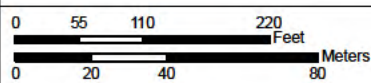


Appendix E: Archaeological Inventory Results Maps- Confidential



Archaeological Inventory Results

- Shovel Probe: Negative
- New Pole Location
- Replacement Pole Location
- Transmission Line Alignment
- 2017 Transmission Line Alignment
- Archaeological Survey Area
- Proposed APE
- HRA Survey Coverage (10-20 m Transects)
- No Survey
- HRA 2018 Survey (See Pickrell et al 2018)



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HRA PROJECT SAMMAMISH JUANITA 2019 RESULTS MAP

PROJ./COORD. UTM	DATUM	SCALE	CONTRACTOR NAME
Zone 10	NAD83	1:2,000	PSE
MAP COUNT	DATE	PROJECT NAME	
Page 1 of 29	17 Feb 2020	Sammamish Juanita	

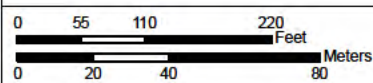


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Source: Esri DigitalGlobe GeoEye Earthstar
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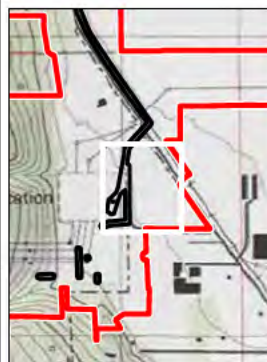
Archaeological Inventory Results

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HRA PROJECT SAMMAMISH JUANITA 2019 RESULTS MAP

PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:2,000	CONTRACTOR NAME PSE
MAP COUNT Page 2 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	



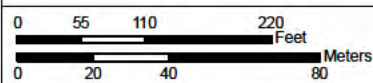
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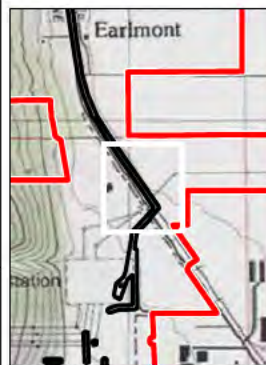
Archaeological Inventory Results

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- ▨ Access Road Footprint
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HRA PROJECT SAMMAMISH JUANITA 2019 RESULTS MAP

PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:2,000	CONTRACTOR NAME PSE
MAP COUNT Page 3 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	



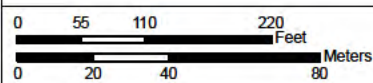
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MAP COUNT Page 4 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	

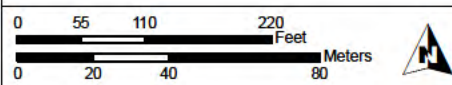


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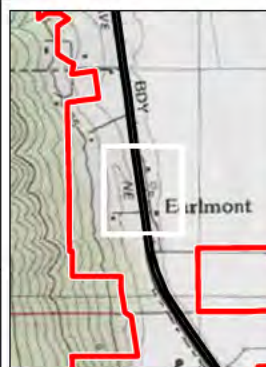
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PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:2,000	CONTRACTOR NAME PSE
MAP COUNT Page 5 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	

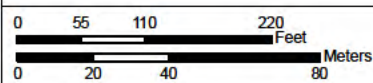


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PROJ / COOR. UTM Zone 10	DATUM NAD83	SCALE 1:2,000	CONTRACTOR NAME PSE
MAP COUNT Page 6 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	



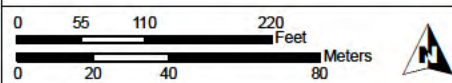
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PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:2,000	CONTRACTOR NAME PSE
MAP COUNT Page 7 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	

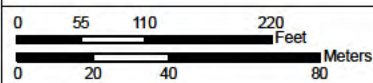


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MAP COUNT Page 8 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	

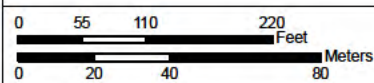


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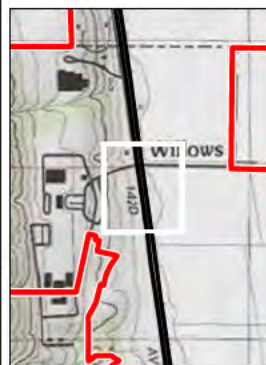
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PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:2,000	CONTRACTOR NAME PSE
MAP COUNT Page 9 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	



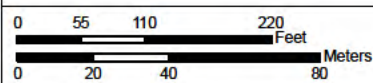
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PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:2,000	CONTRACTOR NAME PSE
MAP COUNT Page 10 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	

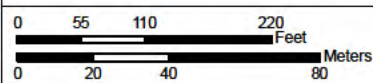


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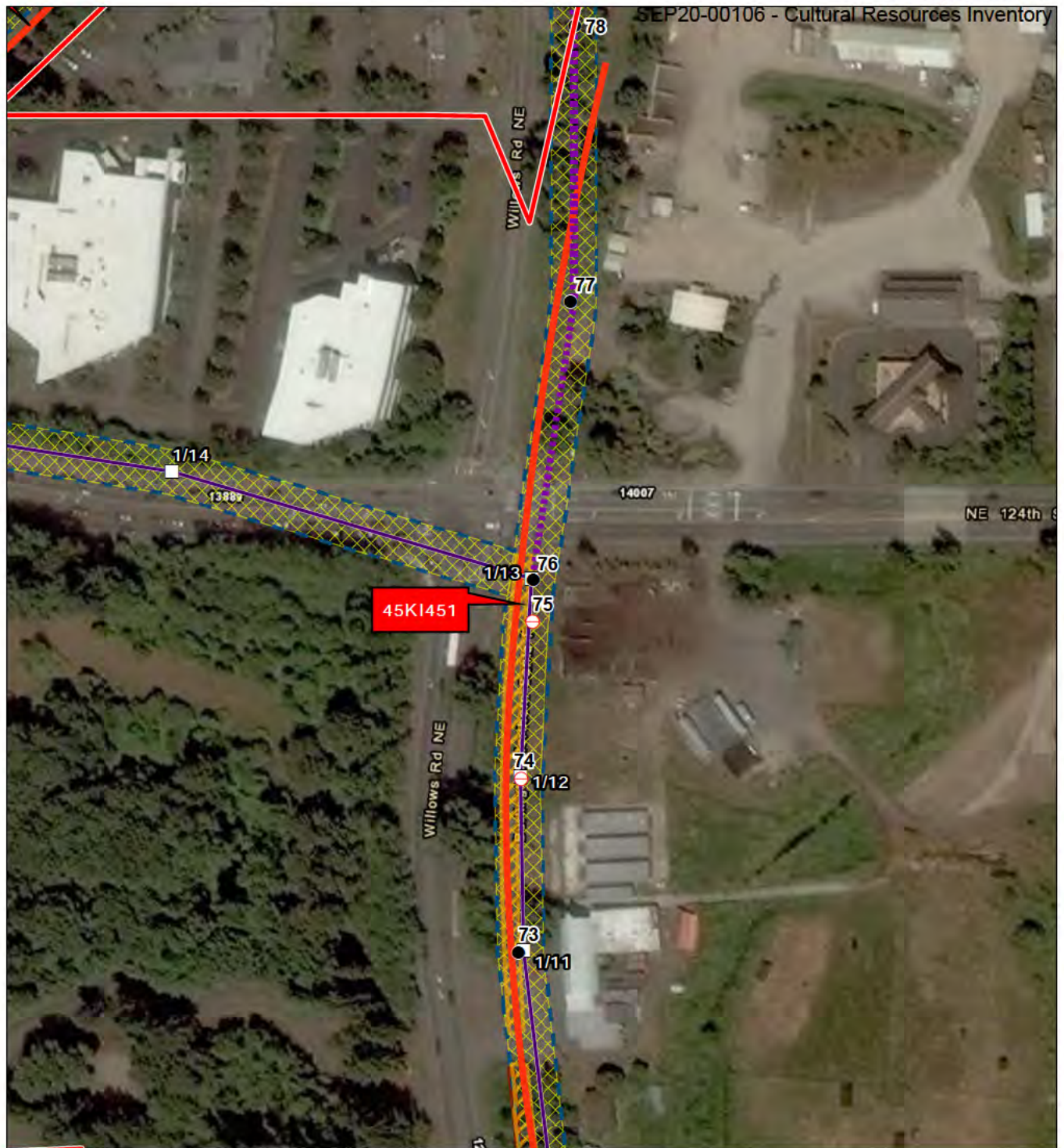
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MAP COUNT Page 11 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	



