



## Cultural Resource Consultants

**CRC MEMO #1808G-1**

DATE: November 30, 2018

TO: Lawrence Spurgeon  
WSP

FROM: Margaret Berger, Principal Investigator

RE: Cultural Resources Approach Plan, US 2 Westbound Trestle Replacement Project, Snohomish County, WA

### **Summary of Available Data**

Prior cultural resources studies in the involved corridors and a ~800 foot buffer are described below in Table 1. These were identified by searching the Washington State Department of Archaeology and Historic Preservation's (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) database (DAHP 2018). Cultural resources investigations directly within the involved corridors are limited to Ferland (2010), who reported archaeological and historic built environment survey that included US2 right-of-way in the vicinity of MP 4; Roedel et al. (2004) who surveyed portions of I-5 south of US2; and Chidley (2008), who surveyed portions of I-5 right-of-way in Marysville.

Very few archaeological sites have been recorded in proximity to the project corridors (Table 2). None are directly within the corridors. Historic cemeteries have all been identified near the project corridors, as listed in Table 3. Thousands of historic inventory properties have been identified in proximity to the project corridors. Table 4 lists the 36 historic inventory properties located on the north side of the existing US 2 Westbound Trestle and east of I-5, as a sample of the types of historic resources that have been recorded in proximity to the project. Historic register listed properties are present in the vicinity of the project. None of them are directly within the corridors. Properties listed on the Washington Heritage Register (WHR) and National Register of Historic Places (NRHP) within approximately one block from the project corridors are listed in Table 5.

WSDOT has identified five bridges in the vicinity of the project as historically significant (WSDOT 2018a). These are all on SR529 in northern Everett (Table 6). Other bridges that are historic in age are present in the project corridors. However, according to WSDOT (2018b),

The Program Comment for Common Post-1945 Concrete and Steel Bridges issued by the Advisory Council of Historic Preservation (ACHP) in 2012 eliminates the historic review requirements under Section 106 of the NHPA for common (mass produced) post-1945 concrete and steel bridges and culverts. The intent of the Program Comment is to streamline the review process for those structures that lack distinction; have not previously been listed or determined eligible for listing on the National Register; and are not located in or adjacent to historic districts.

As stated in the Program Comment (ACHP 2012), the following common bridge types are covered:

- (A) Reinforced concrete slab bridges
  - (i) Reinforced concrete cast-in-place slabs
  - (ii) Reinforced concrete pre-cast slabs
  - (iii) Pre-stressed concrete slabs
- (B) Reinforced concrete beam and girder bridges
  - (i) Reinforced concrete Tee Beams
  - (ii) Reinforced concrete channel beams
  - (iii) Pre-stressed concrete I-Beams and Bulb Tees
  - (iv) Pre-stressed concrete box beams
- (C) Steel Multi-Beam or Multi-Girder bridges
  - (i) Steel-rolled multi-beams
  - (ii) Steel fabricated (built up) girders
- (D) Culverts and reinforced concrete boxes
  - (i) Reinforced concrete boxes
  - (ii) Concrete box culverts
  - (iii) Concrete pipe culverts
  - (iv) Steel pipe culverts

Based upon review of National Bridge Inventory data, the US2 Westbound Trestle and several other bridges in the project vicinity appear to meet the above criteria and it is expected that the Program Comment would apply (Table 7). A list of exceptions to the Program Comment, identified by state, includes common post-1945 concrete and steel bridges and culverts of exceptional quality that remain subject to Section 106 review (FHWA 2018a). One bridge in the vicinity of the project has been identified as an exception to the Program Comment (Table 8). Additionally, the 2005 Section 106 Exemption Regarding Effects to the Interstate Highway System by the ACHP excludes the majority of Interstate Highway Features from consideration as a historic property under Section 106 of the National Historic Preservation Act (NHPA). FHWA maintains a list of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System not subject to the ACHP's Exemption (FHWA 2018b). No such significant features are in the project corridors.

### **Data Gaps**

The area adjacent to the north of the existing US 2 Westbound Trestle, which is expected to be involved in construction of the replacement trestle, has not been surveyed for cultural resources. It is known that 36 historic inventory properties are present in this area. Review of County Assessor records may identify as-yet uninventoried properties approaching the 50-year age threshold for review under Section 106. Archaeological sites have not been recorded in this area, but based upon review of prior investigations on the Snohomish River floodplain, it is considered

to have a high probability for as-yet unknown archaeological sites to be present due to its depositional setting, proximity to waterways and natural resources, and proximity to ethnographically reported place names.

