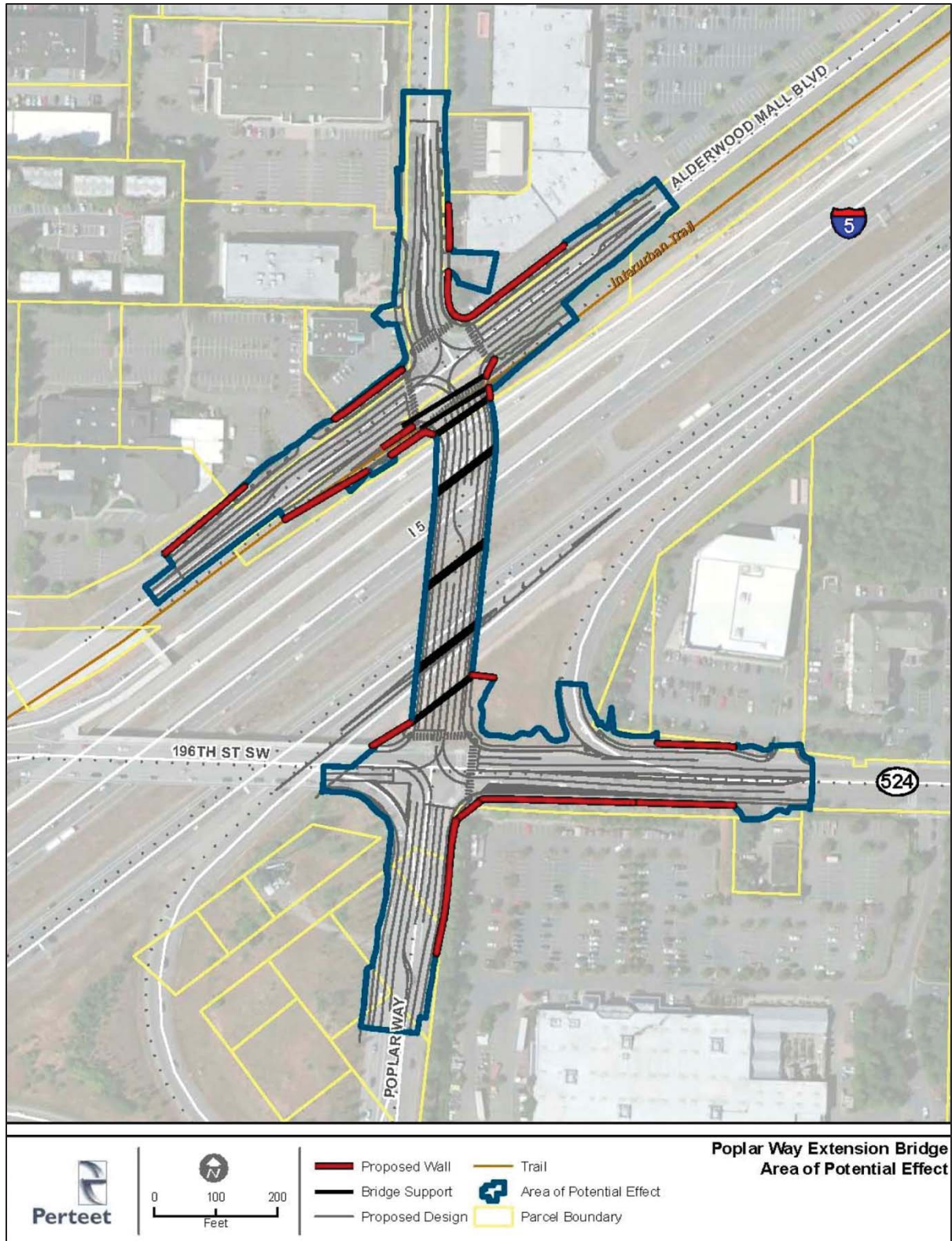


Figure 2. Project plans.

### 3. Project Background Key Information

<b>Location:</b>	Township 27 N., Range 4 E., Sections 15 and 22, Willamette Meridian (Figure 1)
<b>Size:</b>	7 acres
<b>Project Proponent:</b>	City of Lynnwood
<b>Agency Name:</b>	FHWA/WSDOT
<b>Regulatory Setting:</b>	Federal funding; Section 106 of NHPA delegated to WSDOT Highways & Local Programs
<b>Survey Personnel:</b>	Kate Shantry, Chris Yamamoto, Eric DeLander
<b>Survey Date</b>	June 27, 2014
<b>Report Authors:</b>	Amber Earley and Kate Shantry
<b>Report Date:</b>	July 22, 2014
<b>Other individuals/organizations:</b>	Coordination letters were sent to affected tribes on June 24, 2014 to inform them when fieldwork was taking place and to solicit any concerns regarding the project (Attachment B).

## B. NATURAL AND CULTURAL SETTING

### Natural Setting

During the Vashon Stade of the Fraser glaciation, the Puget Lobe of the Cordilleran ice sheet reached the Seattle area by 17,590 cal B.P. (calibrated years before present), and as far south as Tenino, about 145 km (90 miles) southwest of the project, at its maximum extent about 16,950 cal B.P. (Porter and Swanson 1998). Compact glacial till was deposited directly from glacial ice that capped the uplands surrounding Puget Sound. The low-lying portions of the region are mantled by thick, unconsolidated deposits that form a sequence of Quaternary glacial and interglacial deposits overlying pre-Tertiary and Tertiary bedrock (Mosher and Hewitt 2004). Most surficial deposits in the uplands surrounding the shoreline were deposited during the Fraser glaciation (Armstrong et al. 1965; Booth 1994; Booth and Goldstein 1994; Booth et al. 2003). Vashon-aged glacial till deposits are in the APE and vicinity (Booth et al. 2004).

Major rivers and lakes of the Puget Lowland now occupy the remnant glacial lake basins that have mostly drained or filled in since the end of the Pleistocene (Liesch et al. 1963; Yount et al. 1993). The Puget Sound, large lakes, and major rivers dissect the glacial uplands throughout the Puget Lowland. Smaller streams have also carved short, steep sided ravines along the upland margins. The APE is on a glacial upland between Swamp Creek and Scriber Creek and in the vicinity of several small lakes and wetlands. The 15,000-acre Swamp Creek basin originates in South Everett and includes Scriber Lake (King County 2009). The 10.9-mile-long Scriber Creek flows into Scriber Lake 1.85 km (1.15 miles) west of the APE, eventually discharging into the Sammamish River just upstream of Lake Washington (King County DNR 2014). Scriber Lake is a boggy pond surrounded by 22 acres of wetlands (David Evans and Associates 2005).

Most soils mapped in the project vicinity have formed in glacial sediment, but have been affected by extensive urban development. The project APE consists of Alderwood-Urban land complex soils. In



the vicinity of the project, McKenna gravelly silt loam has formed in basal till in depressions and drainageways on the glacial upland. Mukilteo muck, which forms in organic-rich material in depressions, is mapped in the project vicinity as well (Debose and Klungland 1983; NRCS 2014.) Historic and modern disturbances in the APE are extensive, particularly from construction and maintenance of Interstate 5. Almost the entire APE is covered with asphalt, and the entire surface of the APE has at least been disturbed by landscaping, utilities, and road construction.

Prior to historic development, native vegetation across much of the Puget Sound consisted of forests of the *Tsuga heterophylla* (Western hemlock) zone with dense shrub and herbaceous understory of sword fern, bracken fern, salal, Oregon grape, ocean spray, blackberry, red huckleberry, and red elderberry. Alder, cottonwood, and bigleaf maple are typical in riparian areas (Franklin and Dyrness 1988). Prior to urbanization, wetlands in their natural state would typically have supported plants such as cranberries, cattail, reeds, wapato, nettles, skunk cabbage, and other plant species that would have provided valuable resources to early inhabitants (Franklin and Dyrness 1988; Deur and Turner 2005). Large-bodied wildlife in the area would have included elk, deer, black bear, coyote, bobcat, and mountain lion. Smaller animals included rabbit, squirrel, chipmunk, raccoon, weasel, beaver, and river otter (Ingles 1965). Ducks, geese, swans, loons, and other migratory waterfowl were plentiful in area waterways (Angell and Balcomb 1982; Larrison and Sonnenberg 1968). Swamp Creek supports runs of chinook, sockeye, kokanee and coho salmon and steelhead trout (King County DNR 2014). In addition to freshwater resources, the nearby coastal area offered a rich variety of fish and shellfish.