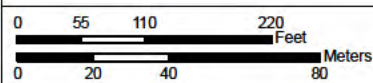
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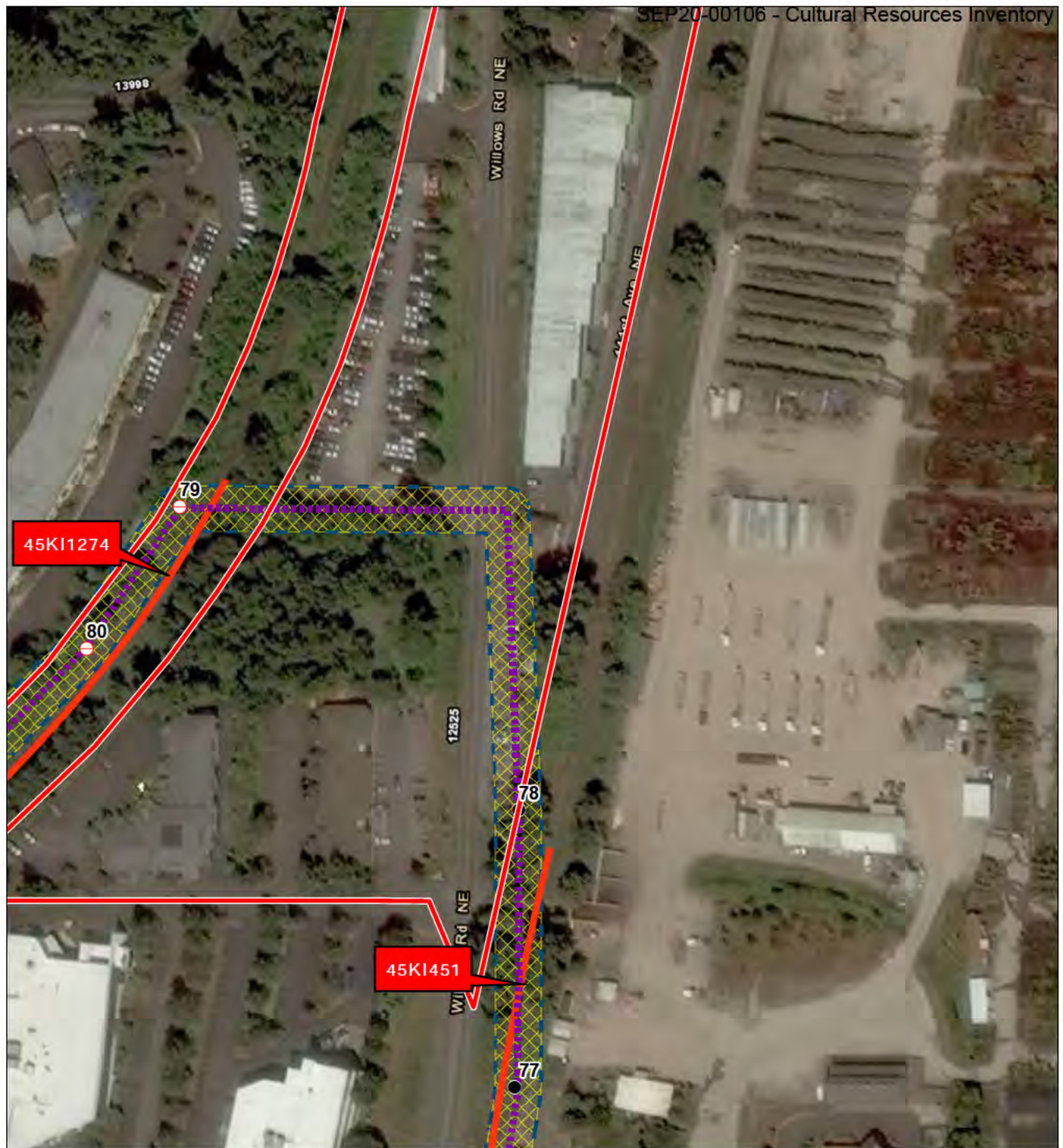
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MAP COUNT Page 12 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	



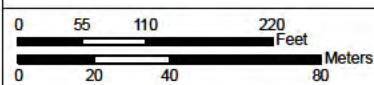
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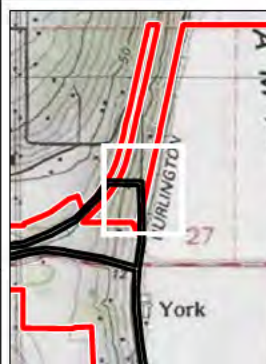
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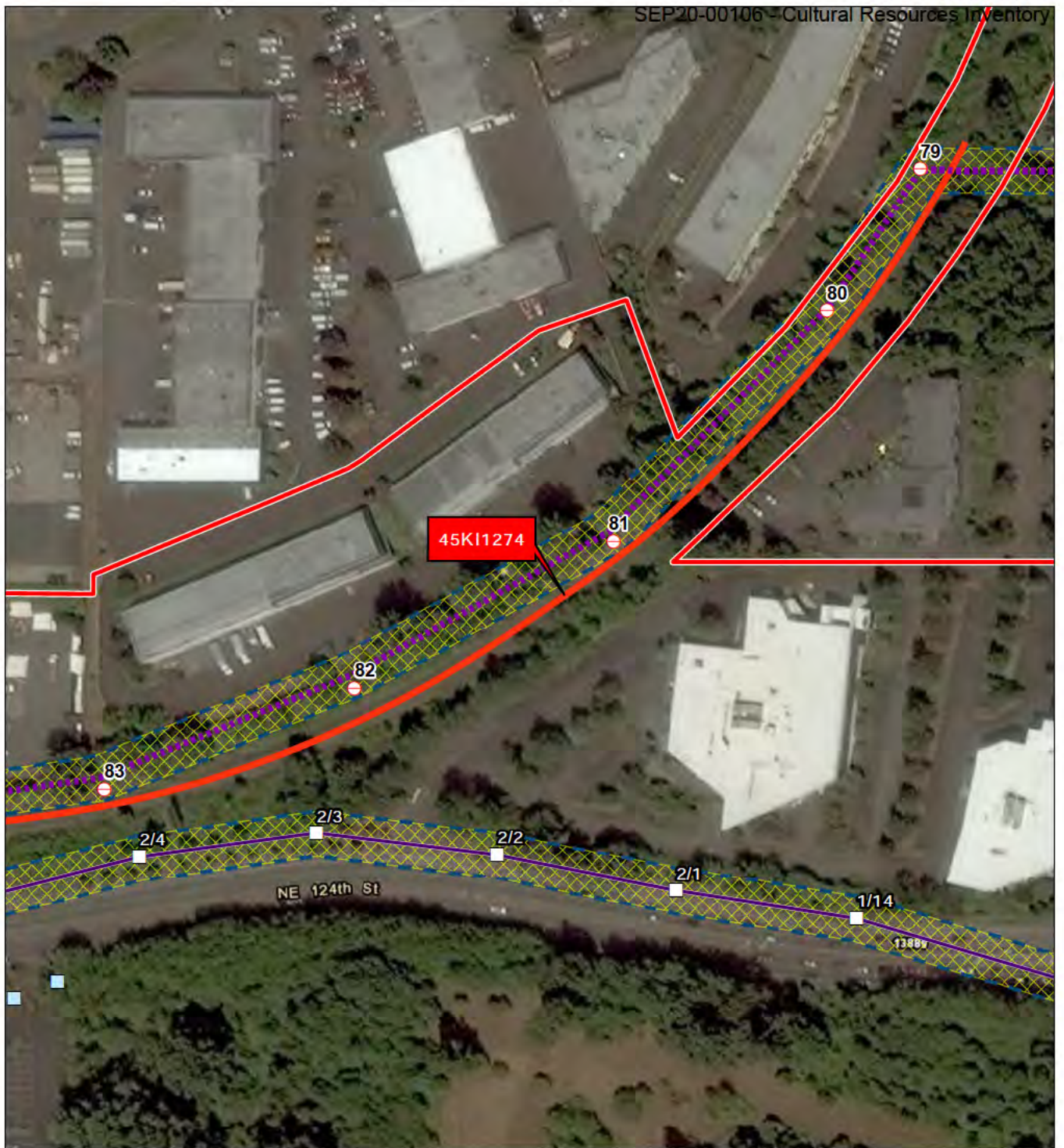
HRA PROJECT SAMMAMISH JUANITA 2019 RESULTS MAP