DAHP's predictive model identifies the Snohomish River delta, including the area north of the US 2 Westbound Trestle, the western part of SR 529, and a small area of SR 526 as high risk to very high risk for archaeological sites. The I-5, SR 204, SR 9, majority of SR 526, and east end of SR 529 corridors in the project are classified as low, moderately low, or moderate risk (DAHP 2018).

The existing developed highways in upland environments are generally considered to have low potential for as-yet unrecorded archaeological sites due to the extent of prior disturbance on glacial landforms with minimal soil development. Areas of the project in alluvial and deltaic environments, such as the area north of the existing US 2 Westbound Trestle are generally considered to have a high potential for as-yet unrecorded archaeological sites due to thick alluvial deposits that could preserve archaeological deposits beneath the extent of prior disturbance. Locations in proximity to shorelines or streams are typically considered higher probability due to their proximity to natural resources that would have been attractive to precontact populations. Historic resources are likely to be present throughout the project corridors.

### **Work Plan**

As demonstrated by the above summary of existing cultural resources information, there are many prior cultural resources studies and known cultural resources in the vicinity of the project. Portions of I-5 and US 2 have been included in prior studies, but the majority of the project corridors have not been surveyed for cultural resources. When project alternatives are identified, it will be possible to assess more specifically which of the known cultural resources could potentially be affected and which areas are in need of cultural resources survey. Discussion of the project with cultural resources staff of affected Tribes may also identify specific areas of concern. Review of geological and soils surveys, ethnographic reports, historical maps, and other sources will provide more detailed information to refine low and high probability environments of the project. WSDOT cultural resources staff should be consulted to confirm which bridges involved in the project are subject to the Program Comment and identify any that may not meet the applicable criteria and would require historic review under Section 106.

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- 2018b Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. Electronic resource, [https://www.environment.fhwa.dot.gov/env\\_topics/historic\\_pres/highways\\_list.aspx](https://www.environment.fhwa.dot.gov/env_topics/historic_pres/highways_list.aspx), accessed November 27, 2018.

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## Tables

Table 1. Prior cultural resources investigations (DAHP 2018).

Author	Date	Title	Summary
Dunnell and Fuller	1975	An Archaeological Survey of Everett Harbor and the Lower Snohomish Estuary-Delta	Archaeological survey for proposed maintenance dredging and dredge spoils deposition in the Snohomish River delta. The survey included areas south of US 2 and identified archaeological site 45SN43.
Maass	2000	Cultural Resources Technical Report for the Everett Delta Pipeline Project	This report describes methods and results of background research and fieldwork to identify potential impacts to cultural resources from proposed gas pipeline construction on the Snohomish Delta, crossing I-5 north of Everett. Results were negative for historic or archaeological resources. Archaeological monitoring was recommended for open-trench excavations in previously undisturbed areas within 75 m of the high water mark where the pipeline would intersect the Snohomish River, Ebey Slough, and Union Slough.
Shong and Juell	2002	Cultural Resources Inventory for the City of Everett's Water Transmission Pipeline Replacement Project - Phase 5, Snohomish County, Washington	This report describes methods and results of background research and fieldwork to identify potential impacts to cultural resources from proposed water pipeline replacement on the south side of US 2 directly east of the Snohomish River and east of Ebey Slough. Results were negative for historic or archaeological resources. Archaeological monitoring was recommended for trench excavation in the area east of Ebey Slough, where it was considered possible for deeply buried archaeological deposits to be encountered.
Weaver and Nelson	2002	Letter to Steve Shipe Re: SR 2/SR 9 Interchange, Cultural Resources Survey	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed improvements to the intersection of US 2 and SR 9. Results were negative for historic or archaeological resources.
Juell	2003	Cultural Resources Assessment for the City of Everett's Water Transmission Pipeline Replacement Project – Phases 6 and 7	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed water pipeline construction along the south side of the US 2 Eastbound Trestle. Results were negative for historic or archaeological resources. Archaeological monitoring of construction excavations was recommended for the portion of the project where the pipe would be buried in a trench in the west bank of Ebey Slough.
Juell	2003	Heritage Resources Investigations for the Everett Delta Lateral Pipeline Project: Pipeline Realignment, New Work Areas, and Access Road Corridors	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed gas pipeline construction on the Snohomish Delta, crossing I-5 north of Everett. No archaeological or historic resources were identified near the current project. Archaeological monitoring was recommended for all pipeline trenching on the Snohomish River floodplain.
Shong	2003	Letter to Mark Sadler Regarding Monitoring Results for the Everett Water Pipeline Replacement No. 2 and 3 (Phase 5)	This report describes methods and results of archaeological monitoring of water pipeline construction on the south side of US 2 on the east banks of the Snohomish River and Ebey Slough. No archaeological sites were found.