## **Cultural Setting**

### ***Pre-Contact Culture History***

The Puget Lowland contains meager evidence of early Holocene human occupation. A small number of isolated fluted projectile points characteristic of the period between 12,000 and 11,000 BP have been found in western Washington, the closest of which was recovered near Renton (Avey [1991]; Meltzer and Dunnell 1987). Recent investigations in Redmond have recovered *in situ* projectile points in contexts pre-dating 10,000 BP (Kopperl et al. 2010). More common are Olcott sites, named after the type site in Snohomish County near Arlington and found mostly on glacial outwash surfaces in the Puget Lowland and the terraces of inland foothill valleys (Kidd 1964; Mattson 1985). The distinctive stone tool assemblage consists of large, leaf-shaped and stemmed points and cobble and flake tools manufactured from locally available cobbles. Olcott assemblages are usually interpreted as evidence of an early, highly mobile hunting and gathering adaptation.

After about 5000 BP, larger populations organized in more complex ways to exploit a wide range of locally available resources including large and small mammals, shellfish, fish, berries, roots, and bulbs, with an increasing emphasis on salmon over time. Shell middens containing large quantities of shellfish remains and marine fish and mammal bone are common on the saltwater shoreline. Full-scale development of marine-oriented cultures on the coast and inland hunting, gathering, and riverine fishing traditions as represented in the ethnographic record are apparent after about 2500 BP (Blukis Onat 1987). Large semi-sedentary populations occupied cedar plank houses located at river mouths and confluences and on protected shorelines (Ames and Maschner 1999; Blukis Onat 1987; Fladmark 1982; Matson and Coupland 1995). European contact in the late 18th century led to drastic changes in Native American populations and community structures, primarily caused by disease pandemics, as well as major changes in native economies (Boyd 1999; Campbell 1989).

### ***Ethnography and Ethnohistory***

The APE lies on an upland about 8 km (5 miles) north of the north end of Lake Washington, less than 8 km (5 miles) east of the Puget Sound shoreline. This area was used traditionally by both the Snohomish and Sammamish, whose descendants, along with those of neighboring Coast Salish groups, comprise the Tulalip Tribes. The Snohomish groups lived in various locations along the Snohomish River, on the southern tip of Camano Island, on Whidbey Island, and upriver as far as Monroe (Ruby and Brown 1992:212; Tweddell 1974). Sammamish villages were generally on the northern shore of Lake Washington, along the banks of the Sammamish River, and on the shores of Lake Sammamish (Ballard 1929; Ruby and Brown 1992; Smith 1940).

In the early nineteenth century different bands occupied village locations and seasonal camps for fishing, hunting, plant gathering, and other activities throughout the Puget Sound region. The native residents lived in permanent villages of cedar plank houses during the winter and traveled to seasonal camps in the spring, summer and fall to fish, hunt, and gather shellfish and plants. The major features of the Puget Sound basin were known, named, and claimed by different Indian groups who are all part of the Coast Salish cultural tradition. Named places include *TuLq<sup>3</sup>a'b* for Swamp Creek, as well as various names for bluffs, sloughs, river meanders, lakes, prairies, and promontories (Waterman 2001:82-83; 343-344). Villages were in desirable locations on bays, at the mouths of rivers, and at river confluences and on river terraces. People used a network of locations, relationships and technologies to acquire terrestrial and aquatic foods. Botanical resources served dietary, medicinal, and utilitarian needs and played a primary role in the everyday lives of Native Americans (Smith 1940; Haeberlin and Gunther 1930; Waterman et al. 2001).

As in other areas of the Pacific Northwest, increasing Euroamerican presence subjected the native inhabitants to the pressures of disease, dislocation, and changing lifeways (Boyd 1999; Campbell 1989). In 1855, Isaac Stevens, governor of Washington Territory, concluded the Treaty of Point Elliott, which led to the establishment of several reservations. The Tulalip Reservation was authorized under the treaty and enlarged in 1873 as the home for various groups, including the Snohomish, Stillaguamish, Snoqualmie, Skykomish, and other allied tribes and bands known today as the Tulalip Tribes of Washington. Some among these groups moved to reservation lands, while others remained living in their traditional lands.

### ***History***

Euroamerican settlement began on the Puget Sound coast where small mills could be situated to extract timber and water transport facilitated the movement of supplies to mills and transport of logs to market. Initially, the Puget Mill Company harvested easily accessible logs in southern Snohomish County near the water's edge (Wilma 2007). Most of the land surrounding the APE was purchased for the Puget Mill Company between 1869 and 1872 by Pope, Talbot, and Walker (Coman and Gibbs 1978; Wilma 2007) (Figure 3).

After logging off their large tracts of land in southern Snohomish County, the Pope and Talbot Company devised a scheme to sell off stump land by promoting small family chicken farms. In 1917, the company subdivided their logged off land holdings into 5-10-acre units for development of an extensive planned community of "ranchettes" where families could make a living raising poultry (Wilma 2007). To promote their idea, Pope and Talbot built a 30-acre Demonstration Farm at Alderwood Manor complete with a hatchery and demonstration gardens and orchards (Alderwood Manor Heritage Association 2014). Eventually, the community that grew up there became the one of the largest egg-producing regions in the United States.

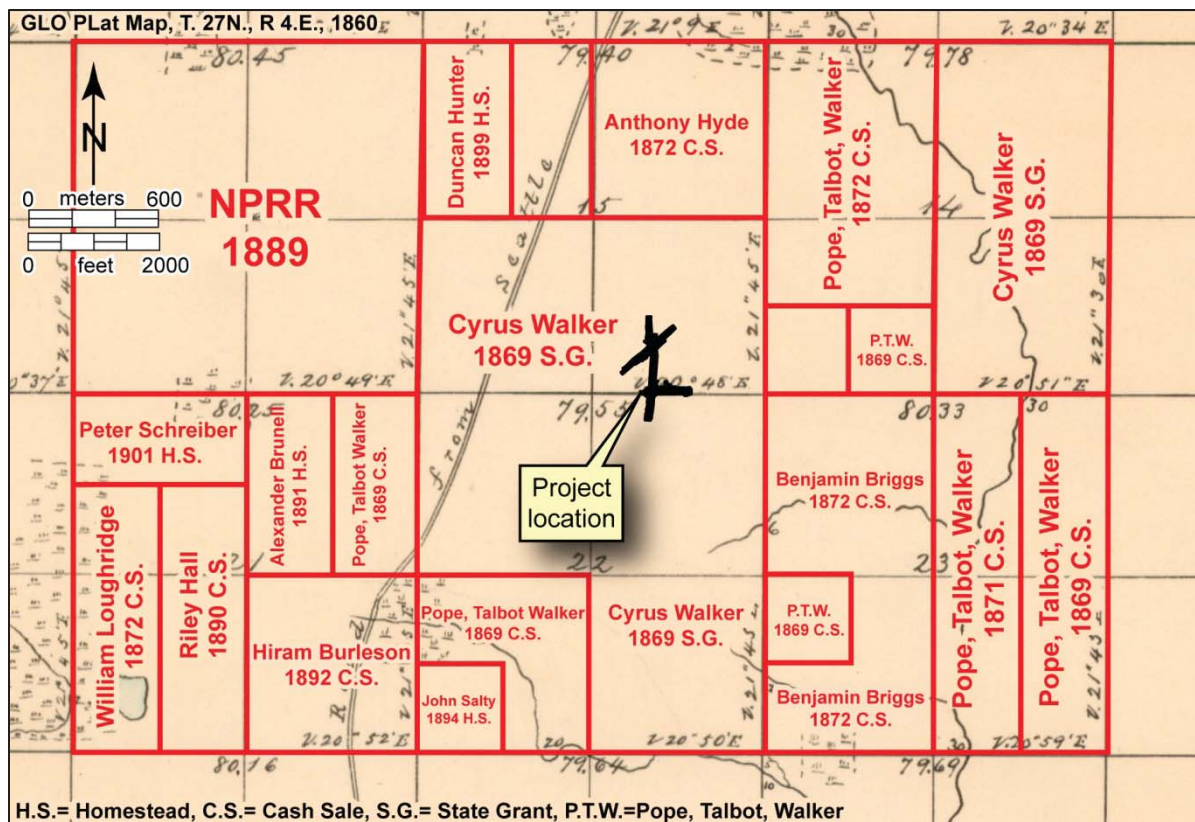


Figure 3. General Land Office Map showing land claims and APE.

It was arrival of the Everett-Seattle Interurban Railway beginning in 1910 that spurred on growth of smaller communities in Snohomish County. The locally-oriented railway provided transport for passengers as well as farm and dairy produce, enabling small sellers to participate in more expanded markets and integrating the outlying farms and dairy operations into the market systems of Seattle, Everett, and Tacoma. Commercial and residential enclaves grew up all along the Interurban route, which had stops in the project vicinity at Alderwood Manor- 2.5 km (1.5 miles) east of the APE, Intermanor, Manordale, and Martha Lake (Bird 2000; Wilma 2007). With north and south runs throughout the day, the Interurban train linked farmers in the interior of Snohomish County to markets between Tacoma and Everett, including Pike Place Market in Seattle and beyond (Figure 4).