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MAP COUNT Page 13 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	



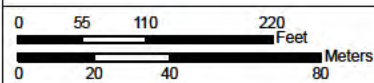
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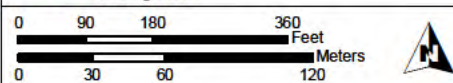
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PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:3,086	CONTRACTOR NAME PSE
MAP COUNT Page 15 of 29	DATE 18 Feb 2020	PROJECT NAME Sammamish Juanita	

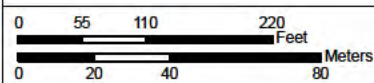


Source Info: Service Layer Credits: Esri HERE Garmin
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Geographics CNES/Airbus DS USDA USGS AeroGRID
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Archaeological Inventory Results

- Shovel Probe:
 Contained Temporally Nondiagnostic Materials or Historic-Period Artifacts in Fill
- New Pole Location
 □ Replacement Pole Location
- Transmission Line Alignment
 - - - - - 2017 Transmission Line Alignment
- Linear Archaeological Site
 □ Archaeological Survey Area
 □ Proposed APE
 □ HRA Survey Coverage (10-20 m Transects)
 □ No Survey



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HRA PROJECT SAMMAMISH JUANITA 2019 RESULTS MAP








PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:2,000	CONTRACTOR NAME PSE
MAP COUNT Page 16 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	

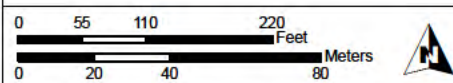


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Archaeological Inventory Results

-  Shovel Probe: Contained Temporally Nondiagnostic Materials or Historic-Period Artifacts in Fill
 New Pole Location
 Transmission Line Alignment
 Linear Archaeological Site
 Archaeological Survey Area
 Proposed APE
 HRA Survey Coverage (10-20 m Transects)



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HRA PROJECT
SAMMAMISH JUANITA
2019 RESULTS MAP

PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:2,000	CONTRACTOR NAME PSE
MAP COUNT Page 17 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	



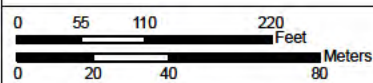
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Archaeological Inventory Results

- ⊖ Shovel Probe: Negative
- Shovel Probe: Contained Temporally Nondiagnostic Materials or Historic-Period Artifacts in Fill
- New Pole Location
- Transmission Line Alignment
- Linear Archaeological Site
- Archaeological Survey Area
- Proposed APE
- HRA Survey Coverage (10-20 m Transects)



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PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:2,000	CONTRACTOR NAME PSE
MAP COUNT Page 18 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	



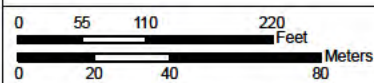
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Archaeological Inventory Results

- ⊖ Shovel Probe: Negative
- Shovel Probe: Contained Temporally Nondiagnostic Materials or Historic-Period Artifacts in Fill
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- ▭ Proposed APE
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MAP COUNT Page 19 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	

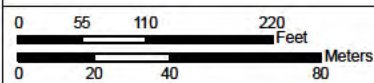


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Archaeological Inventory Results

- ⊖ Shovel Probe: Negative
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- ▤ Archaeological Survey Area
- ▭ Proposed APE
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MAP COUNT Page 20 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	



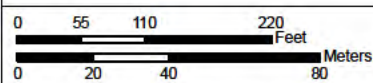
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Archaeological Inventory Results

- ⊖ Shovel Probe: Negative
- New Pole Location
- Transmission Line Alignment
- Linear Archaeological Site
- ⊞ Archaeological Survey Area
- ⬡ Proposed APE
- ⊞ HRA Survey Coverage (10-20 m Transects)



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PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:2,000	CONTRACTOR NAME PSE
MAP COUNT Page 21 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	

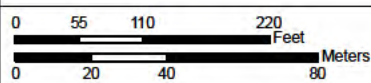


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Archaeological Inventory Results

- ⊖ Shovel Probe: Negative
- ⊙ Shovel Probe: Contained Temporally Nondiagnostic Materials or Historic-Period Artifacts in Fill
- New Pole Location
- Transmission Line Alignment
- Archaeological Survey Area
- ▭ Proposed APE
- ▨ HRA Survey Coverage (10-20 m Transects)



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PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:2,000	CONTRACTOR NAME PSE
MAP COUNT Page 22 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	

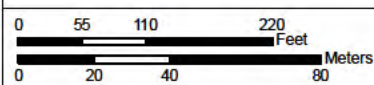


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Archaeological Inventory Results

- New Pole Location
- Archaeological Survey Area
- Transmission Line Alignment
- Proposed APE
- HRA Survey Coverage (10-20 m Transects)



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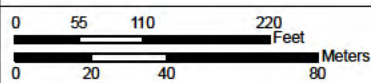
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SEP20-00106 - Cultural Resources Inventory

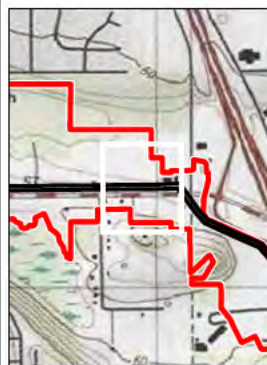


Archaeological Inventory Results

- New Pole Location
- Archaeological Survey Area
- Transmission Line Alignment
- Proposed APE
- HRA Survey Coverage (10-20 m Transects)



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2019 RESULTS MAP

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MAP COUNT Page 24 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	

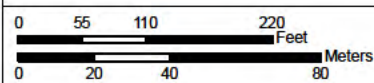


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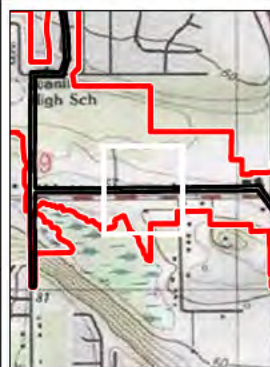
Archaeological Inventory Results

- New Pole Location
- Archaeological Survey Area
- Transmission Line Alignment
- Proposed APE
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MAP COUNT Page 25 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	



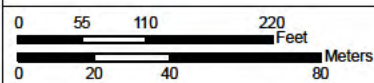
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Archaeological Inventory Results

- ⊖ Shovel Probe: Negative
- ⊖ Archaeological Survey Area
- ⊖ Replacement Pole Location
- ⊖ Proposed APE
- ⊖ Transmission Line Alignment
- ⊖ HRA Survey Coverage (10-20 m Transects)
- ⊖ No Survey