Author	Date	Title	Summary
Maass and Smith-Steiner	2004	Cultural Resources Technical Report for the Williams Everett Delta Pipeline Project	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed gas pipeline construction including an area on Smith Island on the east side of I-5. No archaeological or historic resources were identified near the current project. Archaeological monitoring was recommended for open-trench excavations in previously undisturbed areas within 75 m of the high water mark where the pipeline would intersect the Snohomish River, Ebey Slough, and Union Slough.
Roedel et al.	2004	Everett HOV Historic, Cultural, and Archaeological Resource Assessment, Interstate 5 HOV, SR 526 to SR 2 Vicinity	This report describes methods and results of background research and fieldwork to identify potential impacts to cultural resources from proposed HOV lanes on I-5 and associated water quality sites and drainage easements. No archaeological sites were found. 40 previously unrecorded historic resources were identified. Of these, 14 were inventoried evaluated for NRHP eligibility; 2 were recommended eligible and the other 12 were recommended not eligible. 23 previously inventoried historic resources were also identified and evaluated for NRHP eligibility; 4 were recommended eligible and the other 19 were recommended not eligible. It was not determined whether any of the identified NRHP-eligible resources would be adversely affected by the project, but potential mitigations were suggested (e.g., more detailed documentation, vibration monitoring). It was recommended that these resources be reviewed for potential adverse effects by a professional architectural historian.
Weitzel	2004	Archaeological Monitoring for Construction of Northwest Pipeline Company Everett Delta Natural Gas Pipeline Lateral	This report describes methods and results of archaeological monitoring of gas pipeline trenching in previously undisturbed locations within 75 m of the high water mark and where the pipeline crosses the Snohomish River, Ebey Slough, and Union Slough including areas on the east side of I-5 on Smith Island. No archaeological sites were found.
LeTourneau and Davis	2005	Results of Archaeological Monitoring of Excavations for Olympic Pipe Line Company's North Ebey Slough Reroutes	This report describes methods and results of archaeological monitoring of gas pipeline construction including an area crossing under US 2 north of Ebey Slough. No archaeological sites were found.
Schumacher and Hartmann	2005	Letter to Graham Anderson Regarding Port of Everett 12th Street Marina Redevelopment: Union Slough Mitigation Area	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed habitat restoration activities on the west side of I-5 south of Union Slough. Results were negative for historic or archaeological resources. Archaeological monitoring was recommended for excavations exceeding the depth of existing fill sediments.
Blukis Onat et al.	2007	Cultural Resources Inventory for the 20th Street SE Improvement Project from 91st Ave SE to Cavalero Road and From Cavalero Road to SR 2	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed road improvements just east of US2 and SR204. No archaeological sites were identified. 15 historic resources were inventoried and evaluated between US 2 and Cavalero Rd. None of these were recommended eligible for the NRHP. One resource east of Cavalero Rd was recommended eligible.
Bush et al.	2007	Archaeological Investigation Report - Blue Heron Slough Conservation Bank, Marysville	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed habitat restoration activities east of I-5 between Union and Steamboat sloughs. Results were negative for historic or archaeological resources.