During the Great Depression of the 1930s, a drop in egg and poultry prices led to closure of the Demonstration Farm and sales of many of the ranches. Closure of the Interurban in 1939 delivered a final blow to the small-scale chicken-farming industry in the area (Alderwood Manor Heritage Association 2014). The area around Alderwood Manor was soon after platted as a series of urban subdivisions and was eventually annexed to the City of Lynnwood, incorporated in 1959 (Kroll Map Company 1934a, b). In 1965, the 19.7-mile-long section of Interstate 5 from Seattle to Everett was completed through the middle of the APE (Dougherty 2008).



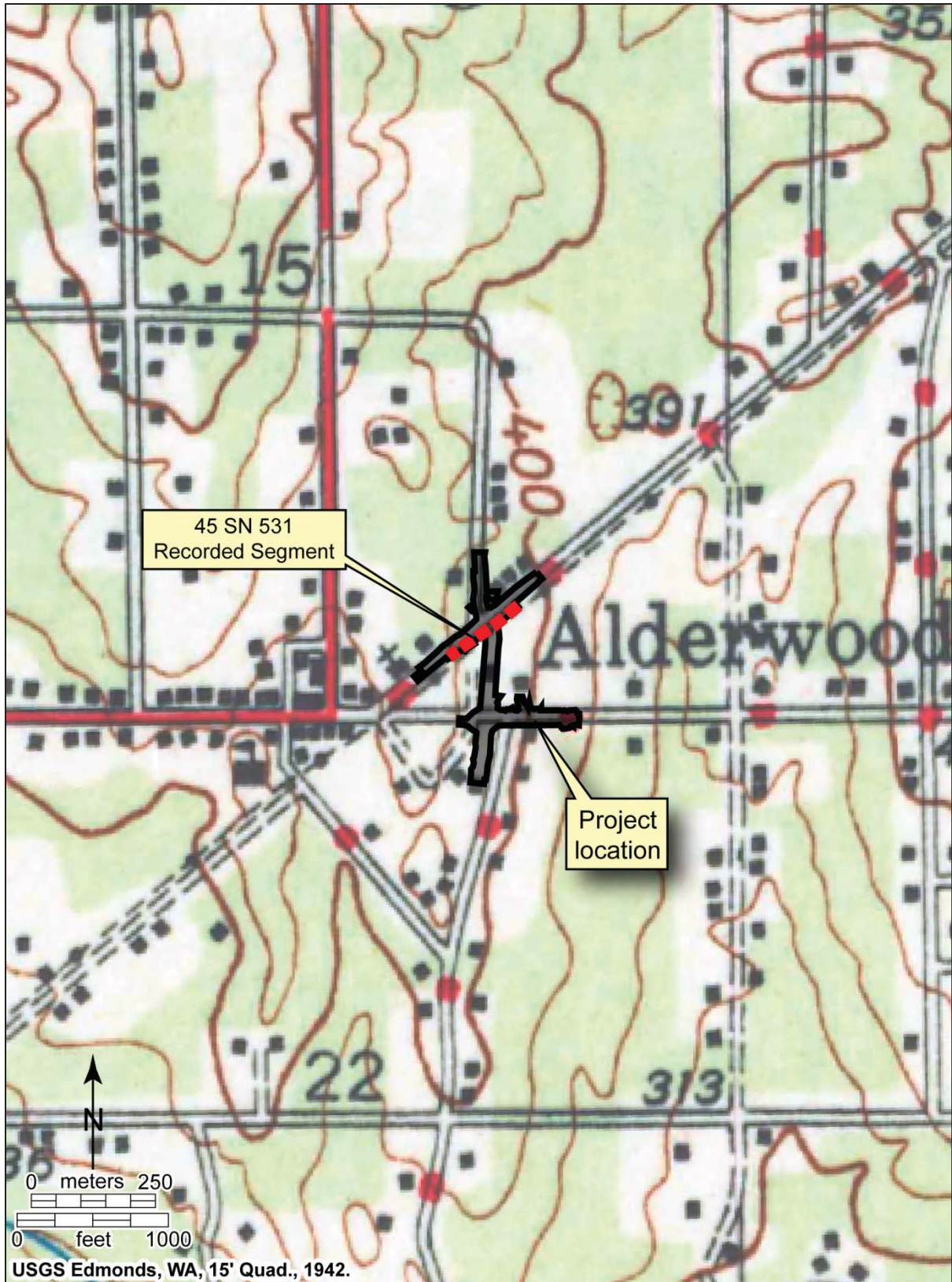


Figure 4. Historic USGS map, 1942, showing APE and Seattle-Everett Interurban Railroad.



### Previous Studies

Thirteen cultural resources studies have been conducted within one mile of the APE (Table 1). Most of the assessments were completed as part of transportation projects (Chidley 2008; LeTourneau and Nelson 2004; Nelson 2003; Robbins 1999; Stone 2001), including two involving portions of the Interurban Trail (Dampf and Gilpin 2008; Schultze and Tarman 2013). Other assessments were for stormwater and fish passage projects (Cagle and Trost 2014; Earley 2006), utility projects (Haney and Dellert 2013; Hartmann 2008), and for property development (Gillespie 2009; Thompson et al. 2008).

Table 1. Previous Cultural Resource Investigations Within Approximately ½ Mile of the APE.

AUTHOR	DATE	PROJECT	RELATION TO APE	RESULTS*
Cagle and Trost	2014	Cultural Resources Assessment for the Brierwood Stormwater Pond Retrofit, Brierwood Park, Snohomish County, Washington	1 mile south	None
Chidley	2008	Request for Determination of Effects Concurrence 15-1961h St (SR524) Interchange Project, Snohomish County, WA	Encompasses	None
Earley	2006	Cultural Resources Assessment for the I-405/Interstate 5 Swamp Creek Fish Passage Barrier Project, Snohomish County, Washington	1 mile north and northeast	None
Dampf and Gilpin	2008	Cultural Resources Assessment for the 44th Avenue West Interurban Trail and Trail Bridge Project. Snohomish County. Washington	0.5 mile southwest	None
Gillespie	2009	A Historical Resources Assessment of the Hall Lake East Project, Lynnwood, Snohomish County, Washington	1.5 mile southwest	Six buildings
Haney and Dellert	2013	Final Report Archaeological Inventory of the North Seattle Piggery Facility, Lynnwood, Snohomish County, Washington	0.3 mile north-northwest	None
Hartmann	2008	Cultural Resources Assessment for the Lynnwood Cell Tower Project, Lynnwood, Snohomish County, Washington	Adjacent	None
LeTourneau and Nelson	2004	Results of Archaeological Field Investigations at Proposed Wetland Mitigation Sites for SR 524 Improvements, Snohomish County, Washington	1 mile northeast	Two Isolates
Nelson	2003	Final Cultural Resources Assessment of the SR-524 (196 <sup>th</sup> St./Filbert Road) Improvement Project, Snohomish County Washington	Begins 0.25 mile east	Two buildings
Robbins	1999	Proposed Regional Express Lynnwood Project Cultural Resource Assessment	1 mile southwest	None
Schultze and Tarman	2013	Cultural Resources Inventory of the Lynnwood Trail Connections Project – Interurban Trail, 54th to 52nd Ave West, City of Lynnwood, King County, Washington	1.25 miles southwest	45SN531 Update
Stone	2001	A Cultural Resources Investigation of the Proposed Larch Way - Poplar Way Intersection Improvement Project, Snohomish County, Washington.	Adjacent	None
Thompson et al.	2008	Archaeological and Historical Resources Assessment for the Edmonds School District No. 15 Conversion of Land and Water Conservation Fund Use from Existing Lynnwood High School to a New High School Site, Snohomish County, Washington	1 mile north-northwest and 2 miles northeast	5 buildings

One historic railroad segment, historically notched tree stumps, an historic structure, and a pre-contact lithic isolate have been identified within approximately one mile of the APE (Table 2). The Seattle-Everett Interurban trail is a remnant of the former railway line that operated from 1910 to 1939 (Gilpin 2009). The DAHP found that the Scriber Creek segment of the Interurban Trail (45SN531) is not eligible for the National Register of Historic Places (NRHP). A pre-contact flake isolate was found on the east bank of Swamp Creek, 0.95 mile east of the APE (LeTourneau 2004).

Table 2. Previously Recorded Sites Within Approximately One Mile of the APE.