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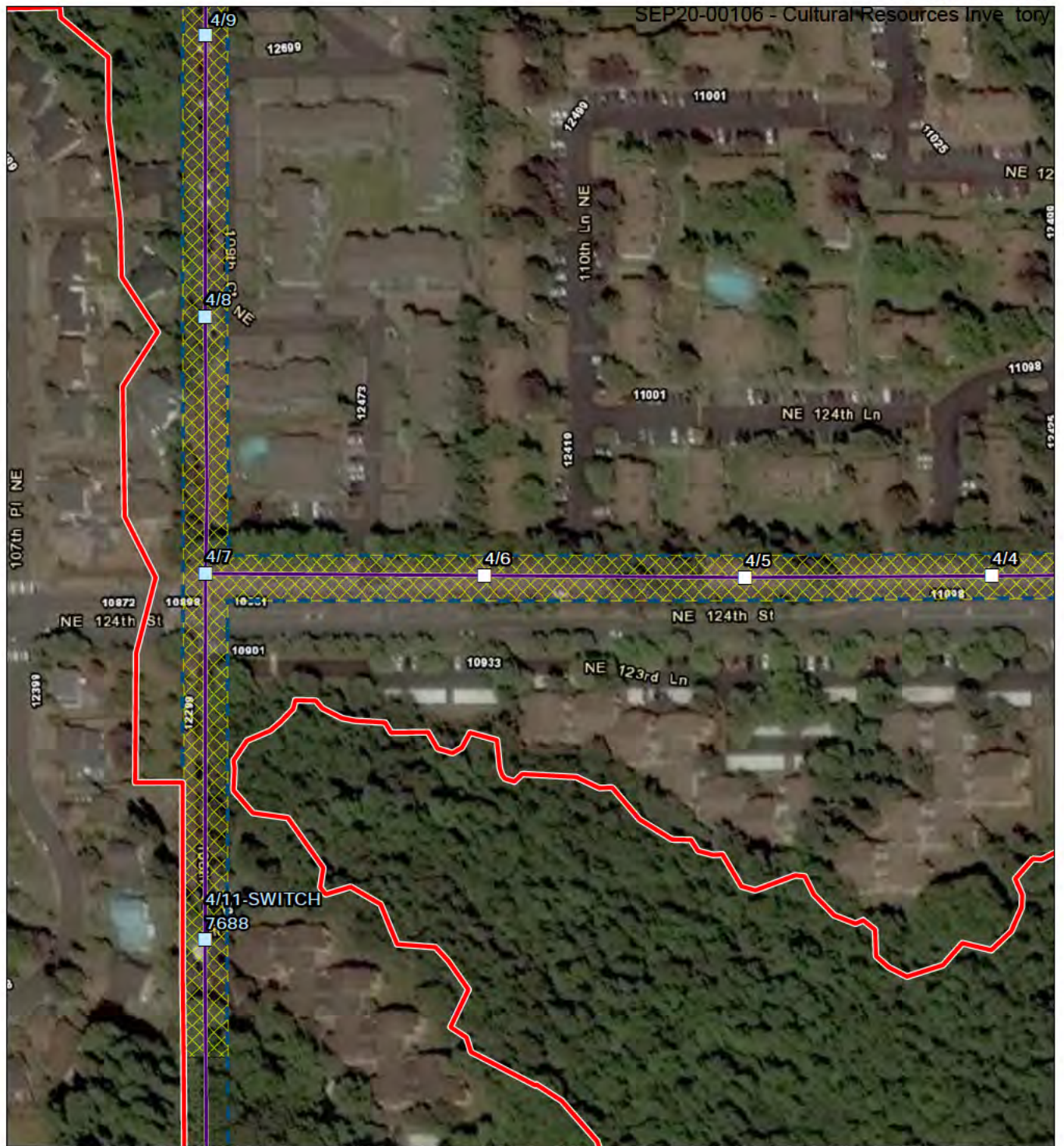
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MAP COUNT Page 26 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	



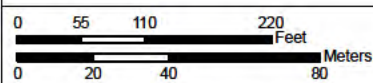
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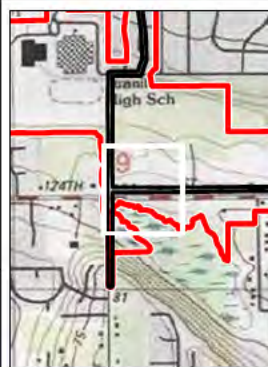
Archaeological Inventory Results

- New Pole Location
- Replacement Pole Location
- Transmission Line Alignment
- Archaeological Survey Area
- Proposed APE
- HRA Survey Coverage (10-20 m Transects)
- No Survey



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MAP COUNT Page 27 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	

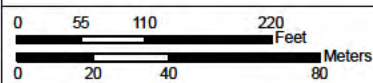


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Archaeological Inventory Results

- ⊖ Shovel Probe: Negative
- Shovel Probe: Contained Temporally
- Nondiagnostic Materials or Historic-Period Artifacts in Fill
- Replacement Pole Location
- Transmission Line Alignment
- Archaeological Survey Area
- Proposed APE
- HRA Survey Coverage (10-20 m Transects)



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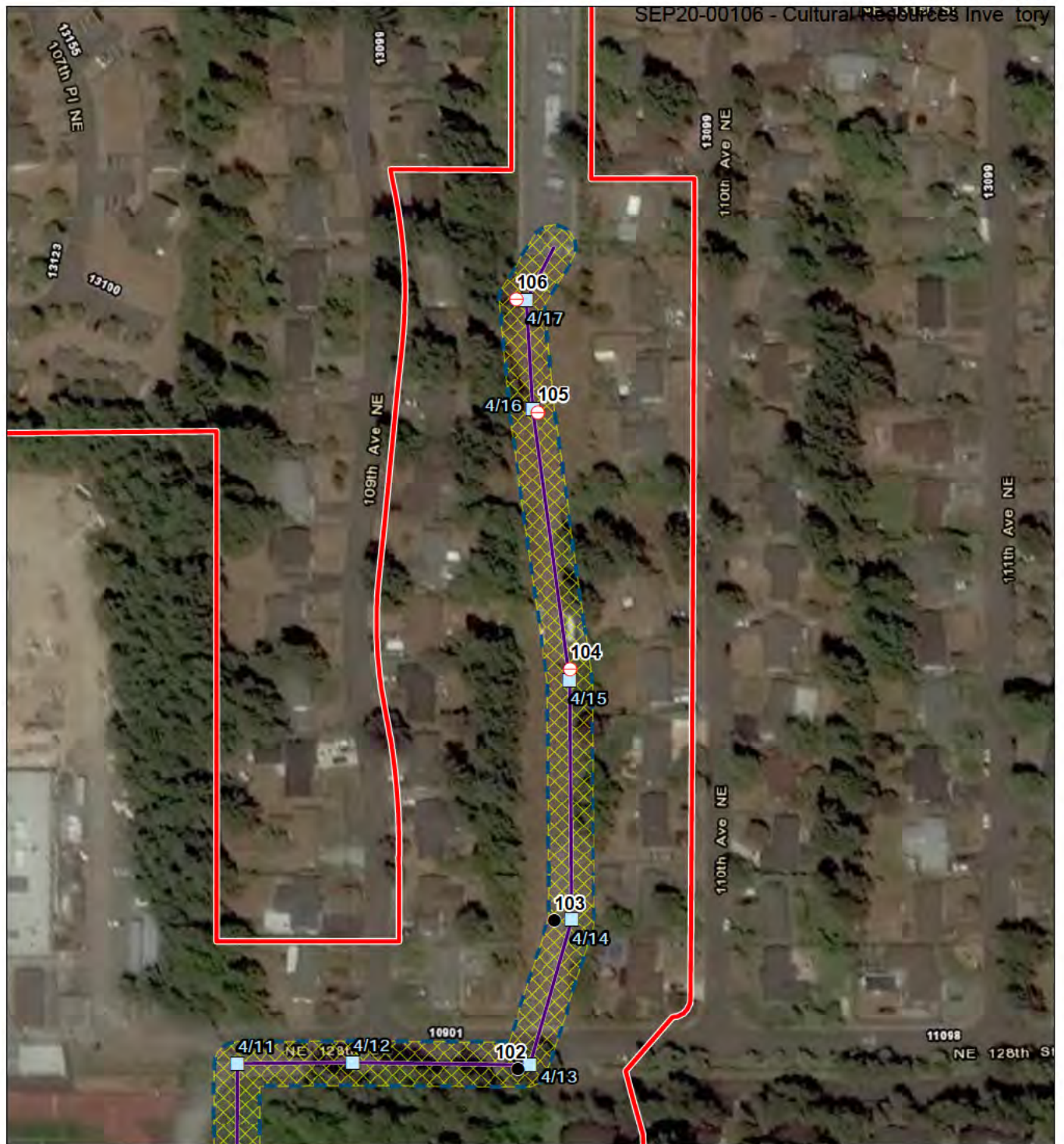
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MAP COUNT Page 28 of 29	DATE 17 Feb 2020	PROJECT NAME Sammamish Juanita	



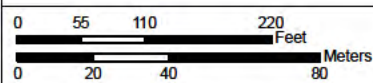
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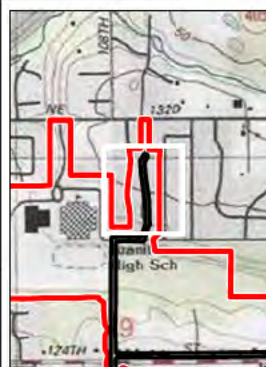
Archaeological Inventory Results

- ⊖ Shovel Probe: Negative
- Shovel Probe: Contained Temporally Nondiagnostic Materials or Historic-Period Artifacts in Fill
- Replacement Pole Location
- Transmission Line Alignment
- ▭ Archaeological Survey Area
- ▭ Proposed APE
- ▭ HRA Survey Coverage (10-20 m Transects)



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Appendix F: Draft Archaeological Site Forms - Confidential



STATE OF WASHINGTON ARCHAEOLOGICAL SITE INVENTORY FORM UPDATE

Smithsonian Number: 45KI451

County: King

Date: 11/05/2019

Human Remains?