<b>Author</b>	<b>Date</b>	<b>Title</b>	<b>Summary</b>
Cooper and Sparks	2007	Everett Rail Yard Improvement Project Cultural Resources Survey and Discipline Report	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed rail yard expansion and siding track construction on the west bank of the Snohomish River north of I-5. One previously recorded historic bridge was identified but it was determined it would not be affected by the project. 12 historic isolates were identified and recommended not eligible for historic registers. A finding of no historic properties affected was recommended.
Engseth and Sharley	2007	Cultural Resources Survey for the Washington State Department of Transportation SR 9: 20th Street SE Intersection Improvement Project	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed widening of SR 9 in the vicinity of 20th St SE. No previously recorded archaeological or historic resources were identified. 7 historic resources were inventoried and evaluated for NRHP eligibility. All were recommended not eligible.
Shantry and Hodges	2007	Cultural Resources Assessment for the Everett Riverfront Master Plan and Redevelopment Project	This report describes methods and results of background research and field investigations to identify potential impacts to cultural resources from proposed redevelopment of riverfront property on the west bank of the Snohomish River, south of US2. One previously recorded historic-era archaeological site, 45SN397, was identified. The site form was updated and it was recommended not eligible for the NRHP. Archaeological monitoring of construction ground disturbance exceeding the depth of fill was recommended.
Chidley	2008	Letter to Allyson Brooks RE: Request for Determination of Effects Concurrence I-5 Marysville to Stillaguamish River Vic. Project	This report describes methods and results of background research and field investigations to identify effects to historic properties from proposed cable barrier replacement and associated median modifications and a detention pond in I-5 right-of-way in Marysville. Results were negative for historic or archaeological resources and it was determined that the project would not affect historic properties.
Rooke	2008	Cultural Resources Assessment for SR 529 Ebey Slough Bridge Replacement Project, Marysville	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed replacement of the SR 529 bridge over Ebey Slough and associated wetland mitigation. One historic resource was inventoried and evaluated for historic register eligibility; it was recommended not eligible for the NRHP. Archaeological monitoring during construction excavations for new bridge abutments was recommended.
Tingwall et al.	2009	Cultural Resources Feasibility Study Smith Island Restoration Project, Snohomish County, Washington	This report describes methods and results of background research and preliminary field investigations to identify potential impacts to cultural resources from proposed habitat restoration activities on the east side of I-5 on Smith Island. Two historic resources were inventoried and evaluated for historic register eligibility; both were recommended not eligible for the NRHP. A historic dike and ditch system was identified but not inventoried. It was recommended that this resource be investigated further and that archaeological survey be conducted to meet compliance with Section 106.
Shong and Miss	2009	Results of Archaeological Monitoring for the Ebey Slough Transmission Line Replacement Project	This report describes methods and results of archaeological monitoring of construction ground disturbance for electrical transmission line replacement, including an area southwest of US 2, east of Ebey Slough. No archaeological sites were found.

Author	Date	Title	Summary
Earley and Rinck	2010	Cultural Resources Assessment of the Tulalip Water Pipeline, Snohomish County, Washington	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed water pipeline construction crossing under I-5 and US 2 on the west bank of the Snohomish River. One historic resource was inventoried and evaluated for historic register eligibility; it was recommended not eligible for the NRHP. Archaeological monitoring was recommended for construction excavations exceeding depth of fill on the Snohomish River floodplain, Snohomish River delta, and an area on the Quilceda Creek floodplain.
Ferland	2010	Cultural Resources Assessment for the Bickford Avenue Safety Improvements Project Snohomish County, Washington	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed road improvements near US 2 on Fobes Hill. No previously recorded archaeological or historic resources were identified. Survey included in and adjacent to the highway right-of-way. One archaeological site, 45SN554, was recorded between Bickford Rd and US 2. Three historic resources were inventoried. The identified resources were evaluated for NRHP eligibility. One historic resource was recommended eligible but it was determined that it would not be adversely affected.
Kanaby et al.	2010	Cultural Resources Assessment for the Smith Island Restoration Project, Snohomish County, Washington	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed habitat restoration activities on the east side of I-5 on Smith Island. One historic resource was inventoried and evaluated for historic register eligibility; it was recommended not eligible for the NRHP. Archaeological survey was recommended for locations of ditch or channel excavation.
Lentz and Johnson	2011	Everett Riverfront Redevelopment, Cultural Resources Supplement	This report is a supplement to the work done by Shantry and Hodges (2007), described above. It includes identification of aboveground archaeological and historic resources, and assessment of effects to historic properties. The site boundary of 45SN397 was expanded to encompass archaeological remains of all industrial and overwater structures. The site was recommended not eligible for the NRHP. One historic resource, the Eclipse Mill Hoist, was inventoried and determined not eligible for the NRHP.
Iversen et al.	2012	Cultural Resources Field Inventory for 15 Action Areas within the Puget Sound Nearshore Ecosystem Restoration Projects Area (PSNERP)	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed habitat restoration activities, including an area east of I-5 on Smith Island. One historic resource was inventoried and evaluated for historic register eligibility; it was recommended not eligible for the NRHP.
Baldwin	2014	Letter to Adam Escalona RE: Cultural Resources Review for the AT&T Mobility Project, SN2892 Maryville Grove (Drayton for Adapt Engineering)	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from a proposed telecommunications facility east of I-5 in Marysville. Results were negative for historic or archaeological resources and a finding of no historic properties affected was recommended.
Dailide	2015	Archaeological and Historical Resources Identification Short Report: PL-84-99 Union Slough Levee Rehabilitation Project (US Army Corps of Engineers Seattle District)	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed levee repairs along Union Slough crossing under I-5 on Smith Island. One historic resource was inventoried and evaluated for historic register eligibility; it was recommended not eligible for the NRHP.