SITE NO.	COMPILER/DATE	AGE	DESCRIPTION	RELATION TO APE
45SN377	LeTourneau 2004	Pre-contact	Swamp Creek Isolate flake	0.95 mile east
45SN531	Silverman 2012	1910-Present	Seattle-Everett Interurban RR- Scriber Creek Segment	1.1 mile southwest
45SN559	Gilpin 2010	Pre-1960	Gorman Property Notched Tree Stumps	0.64 mile south-southwest
45SN609	Dellert, Tierney, Cagle 2012	Possibly late 19th to early 20th Century	Scriber Creek Park Site	1.1 mile west-southwest

## C. EXPECTATIONS

The APE hosts a low to moderate potential for harboring significant cultural resources because of its proximity to areas which would have provided resources for pre-contact Native American groups. Although the glacial upland as a whole generally exhibits low potential for harboring buried cultural resources, specific sub-environments on the glacial upland have heightened sensitivity for archaeological materials. Such sub-environments include creek valleys, wetland and lake margins, and overlooks or viewpoints. The APE is in the vicinity of Swamp Creek and Scriber Creek as well as small wetlands and lakes, increasing the potential for buried cultural resources to be present. The surface of glacial upland has not been significantly modified by natural Holocene processes, with the exception of soil formation processes and creek dissection. Deposits in the APE have been impacted by urban development, and very likely include imported and local fill sediments. Pre-contact cultural materials found on the undisturbed glacial upland would probably not be buried deeper than the top of the soil C horizon, however, soils are likely to be disturbed, mixed, or absent in the heavily urbanized APE.

As Euroamericans moved in to the region, they occupied similar terrace landforms along local rivers and streams. A number of individuals settled on lands within the APE in the 1890s, as well as the Alderwood Manor subdivision. It is likely that disturbance from development has destroyed evidence of this occupation in the APE; however, remains of historical settlement could still be present. These might include building footings, evidence of field clearing such as rock alignments and cairns, fence lines, old roadways, privies, and debris scatters.

The potential for identifying intact cultural resources in the APE is greatly tempered by past disturbance related to historical and recent road and Interstate construction, development, and previous utility installation.

## D. METHODS

Archaeologists walked transects along road margins throughout the project APE. Shovel probes 40 cm (16 inches) in diameter were placed at approximately 30 meter (98 to 131 feet) intervals in areas that were free of impervious surfaces and buried utilities (Figure 5). Shovel probes (SPs) were excavated with shovels and breaker bars to a maximum of one meter (3.3 feet) below the surface (bs). Material from the probes was screened through ¼-inch mesh, sediments were described, and any cultural material was documented with photographs and notes. Shovel probes were backfilled and mapped with a handheld Trimble GPS. A daily record of fieldwork was kept, and characteristics of the APE were photographed, mapped, and noted on a daily work record.



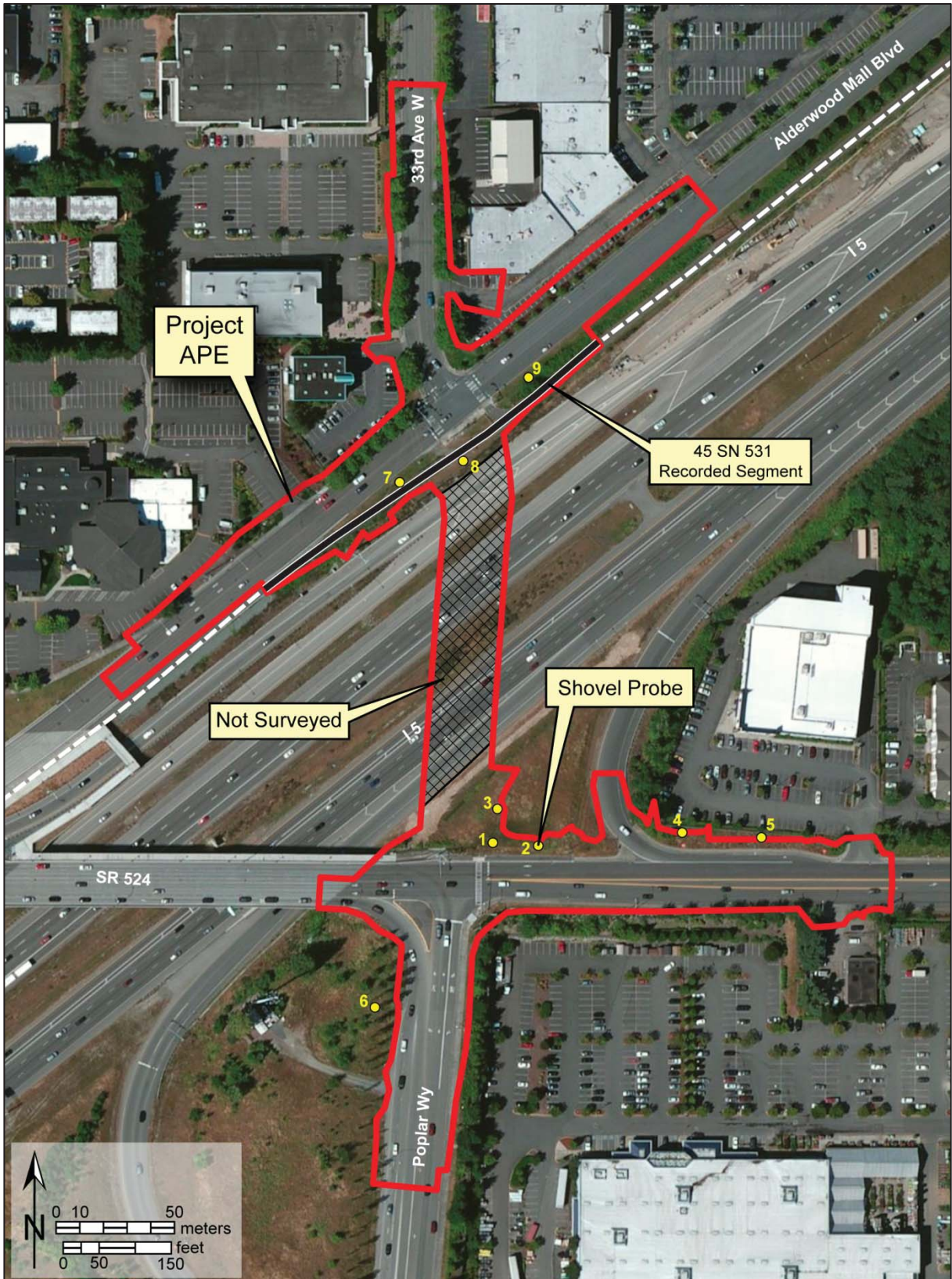


Figure 5. Air photo showing APE and shovel probes.

## E. RESULTS

### 1. Date(s) of all field work noting the field and weather conditions:

SWCA Archaeologists Kate Shantry, Chris Yamamoto, and Eric DeLander conducted the survey on June 27, 2014 in cloudy, humid weather with sporadic downpours of rain.

### 2. Field Conditions

The APE is an urban landscape on the north and south sides of the Interstate 5 freeway in the town of Lynnwood near Alderwood Manor. The majority of the APE is covered with impervious surfaces. Utilities in the APE include sewer, water, cable, and irrigation. Push piles are north of 196<sup>th</sup> St SW east of SP 2, and on the west side of 33<sup>rd</sup> Ave W where the slope has been cut (Figure 6). Vegetation in the APE includes grasses, Scot's broom, and Himalayan blackberry, as well as landscaping along sidewalks consisting of small trees, bushes, and bark. Visibility was poor due to paved surfaces and vegetation.

### 3. Summary of Shovel Probes

Shovel probes (SPs) were placed in accessible areas along the north side of 196<sup>th</sup> St SW, the west side of Poplar Way, and the southeast side of Alderwood Mall Blvd (Figure 5) (Attachment C). Nine SPs were excavated in the APE: SPs 1-6 on the south side of the Interstate and SPs 7-9 on the north side of Interstate 5 (Figure 7). The average depth of SPs was 52 cm (20 inches) bs with a range of 39-75 cm (15-30 inches) bs. SPs were terminated in fill and glacial sediments (Attachment B- Shovel Probe Summary). The fill includes asphalt, concrete, and imported, gravelly sand, as well as modern trash such as plastic, window and bottle glass, terra cotta fragments, and nails. Possible local fill was loose, grayish brown, gravelly, fine to coarse sand. The glacial material was gray to brownish gray, gravelly, compact, fine to coarse sand. The glacial material from 18-39 cm (7-15 inches) was disturbed in SP 7 (Figure 8).