DAHP Case No.:

Compiled By: Jordan Pickrell

Archaeological Sites are exempt from public disclosure per RCW 42.56.300

SITE DESIGNATION

Site Name: Northern Pacific Railway Lake Washington Beltline (abandoned segment)

Field/ Temporary ID:

Site Type: Historic Railroad Property

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for determination of eligibility meet the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the site

☐ meets ☐ does not meet the National Register Criteria.

I recommend that this property be considered significant at the following level(s) of significance:

Criteria

Statement of Significance

Integrity

SHPO Determination

Eligibility

Determined On

Determined By

SHPO Comments

ARCHAEOLOGICAL SITE INVENTORY FORM

Page 2 of 18

SITE LOCATION				
USGS Quad Map Name(s): Kirkland, WA				
T: 26 N	R: 05	E/W: E	Section: 27 and 34	
T: 25 N	R: 05	E/W: E	Section: 3	
UTM: Zone: 10	Easting 563496	Northing 5284746		
Latitude:	Longitude:	Elevation (ft/m): 36-39 ft		
Drainage, Major: Lake Washington		Drainage, Minor: Bear Creek-Sammamish River		
River Mile: n/a				
Aspect:		Slope:		
Location Description (General to Specific): The segment of the railroad alignment recorded on this site form update is located along the western edge of the Sammamish Valley, in the City of Redmond and unincorporated King County. It runs parallel to Willows Rd. NE, from NE 100th Ct. to just north of NE 124th St.				
Directions (For Relocation Purposes): From Seattle, take SR 520 heading east, then proceed onto I-405 N. From I-405 N, take exit 20B for NE 124th St/Totem Lake Blvd. NE. Turn right (east) onto NE 124th St. Drive 1.3 miles (mi) to reach Willows Rd. NE. The site is within a former railroad right-of-way (ROW) immediately east of Willows Rd. NE.				
SITE DESCRIPTION				
Narrative Description: HRA recorded a new segment of the SLS&E railroad grade (45KI451) adjacent to Willows Rd. NE in the city of Redmond and unincorporated King County. The recorded segment is limited to the archaeological survey corridor for a transmission line project. It extends approximately 1.6 mi from just north of the intersection with NE 124 th St. to NE 100 th Ct. (Overlake Christian Church), where the alignment continues as a previously recorded segment of the site. The SLS&E Railroad Company was established in 1885 by Thomas Burke, Daniel Gilman, and ten other investors, who were concerned with keeping Seattle's status as a leading port on the Puget Sound as transcontinental railroad routes approached the region. Construction of the 63 mi long, single-track SLS&E between 1887 and 1888 fostered early industrial development within the region. The track extended from Seattle, north of Lake Washington, to Woodinville, then southeast through Redmond and Fall City (Allen and O'Brien 2007; Bagley 1929; MacIntosh 1999a, 1999b). The SLS&E provided reliable transportation for goods (primarily coal and timber) and people, helping fortify the success of settlements east of Seattle, including Kirkland and Redmond. By 1889, freight and passenger services reached Redmond. The 1890s were a turbulent decade for the Puget Sound and the nation. Economic trends during that decade impacted railroad companies and resulted in a series of ownership shifts for the network of rail lines in place and under construction at the end of the nineteenth century. By 1901, the former SLS&E Railroad Company holdings had been obtained by the NPRR (Armbruster 1999; Cheever 1949). The lines are shown on historic-period railroad maps and title plats from the early to mid-twentieth century (McGill-Warner Co. 1928, 1952; Rand McNally 1908; Sullivan 2015a, 2015b).				

ARCHAEOLOGICAL SITE INVENTORY FORM

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Site Dimensions (Overall Site Dimensions):**Length:** 1.6 mi**Direction:** N-S**Width:** 18 ft**Direction:** E-W**Method of Horizontal Measurement:**

handheld tablet with ArcGIS Collector app

Depth: 0-5 ft above surface**Method of Vertical Measurement:** tape measure and visual estimate**Vegetation (On Site):** Himalayan blackberry, alder, Scotch broom**Local:** same**Regional:** Tsuga heterophylla Zone**Landforms (On Site):** floodplain**Local:** uplands and floodplains**Regional:** Puget Lowlands**Water Resources (Type):** River**Distance:** 0.5 mi**Permanence:** Permanent**CULTURAL MATERIALS AND FEATURES****Narrative Description (Specific Inventory Details):**

The newly recorded segment contains three distinct, continuous sections. Section 1 consists of intact railroad grade with rails, ties, and hardware on a raised railroad ballast berm (Photographs 1 through 5), extending from just north of NE 124th St. approximately 1,362 ft to the southeast, parallel to Willows Rd. NE. The surface of the berm is 15 ft wide, raised between 0 and 5 ft above the surrounding landscape. At its widest, the base of the berm measures approximately 18 ft wide. One associated asphalt street crossing with post-mounted flashing light signal was identified at the intersection of the Willows Rd. NE and NE 124th St.

Section 2 is a remnant railroad grade consisting of raised berm that has been converted into a gravel access road/trail for approximately 1,173 linear ft, from the end of Section 1 to the intersection with NE 116th St. (Photograph 6). The rails, ties, and hardware have been removed and/or possibly buried beneath modern gravel used to widen the corridor in this area. Road construction machinery was staged in a parking area along the corridor north of NE 116th St. in 2019.

Section 3, approximately 5,850 ft long and 12 ft wide at the surface, is remnant railroad grade without rails, ties, or hardware that has been modified with the surrounding landscaping (Photograph 7). The height of the berm varies from 0–7 ft above grade. Near the Willows Run Golf Course parking area, the grade has been flattened and the corridor is used as overflow parking for golfers (Figure 7-12). In front of Overlake Christian Church, at NE 100th Ct., the berm is raised above the adjacent ditch and landscaped manicured lawn, to approximately 5 ft high (Photograph 8).

There are five concrete pipe culverts installed through the railroad berm to allow for cross drainage at the base of the berm. Each single pipe culvert is circular in shape with a 3 ft diameter (Photograph 9). Cement pipe culverts were manufactured beginning in the mid- to late nineteenth century. This technology is still being manufactured and installed for irrigation and drainage purposes in the present (Hill and Griffith Company 2016).

Method of Collection: N/A**Location of Artifacts (Temporary/Permanent):** N/A

ARCHAEOLOGICAL SITE INVENTORY FORM

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SITE AGE		
Component Type Historic Dates 1887-1972 Dating Method archival research Phase Basis for Phase Designation		
SITE RECORDERS		
Observed by: Jenny Dellert and Chris Yamamoto Address: 1904 Third Ave, Seattle, WA 98101 Date Recorded: 4/5/2017 Recorded by (Professional Archaeologist): Jordan Pickrell Organization: Historical Research Associates, Inc Phone Number: 206-343-0226 Address: 1904 Third Ave, Seattle, WA 98101 E-mail: jpickrell@hrassoc.com		
SITE HISTORY		
Previous Work: <p>Site 45KI451 consists of discontinuous segments of the former SLS&E Railroad alignment, which later came under the ownership of Northern Pacific Railroad (NPRR). Various segments of the SLS&E Railroad grade have been recorded in King County: as archaeological site 45KI451 (Berger 2014b; Chambers 2012a, 2012b; Gilpin and Gillespie 2010; Hamilton and Johnson 2004; Hoyt and Johnson 2011; Hudson and Nelson 1997; LeTourneau 2005; LeTourneau and Sundberg 2009; Luttrell 2007; Murphy and Iversen 2000; Nelson 2001; Norman 2001; Sparks 2006; Wilt 2012).</p> <p>The newly recorded resource is the northern extension of the Site 45KI451 segment documented in advance of construction of the Redmond Connector Trail (Berger 2014a). DAHP assessed the site not eligible for listing in the NRHP in advance of this site form update (Sterner 2010). From NE 124th St. north to Woodinville, the railroad alignment was documented on an HPI form. DAHP assessed that portion of the alignment eligible for listing in the NRHP in 2017 (Valentino and Lothrop 2014).</p>		
LAND OWNERSHIP		
Owner	Address	Parcel
King County Parks		2726059147
City of Redmond		0325059019, 2726059140,
2726059145, 3426059023		