### 4. 45SN531 Update: Alderwood Segment of the Seattle- Everett Interurban Railroad

The previously unrecorded Alderwood Segment of the Seattle-Everett Interurban Trail/former Seattle-Everett Railroad (45SN531) was inventoried in the APE (Figure 9) (Attachment D). The Interurban Trail is built on the former grade of the Seattle-Everett Interurban Railroad that operated between 1910 and 1939 (Dorpat 1989:65). The trail is several feet above Interstate 5, south of the intersection of Alderwood Mall Blvd and 33rd Ave W. The trail segment is paved with asphalt and measures 10 feet wide, with an adjacent mowed lawn and chain link fencing along the southeast side bordering Interstate 5. Four wooden power poles are within the recorded segment: three are oriented NW/SE and one is oriented N/S. The power poles have different configurations at the top, and the westernmost pole is about half as tall as the other three. The modern interurban trail crosses over Interstate 5 to the south and begins just outside of the APE on 196<sup>th</sup> St SW (Figure 10). SPs 7, 8, and 9 were excavated along the trail segment, revealing fill and disturbed glacial sediments to a maximum of 65 cm (26 inches) bs. Only modern beer bottle glass was found between 0-39 cm (0-15 inches) bs in SP-7. The Alderwood Segment is no longer part of a functional RR grade, and it lacks components such as ties, rails, trestles, and other associated structural remains that would demonstrate retention of important aspects of the Railroad's integrity and its ability to convey significant information.





Figure 6. Overview of cut slope and land modification on the west side of 33<sup>rd</sup> Ave W, view to the west-southwest.



Figure 7. Overview of SP-5 on the north side of 196<sup>th</sup> St SW, view to the north.





Figure 8. Overview of SP-3 north of 19<sup>th</sup> St SW adjacent to the I-5 on-ramp, view to the north.



Figure 9. Overview of SP-8 along the Alderwood Segment of the Seattle-Everett Interurban Trail, view to the south-southeast.



Figure 10. Overview of the modern Interurban Trail from the overpass on 196<sup>th</sup> St SW, view to the northeast.

The Lake Ballinger, Silverlake, Scriber Creek, and Hall Lake segments of the Interurban Trail have previously been recorded (Gilpin 2009; Chambers 2012; Silverman 2012; Schultze 2013). The Interurban Trail is jointly owned, maintained, and operated by Snohomish County, the cities of Everett and Lynnwood, and the Public Utility District No. 1 of Snohomish County (Dampf and Gilpin 2008:1).

## F. RECOMMENDATIONS

The project was assessed for impacts to historical and pre-contact archaeological resources. A portion of the Seattle-Everett Interurban RR was recorded within the APE, but is not recommended not eligible for the NRHP given its lack of integrity. As presently designed, the project will have no adverse effect on historic properties. No additional cultural resource investigations are recommended at this time.

This assessment is based on plans and designs at the time of fieldwork. Any substantial departures from project plans that expand the APE may require additional assessment to identify cultural resources. There is always a possibility that undiscovered archaeological resources may be encountered during ground disturbing activities. If at any time during construction, archaeological resources are observed in the APE, work should be temporarily suspended at that location, and a professional archaeologist should document and assess the discovery. The DAHP should be contacted as well as all concerned tribes for any issues involving Native American sites. If project activities expose human remains, either in the form of burials or isolated bones or teeth, or other mortuary items, work in that area should be stopped immediately. Local law enforcement, DAHP, and the affected Tribe(s) should be immediately contacted. No additional excavation should be undertaken

until a process has been agreed upon by these parties, and no exposed human remains should be left unattended.

## G. CONSULTATION

### 1. Provide evidence of consultation with concerned Native American tribes, SHPO, local preservation personnel, other government agencies:

Coordination letters were sent to affected tribes on June 24, 2014, to inform them when fieldwork was taking place and to solicit any concerns regarding the project. Adam Osbekoff, Cultural Resource Outreach Specialist for the Snoqualmie Indian Tribes Department of Archaeology and Historic Preservation, contacted SWCA by e-mail on June 26, 2014, to say that the Tribe is interested in the findings but would not be sending out a representative during fieldwork. Kelly Lyste, Cultural Resources, Stillaguamish Tribe, made contacted SWCA on June 26, 2014, to say he would try to join the archaeologists in the field (Attachment B).

## H. ATTACHMENTS

1. **Appropriate forms attached for each site?**  Yes
2. **Maps attached?**  Yes (Figures 1-5)
3. **Photograph attached?**  Yes (Figures 6-10)
4. **Other attachments?**  Yes, APE concurrence, Tribal Letters, Shovel Probe Summary, Site Form Addendum

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**ATTACHMENT A: DAHP APE CONCURRENCE**





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

October 31, 2013

Hwys & Local Programs

NOV 01 2013

Olympia, WA

Mr. Trent de Boer  
WSDOT, Highways & Local Programs  
PO Box 47390  
Olympia, WA 98504-7390

In future correspondence please refer to:

Log: 103113-01-FHWA

Property: Poplar Way Extension Bridge, Fed Aid STPUL-IMD 2004(037)

Re: Archaeology - APE Concur

Dear Mr. de Boer:

We have reviewed the materials forwarded to our office for the Poplar Way Extension Bridge project. Thank you for your description of the area of potential effect (APE) for the project. We concur with the definition of the APE. We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the survey report. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised.

Please note that DAHP requires that all historic property inventory and archaeological site forms be provided to our office electronically. Also, please note that DAHP requires that all cultural resource reports be submitted in PDF format on a labeled CD or electronically. For further information please go to [http://www.dahp.wa.gov/documents/CR\\_ReportPDF\\_Requirement.pdf](http://www.dahp.wa.gov/documents/CR_ReportPDF_Requirement.pdf).

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

Sincerely,

Matthew Sterner, M.A.  
Transportation Archaeologist  
(360) 586-3082  
[matthew.sterner@dahp.wa.gov](mailto:matthew.sterner@dahp.wa.gov)







**ATTACHMENT B: Tribal Correspondence**





ENVIRONMENTAL CONSULTANTS

Sound Science. Creative Solutions.

5418 20<sup>th</sup> Avenue NW, Suite 200,  
Seattle, Washington 98107

June 24, 2014

Michael Evans, Chairman  
Snohomish Tribe  
11014 19th Avenue SE, Suite 8  
Everett, WA 98208-5121

**RE: Cultural Resources Assessment – Poplar Way, Lynnwood, Snohomish County**

Mr. Evans,

SWCA Environmental Consultants (SWCA) has been retained to conduct a cultural resource assessment for road improvements involving a new bridge across I-5 at Milepost 180 between Poplar Way and 33<sup>rd</sup> Ave W, at approximately 196th Street SW in Lynnwood, Snohomish County (Township 27N, Range 4E, Sections 15 and 22, Willamette Meridian) (please see attached map). The project calls for intersection modifications, grade adjustments, widening and restriping of roads, and installation of retaining walls. Some of the work requires deep excavation up to 32 feet below the existing grade. Geoarchaeological review of the project area determined there is some potential for native deposits.

Field reconnaissance for the project will consist of a pedestrian survey and subsurface testing, with placement of up to 14 shovel probes in areas judged to have potential for cultural remains. Our technical report will include background research, local environmental and cultural setting, and the results of the field inspection within the project area.

At this time we are interested to know if the Snohomish Tribe has any concerns for cultural resources in or near the project area. If so, please contact us at your earliest convenience so these locations can be taken into account during planning. We respect any concerns the Tribe may have about sharing sensitive information with us, and we will be happy to work with you regarding these concerns. This letter is a technical inquiry and is not intended to replace government-to-government consultation required by state and federal regulations.

I will be leading the field survey, which is scheduled for Friday, June 27, 2014, beginning at 7:30am. Please feel free to contact me at 206-484-3301 if you would like to make arrangements to meet up with the archaeologists in the field. You can contact either of us by phone or email if you have questions or comments about the project.

Thank you,

A handwritten signature in blue ink that reads "Kate Shantry". The signature is fluid and cursive.

Kate Shantry  
Project Archaeologist





Sound Science. Creative Solutions.

5418 20<sup>th</sup> Avenue NW, Suite 200,  
Seattle, Washington 98107

June 24, 2014

Steve Mullen-Moses, Director of Archaeology and Historic Preservation  
The Snoqualmie Tribe  
P O Box 969  
8130 Railroad Avenue, Suite 103  
Snoqualmie, WA 98065

**RE: Cultural Resources Assessment – Poplar Way, Lynnwood, Snohomish County**

Mr. Mullen-Moses,

SWCA Environmental Consultants (SWCA) has been retained to conduct a cultural resource assessment for road improvements involving a new bridge across I-5 at Milepost 180 between Poplar Way and 33<sup>rd</sup> Ave W, at approximately 196th Street SW in Lynnwood, Snohomish County (Township 27N, Range 4E, Sections 15 and 22, Willamette Meridian) (please see attached map). The project calls for intersection modifications, grade adjustments, widening and restriping of roads, and installation of retaining walls. Some of the work requires deep excavation up to 32 feet below the existing grade. Geoarchaeological review of the project area determined there is some potential for native deposits.

Field reconnaissance for the project will consist of a pedestrian survey and subsurface testing, with placement of up to 14 shovel probes in areas judged to have potential for cultural remains. Our technical report will include background research, local environmental and cultural setting, and the results of the field inspection within the project area.

At this time we are interested to know if the Snoqualmie Tribe has any concerns for cultural resources in or near the project area. If so, please contact us at your earliest convenience so these locations can be taken into account during planning. We respect any concerns the Tribe may have about sharing sensitive information with us, and we will be happy to work with you regarding these concerns. This letter is a technical inquiry and is not intended to replace government-to-government consultation required by state and federal regulations.

I will be leading the field survey, which is scheduled for Friday, June 27, 2014, beginning at 7:30am. Please feel free to contact me at 206-484-3301 if you would like to make arrangements to meet up with the archaeologists in the field. You can contact either of us by phone or email if you have questions or comments about the project.

Thank you,

A handwritten signature in blue ink that reads "Kate Shantry". The signature is fluid and cursive.

Kate Shantry  
Project Archaeologist

---

**From:** Adam Osbekoff <adam@snoqualmientribe.us>  
**Sent:** Thursday, June 26, 2014 9:43 AM  
**To:** Kate A. Shantry  
**Subject:** Poplar Way Bridge Project Friday

Hey Kate

The Snoqualmie Indian Tribes Department of Archaeology and Historic Preservation is interested in your findings but will not be sending a representative out during your field work. This may change as do our priorities.

Thank you for the heads up and I hope you have a successful day!

Adam

Adam Osbekoff  
Cultural Outreach Specialist  
[adam@snoqualmientribe.us](mailto:adam@snoqualmientribe.us)  
P: 425.888.6551 ext. 1106  
C: 425.753.0388  
9416 384th Ave SE  
PO BOX 969  
Snoqualmie Washington 98065



Sound Science. Creative Solutions.

5418 20<sup>th</sup> Avenue NW, Suite 200,  
Seattle, Washington 98107

June 24, 2014

Kerry Lyste, Cultural Resources  
The Stillaguamish Tribe  
3310 Smokey Point Drive  
PO Box 277  
Arlington, WA 98223-0277

**RE: Cultural Resources Assessment – Poplar Way, Lynnwood, Snohomish County**

Mr. Lyste,

SWCA Environmental Consultants (SWCA) has been retained to conduct a cultural resource assessment for road improvements involving a new bridge across I-5 at Milepost 180 between Poplar Way and 33<sup>rd</sup> Ave W, at approximately 196th Street SW in Lynnwood, Snohomish County (Township 27N, Range 4E, Sections 15 and 22, Willamette Meridian) (please see attached map). The project calls for intersection modifications, grade adjustments, widening and restriping of roads, and installation of retaining walls. Some of the work requires deep excavation up to 32 feet below the existing grade. Geoarchaeological review of the project area determined there is some potential for native deposits.

Field reconnaissance for the project will consist of a pedestrian survey and subsurface testing, with placement of up to 14 shovel probes in areas judged to have potential for cultural remains. Our technical report will include background research, local environmental and cultural setting, and the results of the field inspection within the project area.

At this time we are interested to know if the Stillaguamish Tribe has any concerns for cultural resources in or near the project area. If so, please contact us at your earliest convenience so these locations can be taken into account during planning. We respect any concerns the Tribe may have about sharing sensitive information with us, and we will be happy to work with you regarding these concerns. This letter is a technical inquiry and is not intended to replace government-to-government consultation required by state and federal regulations.

I will be leading the field survey, which is scheduled for Friday, June 27, 2014, beginning at 7:30am. Please feel free to contact me at 206-484-3301 if you would like to make arrangements to meet up with the archaeologists in the field. You can contact either of us by phone or email if you have questions or comments about the project.

Thank you,

A handwritten signature in blue ink that reads "Kate Shantry". The signature is fluid and cursive.

Kate Shantry  
Project Archaeologist

---

**From:** Kerry Lyste <klyste@stillaguamish.com>  
**Sent:** Thursday, June 26, 2014 12:54 PM  
**To:** Kate A. Shantry  
**Subject:** RE: Poplar Way Bridge Project

Thanks Kate,

I will give you a call if I can join you in the field tomorrow.

Best, KL

Kerry Lyste  
Cultural Resources, Stillaguamish Tribe  
CR Specialist/GIS Analyst/ Database Administrator  
4126 172<sup>nd</sup> Street, Arlington, WA 98223  
Ph: 360-657-3687 ext 14  
Fax: 360-659-3113



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**From:** Kate A. Shantry [<mailto:KShantry@swca.com>]  
**Sent:** Tuesday, June 24, 2014 3:32 PM  
**To:** Kerry Lyste  
**Subject:** Poplar Way Bridge Project

Hi Kerry,

Attached is the information about our upcoming survey in the I-5/Poplar Way ROW in Lynnwood this Friday.

Thanks,  
Kate

**Kate Shantry**  
Project Archaeologist

**SWCA Environmental Consultants**  
Seattle Office  
5418 20th Ave NW  
Ste 200  
Seattle, WA, 98107  
P 206.781.1909 | F 206.781.0154





Sound Science. Creative Solutions.

5418 20<sup>th</sup> Avenue NW, Suite 200,  
Seattle, Washington 98107

June 24, 2014

Richard Young, Cultural Resources  
The Tulalip Tribes  
6410 23rd Avenue NE  
Tulalip, WA 98271

**RE: Cultural Resources Assessment – Poplar Way, Lynnwood, Snohomish County**

Mr. Young,

SWCA Environmental Consultants (SWCA) has been retained to conduct a cultural resource assessment for road improvements involving a new bridge across I-5 at Milepost 180 between Poplar Way and 33<sup>rd</sup> Ave W, at approximately 196th Street SW in Lynnwood, Snohomish County (Township 27N, Range 4E, Sections 15 and 22, Willamette Meridian) (please see attached map). The project calls for intersection modifications, grade adjustments, widening and restriping of roads, and installation of retaining walls. Some of the work requires deep excavation up to 32 feet below the existing grade. Geoarchaeological review of the project area determined there is some potential for native deposits.

Field reconnaissance for the project will consist of a pedestrian survey and subsurface testing, with placement of up to 14 shovel probes in areas judged to have potential for cultural remains. Our technical report will include background research, local environmental and cultural setting, and the results of the field inspection within the project area.

At this time we are interested to know if the Tulalip Tribes have any concerns for cultural resources in or near the project area. If so, please contact us at your earliest convenience so these locations can be taken into account during planning. We respect any concerns the Tribe may have about sharing sensitive information with us, and we will be happy to work with you regarding these concerns. This letter is a technical inquiry and is not intended to replace government-to-government consultation required by state and federal regulations.

I will be leading the field survey, which is scheduled for Friday, June 27, 2014, beginning at 7:30am. Please feel free to contact me at 206-484-3301 if you would like to make arrangements to meet up with the archaeologists in the field. You can contact either of us by phone or email if you have questions or comments about the project.

Thank you,

A handwritten signature in blue ink that reads "Kate Shantry". The signature is fluid and cursive.

Kate Shantry  
Project Archaeologist

**ATTACHMENT C: Shovel Probe Summary**





Table D-1. Shovel Probe Summary.