ARCHAEOLOGICAL SITE INVENTORY FORM

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ARCHAEOLOGICAL SITE INVENTORY FORM

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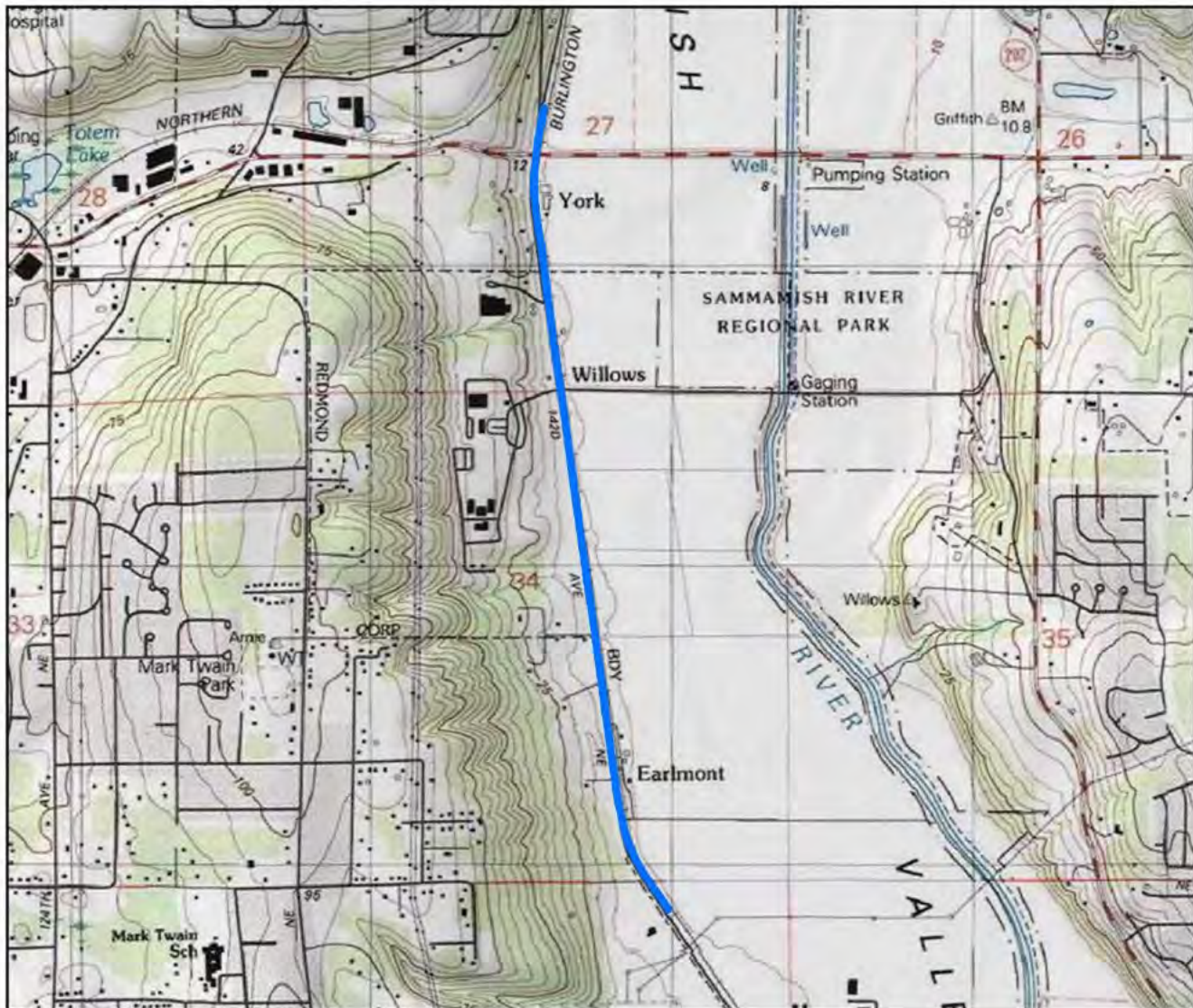
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ARCHAEOLOGICAL SITE INVENTORY FORM

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USGS MAP



45KI451 Location Map

 New Segment of 45KI451

Location Map
Date: 11/6/2019



HISTORICAL
RESEARCH
ASSOCIATES, INC.

Coord/Projection
NAD 1983 UTM Zone 10N
Transverse Mercator

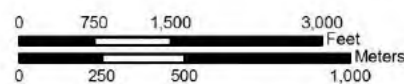
Datum
NAD83

Scale
1:24,000

Township/Range
T26N R5E, T25N R5E

Quadrangle
Kirkland, WA

Service Layer Credits: Copyright:© 2013 National Geographic Society, i-cubed



Historical Research Associates, Inc., Seattle, WA

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This aerial map shows the proposed 118th St Bridge crossing the Missouri River. The bridge is highlighted in yellow and blue. The map includes street names such as NE 124th St, NE 123rd St, NE 122nd St, NE 121st St, NE 120th St, NE 119th St, NE 118th St, NE 117th St, NE 116th St, NE 115th St, NE 114th St, NE 113th St, NE 112th St, NE 111th St, NE 110th St, NE 109th St, NE 108th St, NE 107th St, NE 106th St, NE 105th St, NE 104th St, NE 103rd St, NE 102nd St, NE 101st St, NE 100th St, NE 99th St, NE 98th St, NE 97th St, NE 96th St, NE 95th St, NE 94th St, NE 93rd St, NE 92nd St, NE 91st St, NE 90th St, NE 89th St, NE 88th St, NE 87th St, NE 86th St, NE 85th St, NE 84th St, NE 83rd St, NE 82nd St, NE 81st St, NE 80th St, NE 79th St, NE 78th St, NE 77th St, NE 76th St, NE 75th St, NE 74th St, NE 73rd St, NE 72nd St, NE 71st St, NE 70th St, NE 69th St, NE 68th St, NE 67th St, NE 66th St, NE 65th St, NE 64th St, NE 63rd St, NE 62nd St, NE 61st St, NE 60th St, NE 59th St, NE 58th St, NE 57th St, NE 56th St, NE 55th St, NE 54th St, NE 53rd St, NE 52nd St, NE 51st St, NE 50th St, NE 49th St, NE 48th St, NE 47th St, NE 46th St, NE 45th St, NE 44th St, NE 43rd St, NE 42nd St, NE 41st St, NE 40th St, NE 39th St, NE 38th St, NE 37th St, NE 36th St, NE 35th St, NE 34th St, NE 33rd St, NE 32nd St, NE 31st St, NE 30th St, NE 29th St, NE 28th St, NE 27th St, NE 26th St, NE 25th St, NE 24th St, NE 23rd St, NE 22nd St, NE 21st St, NE 20th St, NE 19th St, NE 18th St, NE 17th St, NE 16th St, NE 15th St, NE 14th St, NE 13rd St, NE 12th St, NE 11th St, NE 10th St, NE 9th St, NE 8th St, NE 7th St, NE 6th St, NE 5th St, NE 4th St, NE 3rd St, NE 2nd St, NE 1st St. The map also shows the Missouri River, the 118th St Bridge, and surrounding land use.

Previously Recorded Segment- Paved Trail



Source Information HRA Seattle

ARCHAEOLOGICAL SITE INVENTORY FORM

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Photographs, Tables and Additional Information



Photo ID Photograph 1.jpg

Title

Year Taken 2017

Is Circa? ☐Notes Overview of intact rails, ties, and hardware north of NE 124th St., view south.

Type

Photo View South

Source

Copyright ☐

ARCHAEOLOGICAL SITE INVENTORY FORM

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Photographs, Tables and Additional Information



Photo ID Photograph 2.png

Title

Year Taken 2017

Is Circa? ☐

Notes Close-up of intact rails, ties, and hardware.