SP NO.	UTM (Zone 10, NAD83)		STRATIGRAPHIC DESCRIPTION (centimeters below surface)	INTERPRETATION	CULTURAL MATERIAL
	NORTHING	EASTING			
1	5296666	554091	<p><b>0-42:</b> Light brown, gravelly, silty, medium sand; many, small to large, subround to subangular pebbles; few, small to medium, round cobbles; compact; clear, wavy lower boundary.</p> <p><b>42-50:</b> Gray, gravelly, silty, coarse sand; many, small to large, subround to subangular pebbles; clear lower boundary.</p> <p><b>50-70:</b> Reddish brown, gravelly, silty, coarse sand; common, small to medium, subround to subangular pebbles; wavy lower boundary.</p> <p><b>70-75:</b> Gray, silty, fine sand; red oxidation at top of layer.</p> <p>Terminated due to glacial sediments.</p>	<p>Fill</p> <p>Fill</p> <p>Disturbed native</p> <p>Glacial</p>	None
2	5296665	554110	<p><b>0-2:</b> Sod- grasses and many rootlets.</p> <p><b>2-34:</b> Light brown, gravelly, fine sandy silt; common, small to large, round to angular pebbles; dry; very compact; abrupt to clear, wavy lower boundary.</p> <p><b>34-70:</b> Grayish brown, gravelly, silty, fine to coarse sand; common, small to large, round to angular pebbles; one, small, round cobble; very compact.</p> <p>Terminated due to large concrete chunk in sidewall.</p>	<p>Fill</p> <p>Fill</p>	<p><b>0-70:</b> Modern trash- assorted plastic, colorless window glass, terra cotta fragments, wire-cut nail, beer bottle glass, concrete.</p>
3	5296680	554093	<p><b>0-15:</b> Light brown, gravelly, silty, mediums and; many, small to large, round to subangular pebbles; few, medium to large, subround cobbles; few rootlets; clear, wavy lower boundary.</p> <p><b>15-45:</b> Grayish brown, gravelly, silty, fine sand; many, small to medium, round to subround pebbles; few charcoal flecks; few, gray mottles; compact.</p> <p>Terminated due to compaction.</p>	<p>Fill</p> <p>Disturbed native.</p>	None
4	5296670	554171	<p><b>0-2:</b> Sod- grasses and many rootlets.</p> <p><b>2-14:</b> Grayish brown, gravelly, fine sand; common, small to medium, round to angular pebbles; common rootlets; machine-compacted; abrupt, straight lower boundary.</p> <p><b>14-39:</b> Brownish gray to grayish brown, silty, fine to coarse sand; common, small to large, round to angular pebbles; few, small, subround cobbles; very compact; come light brown sand present; mixed.</p> <p>Terminated due to impenetrable asphalt.</p>	<p>Import Fill</p> <p>Fill</p>	<p><b>0-39:</b> Modern trash- various glass fragments, concrete, asphalt.</p> <p><b>10:</b> Protective layer of plastic.</p>
5	5296668	554204	<p><b>0-2:</b> Sod- grasses and many rootlets.</p> <p><b>2-25:</b> Grayish brown, gravelly, fine sand; common, small to large, round to angular pebbles; common rootlets; very compact; clear to abrupt, wavy lower boundary.</p> <p><b>25-40:</b> Brownish gray, gravelly, silty, fine to coarse sand; common, small to large, round to angular pebbles; very compact; clear, wavy lower boundary.</p> <p><b>40-45:</b> Gray to brownish gray, gravelly, fine to coarse sand; common to many, small to large, round to subround pebbles; very compact; few, small charcoal flecks.</p> <p>Terminated due to glacial sediments.</p>	<p>Fill</p> <p>Fill</p> <p>Glacial</p>	<p><b>10:</b> Protective layer of plastic.</p>
6	5296597	554041	<p><b>0-2:</b> Sod- grasses and many rootlets.</p> <p><b>2-18:</b> Brownish gray, gravelly, silty, very fine sand; common, small to large, round to angular pebbles; common rootlets; very compact; abrupt, straight lower boundary.</p> <p><b>18-30:</b> Deteriorated asphalt layer; abrupt straight, lower boundary.</p> <p><b>30-48:</b> Grayish brown, gravelly, fine to coarse sand; many, small to large, round to subround, pebbles and cobbles; loose; gravels increasing with depth.</p> <p>Terminated due to sloughing sidewalls.</p>	<p>Import fill</p> <p>Fill</p> <p>Fill</p>	<p><b>18-30:</b> Deteriorated asphalt.</p>

Table D-1. Shovel Probe Summary.

SP NO.	UTM (Zone 10, NAD83)		STRATIGRAPHIC DESCRIPTION (centimeters below surface)	INTERPRETATION	CULTURAL MATERIAL
	NORTHING	EASTING			
7	5296818	554052	<p><b>0-2:</b> Sod- grasses and many rootlets.</p> <p><b>2-18:</b> Brownish gray, gravelly, silty, fine to coarse sand; many, small to large, round to angular pebbles; common to many rootlets; few, small charcoal flecks; machine-compacted; clear, wavy lower boundary.</p> <p><b>18-39:</b> Yellowish, light brown, gravelly, silty, fine to coarse sand; common to many, small to large, round to subround pebbles; few, small to large, subround cobbles; few charcoal flecks throughout; one root-burn charcoal chunk present; very compact. Terminated due to a large cobble.</p>	<p>Fill</p> <p>Disturbed glacial</p>	<b>0-39:</b> Modern trash- beer bottle glass fragments.
8	5296827	554078	<p><b>0-2:</b> Sod- grasses and many rootlets.</p> <p><b>2-21:</b> Gray, gravelly, silty, fine to coarse sand; many, small to large, round to angular pebbles; common rootlets; machine-compacted;; abrupt, straight lower boundary.</p> <p><b>21-40:</b> Grayish brown, gravelly, silty, fine to coarse sand; many, small to large, round to angular pebbles; common, small to large, round to subround cobbles; machine compacted; mixed up. Terminated due to large cobble.</p>	<p>Fill</p> <p>Disturbed native</p>	None
9	5296863	554106	<p><b>0-20:</b> Light brown, gravelly, silty, medium sand; many, small to large, round to subangular pebbles; few, medium to large, round to subround cobbles; common rootlets; clear, wavy lower boundary.</p> <p><b>20-65:</b> Light yellowish brown, gravelly, fine to medium sand; common, small to large, round to subround pebbles; few, small to medium, round to subround cobbles. Terminated due to glacial sediments.</p>	<p>Fill</p> <p>Disturbed glacial</p>	<b>0-20:</b> Modern trash- assorted plastics and one miscellaneous piece of metal.

**ATTACHMENT D: Site Form Addendum**





PW 14-1  
Agency/Field Number

STATE OF WASHINGTON  
ARCHAEOLOGICAL INVENTORY FORM  
ADDENDUM / UPDATE

45SN531  
State Number

**Class:**  Prehistoric  Historic

**Site Type:** Historic railroad property

**Site Name:** Alderwood Segment of the Seattle-Everett Interurban Railroad

**Legal Description:** SW ¼ of NE ¼ of NE ¼ of \_\_\_ ¼, Section 15, T. 27N, R. 4E  
\_\_\_ ¼ of \_\_\_ ¼ of \_\_\_ ¼ of \_\_\_ ¼, Section \_\_\_\_, T. \_\_\_\_, R. \_\_\_\_

**UTM:** Zone: 10 Easting: 554066 mE Northing: 5296824 mN Datum: NAD 83

**USGS Quadrangle:** Edmonds East Series: 7.5/ Date: PR 1981

**Observation:**

The Everett-Seattle Interurban Railway began operation in 1910, spurring the growth of smaller communities in Snohomish County such as Alderwood Manor. The locally-oriented railway provided transport for passengers as well as farm and dairy produce, enabling small sellers to participate in more expanded markets and integrating the outlying farms and dairy operations into the market systems of Seattle, Everett, and Tacoma. Commercial and residential enclaves grew up all along the Interurban route, which had stops in the project vicinity at Alderwood Manor, Intermanor, Manordale, and Martha Lake (Bird 2000; Wilma 2007). With north and south runs throughout the day, the Interurban train linked farmers in the interior of Snohomish County to markets between Tacoma and Everett, including Pike Place Market in Seattle and beyond. Today, the Interurban Trail is jointly owned, maintained, and operated by Snohomish County, the cities of Everett and Lynnwood, and the Public Utility District No. 1 of Snohomish County (Dampf and Gilpin 2008:1).

The Alderwood Segment of the Seattle-Everett Interurban Trail is built on the former grade of the Seattle-Everett Interurban Railroad that operated between 1910 and 1939 (Dorpat 1989:65). The trail is several feet above I-5, south of the intersection of Alderwood Mall Blvd and 33rd Ave W. The recorded segment is paved with asphalt and measures 139 meters (457 feet) long, 3 meters (10 feet) wide, with an adjacent mowed lawn and chain link fencing along the southeast side bordering I-5. Four wooden power poles are within the recorded segment: three are oriented NW/SE and one is oriented N/S. The power poles have different configurations at the top, and the westernmost pole is about half as tall as the other three. The modern interurban trail crosses over I-5 to the south and begins just outside of the project area on 196th St SW (Figure e- Roll 2, 2778). SPs 7, 8, and 9 were excavated along the trail segment, revealing fill and disturbed glacial sediments to a maximum of 65 cm (26 inches) bs. Only modern beer bottle glass was found between 0-39 cm (0-15 inches) bs in SP-7.

**Photographs:** Roll: 1; 2 Frame(s): 2304, 2308; 2819, 2824

**Recorder(s):** Kate Shantry, Chris Yamamoto and Eric DeLander  
SWCA/Northwest Archaeological Associates, Seattle, Washington

**Date:** July 18, 2014

**Project:** Cultural Resources Assessment for the Poplar Way Extension Bridge Project Snohomish County, WA

**Attachments:** Location Map, Historic Map, Sketch Map, Photographs

**References:**

Bird, Frederick

2000 The Seattle-Everett Interurban Railway Routes, Then and Now. University of Washington, Seattle.

Dampf, Steven, Jennifer Gilpin

2008 Cultural Resources Assessment for the 44th Avenue West Interurban Trail and Trail Bridge Project, Snohomish County, Washington. Report prepared for ABKJ Inc. Historical Research Associates, Inc, Seattle, Washington.