Type

Photo View North

Source

Copyright ☐

ARCHAEOLOGICAL SITE INVENTORY FORM

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Photographs, Tables and Additional Information



Photo ID Photograph 3.png

Title

Year Taken 2017

Is Circa? ☐

Notes Close-up of intact rails and joint (fishplate) view east.

Type

Photo View East

Source

Copyright ☐

ARCHAEOLOGICAL SITE INVENTORY FORM

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Photographs, Tables and Additional Information



Photo ID Photograph 4.png

Title

Year Taken 2017

Is Circa? ☐

Notes Close-up of intact rails with tie plates and spikes, view east.

Type

Photo View east

Source

Copyright ☐

ARCHAEOLOGICAL SITE INVENTORY FORM

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Photographs, Tables and Additional Information



Photo ID Photograph 5.png

Title

Year Taken 2017

Is Circa? ☐

Notes Overview of intact rails and ties overgrown with vegetation, view north.

Type

Photo View north

Source

Copyright ☐

ARCHAEOLOGICAL SITE INVENTORY FORM

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Photographs, Tables and Additional Information



Photo ID Photograph 6.png

Title

Year Taken 2017

Is Circa? ☐

Notes Overview of grade covered with modern gravel. Adjacent to Sammamish Valley Community Park.

Type

Photo View south

Source

Copyright ☐

ARCHAEOLOGICAL SITE INVENTORY FORM

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Photographs, Tables and Additional Information



Photo ID Photograph 7.png

Title

Year Taken 2017

Is Circa? ☐

Notes Overview of grade covered in gravel and grass. Rails and ties are removed or buried. Adjacent to Willows Run Golf Course.

Type

Photo View north

Source

Copyright ☐

ARCHAEOLOGICAL SITE INVENTORY FORM

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Photographs, Tables and Additional Information



Photo ID Photograph 8.png

Title

Year Taken 2017

Is Circa? ☐Notes Overview of raised grade near Overlake Christian Church at NE 100th Ct.

Type

Photo View northwest

Source

Copyright ☐

ARCHAEOLOGICAL SITE INVENTORY FORM

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Photographs, Tables and Additional Information



Photo ID Photograph 9.png

Title

Year Taken 2019

Is Circa? ☐

Notes Cylindrical concrete pipe culvert at base of railroad berm in new segment of Site 45KI451, view southwest

Type

Photo View southwest

Source

Copyright ☐



STATE OF WASHINGTON ARCHAEOLOGICAL SITE INVENTORY FORM UPDATE

Smithsonian Number: 45KI1274

County: King

Date: 11/05/2019

Human Remains?

DAHP Case No.:

Compiled By: Jordan Pickrell

Archaeological Sites are exempt from public disclosure per RCW 42.56.300

SITE DESIGNATION

Site Name: Northern Pacific Railway Lake Washington Beltline (abandoned segment)

Field/ Temporary ID:

Site Type: Historic Railroad Property

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for determination of eligibility meet the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the site

☐ meets ☐ does not meet the National Register Criteria.

I recommend that this property be considered significant at the following level(s) of significance:

Criteria

Statement of Significance

Integrity

SHPO Determination

Eligibility

Determined On

Determined By

SHPO Comments

ARCHAEOLOGICAL SITE INVENTORY FORM

Page 2 of 15

SITE LOCATION

USGS Quad Map Name(s): Kirkland, WA

T: 26 N

R: 05

E/W: E

Section: 27, 28

UTM: Zone: 10

Easting 561439

Northing 5283889

Latitude:

Longitude:

Elevation (ft/m): 113-158 ft

Drainage, Major: Lake Washington

Drainage, Minor: Lake Washington-Sammamish River, Bear Creek-Sammamish River

River Mile: n/a

Aspect:

Slope:

Location Description (*General to Specific*): The segment of the railroad alignment recorded on this site form update is located on an upland east of Lake Washington. It runs through Totem Lake, from I-405 east toward the Sammamish Valley.

Directions (*For Relocation Purposes*): From Seattle, take SR 520 heading east, then proceed onto I-405 N. From I-405 N, take exit 20B for NE 124th St/Totem Lake Blvd. NE. Turn right (east) onto NE 124th St. Drive 0.2 miles (mi) to reach Totem Lake Blvd. NE. The site is within a former railroad right-of-way (ROW) that crosses Totem Lake Blvd. just north of the intersection.

SITE DESCRIPTION

Narrative Description:

This update documents a segment of the former Northern Pacific Railroad (NPRR) Lake Washington Beltline, which ran from Renton, through Woodinville, to Snohomish. This segment of the line is in the City of Kirkland. It extends 7,519 ft, from approximately I-405 heading northeast, to just south of 139th Ave. NE. The western portion of the recorded alignment has been converted into the Cross Kirkland Corridor interim trail.

The Seattle, Lake Shore & Eastern Railroad began construction of the line in 1890, but economic turmoil in that decade forced the project to be put on hold. The NPRR completed the Lake Washington Beltline in 1904. The NPRR operated the line until 1970, when the company merged with several others to become Burlington Northern (Cheever 1949; MacDonald 2000; Renz 1980). At the turn of the twenty-first century, the route was being used by the Spirit of Washington Dinner Train, Boeing, and other local companies. The grade was abandoned by 2013, when the rails and ties were removed from a portion of the alignment (City Of Kirkland 2016). Additional history of the railroad is presented in the previous site form and HPIs (Allen and O'Brien 2007; Emerson 2014; Gilpin 2011; Thomas 2016; Valentino and Parvey 2010).

ARCHAEOLOGICAL SITE INVENTORY FORM

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Site Dimensions (Overall Site Dimensions):**Length:** 1.4 mi **Direction:** E-W **Width:** ~25 ft **Direction:** N-S**Method of Horizontal Measurement:** handheld tablet with ArcGIS Collector app**Depth:** 1-17 ft **Method of Vertical Measurement:** tape measure and visual estimate**Vegetation** (*On Site*): blackberry, alder, Scotch broom, cattails, horsetails, reeds**Local:** same **Regional:** Tsuga heterophylla Zone**Landforms** (*On Site*): upland**Local:** uplands and floodplains**Regional:** Puget Lowlands**Water Resources** (*Type*): Lake**Distance:** 250 ft**Permanence:** Permanent**CULTURAL MATERIALS AND FEATURES****Narrative Description** (Specific Inventory Details):

Sections within this segment of Site 45KI1274 exhibited different material characteristics. The eastern end, between 132nd Ave. NE and Willows Rd. NE had intact rails, ties, and hardware (Photographs 1 through 4). In the western section, between NE 116th St. and 132nd Ave. NE, the rails, ties, and hardware were removed, and the grade was converted to a gravel trail, the CKC interim trail (Photographs 5 and 6). Areas along the gravel trail that approached or crossed streets, sidewalks, and driveways are paved. One asphalt street crossing with post-mounted signal and a stop sign was identified where 135th Ave. NE intersects the alignment (Photograph 7). One asphalt street crossing with cantilever flashing signal was identified at the intersection with 132nd Ave. NE. A small portion of the site is covered with grass sod in a traffic median at the intersection of NE 124th St. and Totem Lake Blvd. NE (Photograph 8).

The intact portion of the grade was trapezoidal in cross-section. Vertical depth of grade varied from a flat surface in the graveled portion (western end) to approximately 10 ft high in the far eastern end (Figures 7-17 through 7-19). The grade's width varied from 18–25 ft. The rails were approximately 2.5 inches wide and held together intermittently with fishplates (joints) and bolts. Iron spikes fastened the rails in place to the ties. The wooden ties were treated with creosote and measured approximately 8 ft 8 inches by 8.5 inches by 7.25 inches, with gaps of 10–24 inches between ties.