Dorpat, Paul

1989 *Seattle Now & Then Volume III 1850-1989*. Second Edition. Paul Dorpat, Seattle.

Wilma, David

2007 City of Lynnwood incorporates and holds its first City Council meeting on April 20, 1959. HistoryLink.org Essay 8176. HistoryLink The Free Online Encyclopedia of Washington State History. Electronic document, [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=8176](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=8176), accessed 18 July 2014.

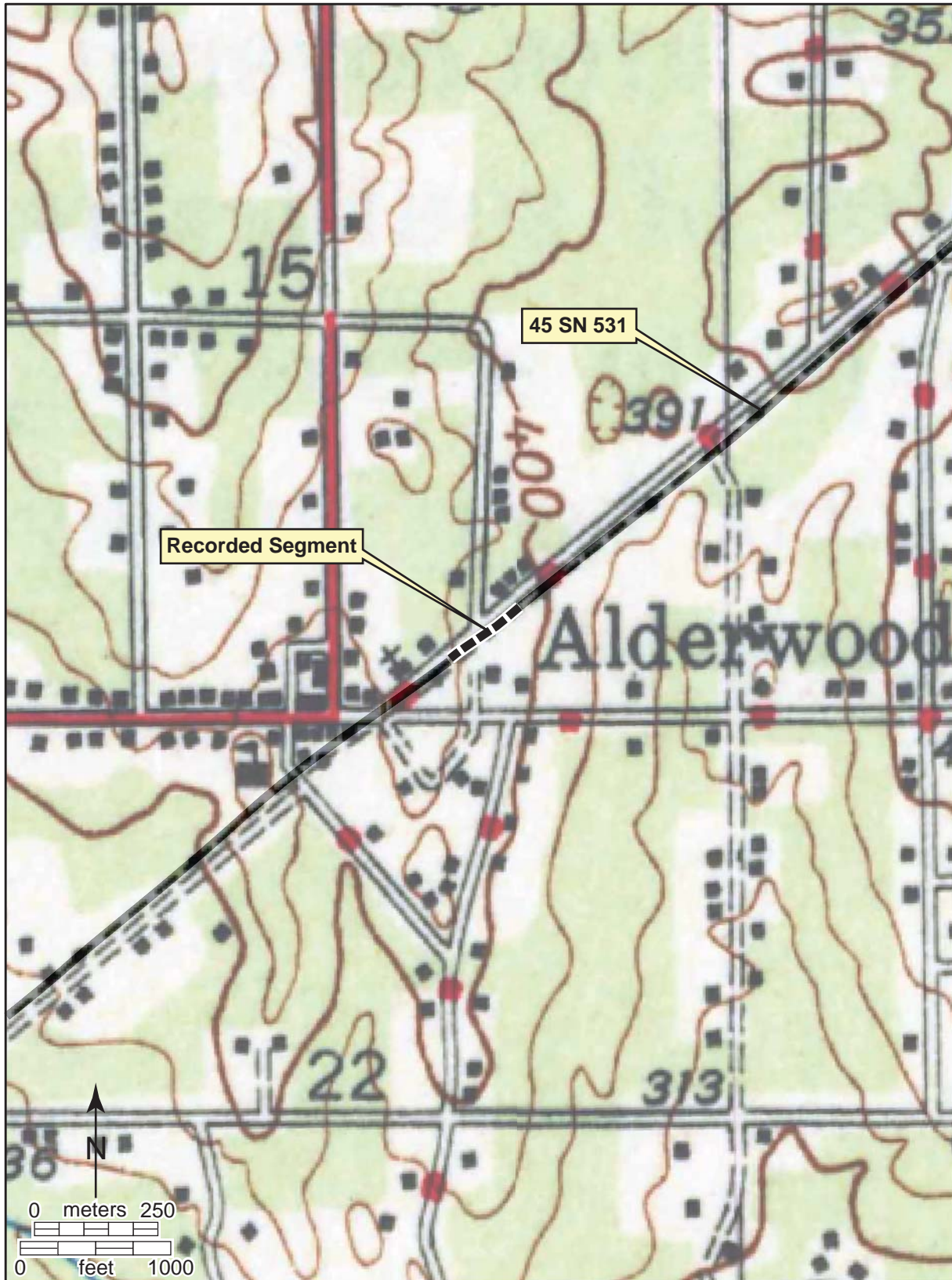
**LOCATION MAP**



USGS Edmonds East, WA, 7.5' Quad., 1953, photorevised 1981.



HISTORIC MAP



USGS Edmonds, WA, 15' Quad., 1942.



AERIAL PHOTO

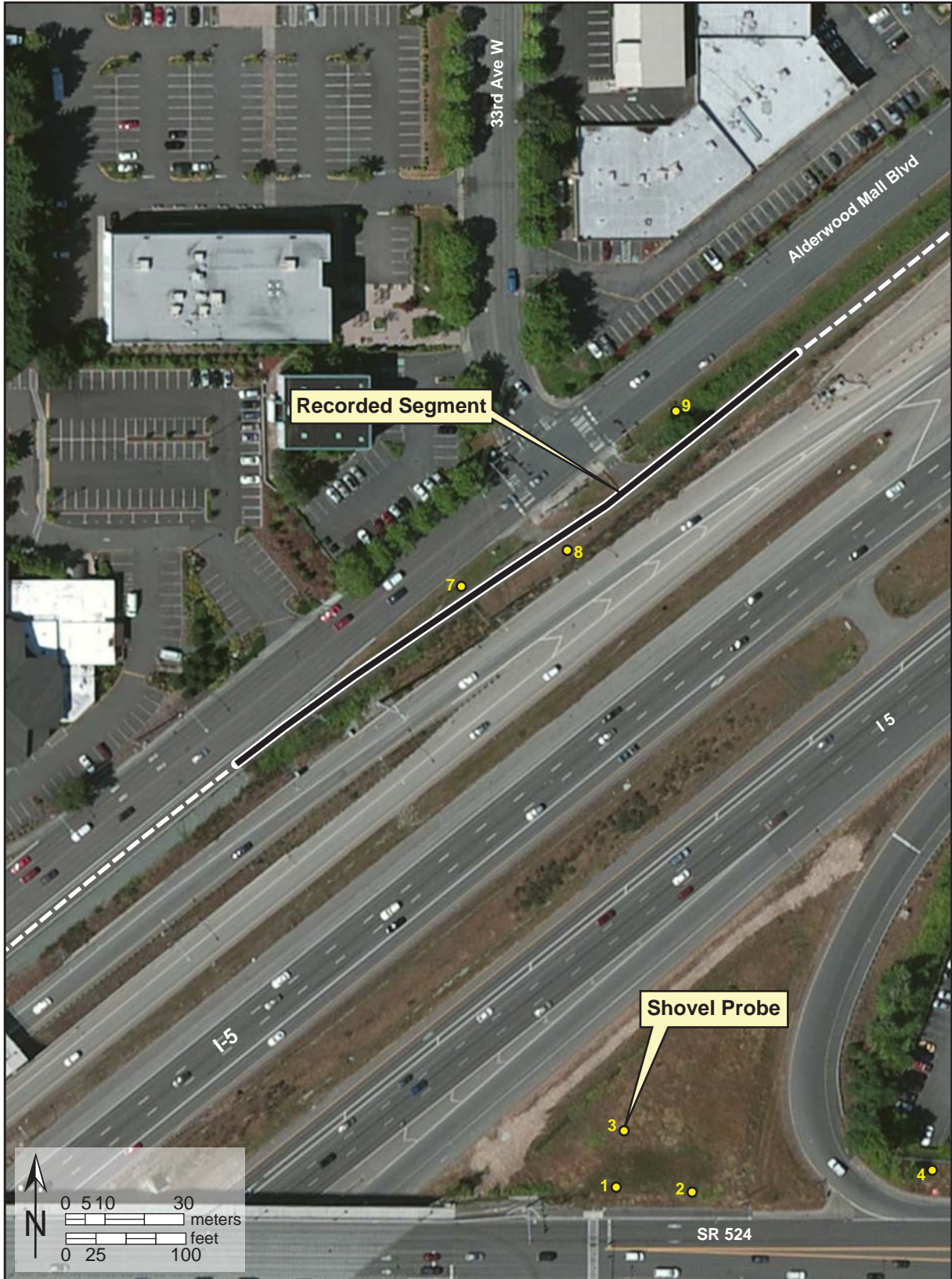




PHOTO PAGE 1 of 2



Overview of Interurban Trail, view to the west.



Overview of SP-8 along Interurban Trail, view to the northeast.

PHOTO PAGE 2 of 2



Overview of SP-8 on the north side of I-5 adjacent to the Interurban Trail, view to the southeast.



Overview of SP-7 adjacent to the Interurban Trail and Alderwood Mall Blvd, view to the northwest.