Method of Collection: N/A**Location of Artifacts** (*Temporary/Permanent*): N/A

ARCHAEOLOGICAL SITE INVENTORY FORM

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SITE AGE		
Component Type Historic Dates 1890-2012 Dating Method archival research Phase Basis for Phase Designation		
SITE RECORDERS		
Observed by: Jenny Dellert and Chris Yamamoto Address: 1904 Third Ave, Seattle, WA 98101 Date Recorded: 4/5/2017 Recorded by (Professional Archaeologist): Jordan Pickrell Organization: Historical Research Associates, Inc Phone Number: 206-343-0226 Address: 1904 Third Ave, Seattle, WA 98101 E-mail: jpickrell@hrassoc.com		
SITE HISTORY		
<p>Previous Work: The NPRR Lake Washington Beltline was first recorded on an HPI form in 2007. At the time, the resource was being used by the Spirit of Washington Dinner Train, Boeing, and other companies (City of Kirkland 2016). DAHP assessed the resource as eligible for listing in the NRHP (Allen and O'Brien 2007). The City of Kirkland purchased a 5.75-mile section of the railroad corridor in 2012. They removed the rails and ties from that portion of the alignment in 2013, in advance of paving the alignment for a mixed-use pedestrian and bicycle trail (City of Kirkland 2016). The gravel interim trail portion was recorded on an HPI form in 2017 and assessed as not eligible for listing in the NRHP by DAHP in 2018 (Trautman 2017). Segments of the grade and associated bridges outside of the proposed APE have been previously documented on an archaeological site form (45KI1274) and HPI forms (Emerson 2014; Gilpin 2011; Thomas 2016; Valentino and Parvey 2010). A portion of the NPRR Lake Washington Beltline includes the Wilburton Trestle, which is listed in the WHR (Thomas 2016). Two additional segments in Bellevue were inventoried in 2010–2011 and determined not eligible by Sound Transit and the Federal Transit Administration (FTA) (Gilpin 2011). Other previously recorded segments were recommended not eligible for listing in the NRHP (Emerson 2014; Valentino and Parvey 2010).</p>		
LAND OWNERSHIP		
Owner	Address	Parcel
King County Parks		2726059019, 2826059202
City of Kirkland		2826059027

ARCHAEOLOGICAL SITE INVENTORY FORM

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RESEARCH REFERENCES

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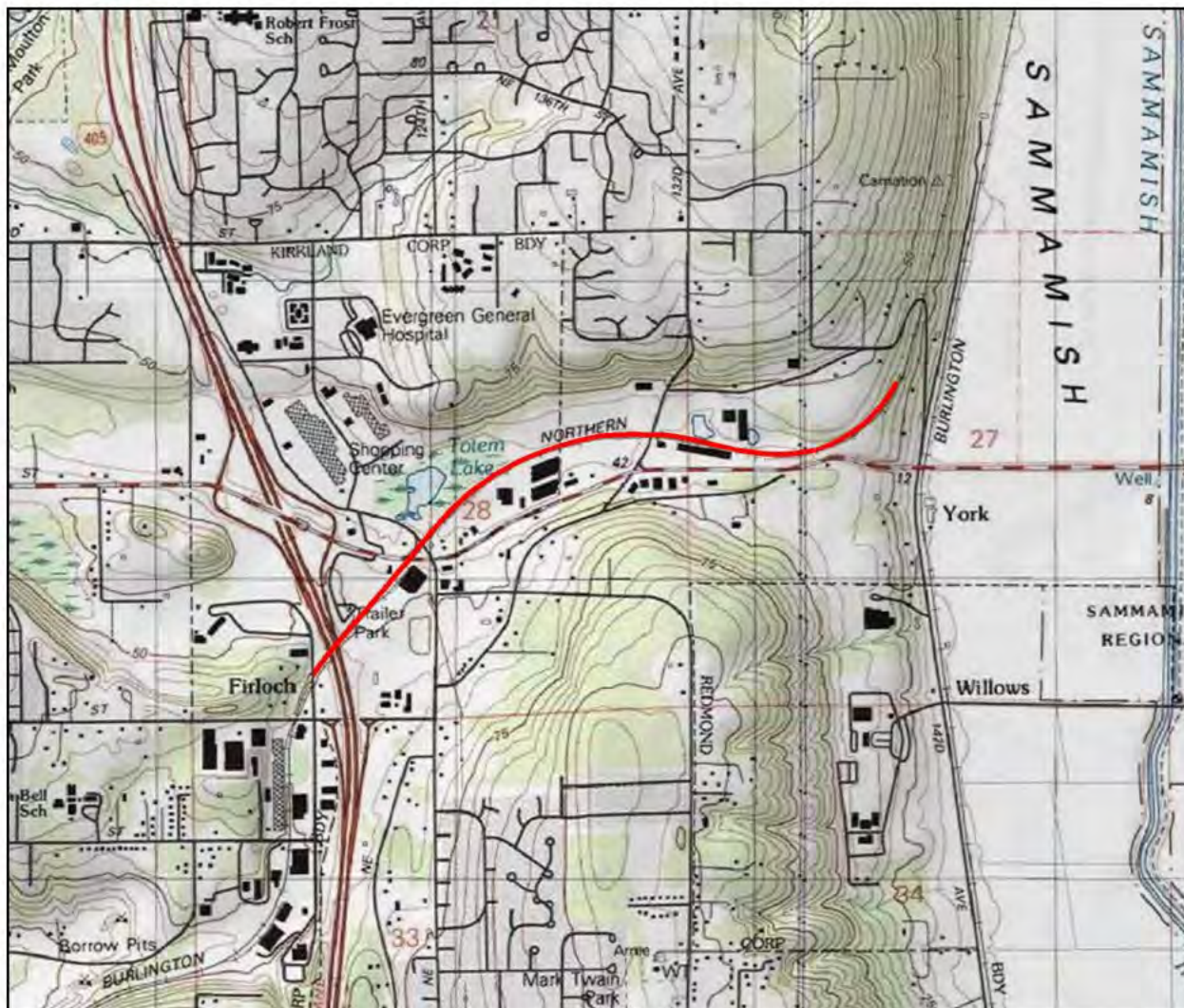
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ARCHAEOLOGICAL SITE INVENTORY FORM

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USGS MAP



45KI1274 Location Map

— Linear Archaeological Site- 45KI1274

Location Map
Date: 4/24/2017



HISTORICAL
RESEARCH
ASSOCIATES, INC.

Coord/Projection
NAD 1983 UTM Zone 10N
Transverse Mercator

Datum

NAD83

Scale

1:24,000

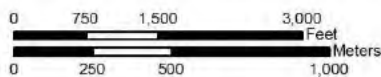
Township/Range

T26N R5E

Quadrangle

Kirkland, WA

Service Layer Credits: Copyright © 2013 National Geographic Society, i-cubed



Historical Research Associates, Inc., Seattle, WA

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Source Information HRA Seattle

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Photographs, Tables and Additional Information



Photo ID Photograph 1.jpg

Title

Year Taken 2017

Is Circa? ☐

Notes Overview of intact rails, ties, and hardware at east end of recorded segment

Type

Photo View Northwest

Source

Copyright ☐

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Photographs, Tables and Additional Information



Photo ID Photo 2.png

Title

Year Taken 2017

Is Circa? ☐

Notes Close-up of intact rails, ties, and hardware.

Type

Photo View

Source

Copyright ☐

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Photographs, Tables and Additional Information



Photo ID Photo 3.png

Title

Year Taken 2017

Is Circa? ☐

Notes Close-up of intact rails and joint (fishplate) view north.

Type

Photo View north

Source

Copyright ☐

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Photographs, Tables and Additional Information

Photo ID Photograph 4.png

Title

Year Taken 2017

Is Circa? ☐

Notes Overview of intact rails section with cantilever flashing signal crossing at Slater Ave. NE in background.

Type

Photo View west

Source

Copyright ☐

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Photographs, Tables and Additional Information



Photo ID Photograph 5.png

Title

Year Taken 2017

Is Circa? ☐

Notes Grade with gravel repurposed as the Cross Kirkland Corridor interim trail.

Type

Photo View east

Source

Copyright ☐

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Photographs, Tables and Additional Information



Photo ID Photograph 6.png

Title

Year Taken 2017

Is Circa? ☐

Notes Grade with gravel at western end of segment. Rails and ties were removed. Note I-405 overpass in the background.

Type

Photo View west

Source

Copyright ☐

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Photographs, Tables and Additional Information

Photo ID Photograph 7.png

Title

Year Taken 2017

Is Circa? ☐

Notes Overview of intact rails and ties with post-mounted crossing sign.

Type

Photo View southwest

Source

Copyright ☐

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Photographs, Tables and Additional Information



Photo ID Photograph 8.png

Title

Year Taken 2017

Is Circa? ☐Notes Grassy area in large traffic median at intersection of Totem Lake Blvd. NE and NE 124th St.

Type

Photo View northeast

Source

Copyright ☐

Appendix G: Shovel Probe Table