<b>Author</b>	<b>Date</b>	<b>Title</b>	<b>Summary</b>
Rinck and Piper	2015	Cultural Resource Assessment for the SR 529/Interstate 5 Expansion Project, Marysville, Snohomish County, Washington	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed improvements to the I-5/SR 529 interchange. Results were negative for historic or archaeological resources. Archaeological monitoring was recommended for construction excavations that would exceed depth of existing fill.
Cooper	2018	Letter Report – SR 9 / SR 204 Intersection Improvements – Phase I Early Works Project, Snohomish County, Washington	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed intersection improvements. Results were negative for historic or archaeological resources. A determination of no historic properties affected was made.
Cooper	2018	Cultural Resources Survey for the Steamboat Slough Advanced Mitigation Site, Snohomish County, Washington (WSDOT)	This report describes methods and results of background research and fieldwork to identify potential effects to historic properties from proposed environmental mitigation between I-5 and SR 529 on the north side of Steamboat Slough. One previously recorded historic resource was identified and evaluated for historic register eligibility; it was recommended not eligible for the NRHP. A determination of no historic properties affected was made.

Table 2. Recorded archaeological sites in the vicinity of the project (DAHP 2018).

Site #	Site Type	Location	Evaluation Status
45SN43	Precontact lithic material, precontact feature, precontact shell midden	Deadwater Slough south bank, south of US 2	Not determined.
45SN387	Historic residential structure	near Sunnyside Blvd, west of SR 204	Not determined.
45SN397	Historic logging property, historic water structures	Snohomish River west bank, east of I-5 and south of US 2	Not determined.
45SN482	Historic agriculture	East side of I-5 between Union and Steamboat sloughs	Not determined.
45SN554	Historic residential structure	in Bickford Ave ROW near US 2	Determined not eligible for NRHP.
45SN629	Precontact isolate	west of SR 529	Not determined.
45SN85	Precontact isolate	west of I-5 near McDougall Ave	Not determined.

Table 3. Recorded historic cemeteries in the vicinity of the project (DAHP 2018).

Cemetery Record #	Name	Address	Years Active
1717	Mount Carmel Cemetery	Fobes Rd, Everett	1906 - ?
1699	Cypress Lawn Memorial Park	1615 SE Everett Mall Way	1934 – present
1702	Evergreen Cemetery	4230 Broadway	1898 - ?

Table 4. Historic inventory properties recorded in the area likely to be involved in US2 Westbound Trestle replacement construction (DAHP 2018).

Property #	Address	Year Built	Historic Function	Evaluation Status
36050	2511 E Grand, Everett	1910	Domestic – Single Family Dwelling	Not determined
159073, 158539, 184571, 12661	3816 Railway Ave, Everett	1920	Commerce / Trade – Business	Not determined
224896	1605 51st Ave SE, Everett	1966	Domestic – Single Family Dwelling	Not determined
246838	1628 Douglas Ave, Everett	1909	Domestic – Single Family Dwelling	Not determined
248556	1711 Douglas Ave, Everett	1915	Domestic – Single Family Dwelling	Not determined
225343	1712 50th Ave SE, Everett	1956	Domestic – Multi-Family Dwelling	Not determined
226209	1724 Douglas Ave, Everett	1942	Domestic – Single Family Dwelling	Not determined
266105	1804 51st Ave SE, Everett	1968	Domestic – Single Family Dwelling	Not determined
226210	1814 Douglas Ave, Everett	1915	Domestic – Single Family Dwelling	Not determined
225348	1825 Douglas Ave, Everett	1915	Domestic – Single Family Dwelling	Not determined
247247	1907 Douglas Ave, Everett	1965	Domestic – Single Family Dwelling	Not determined
225355	1923 51st Ave SE, Everett	1934	Domestic – Single Family Dwelling	Not determined
270467	2630 Railway Ave, Everett	1958	Commerce / Trade – Warehouse	Not determined
271099	2826 26th Pl, Everett	1968	Industry / Processing / Extraction – Manufacturing Facility	Not determined
271029	3821 Railway Ave, Everett	1969	Commerce / Trade – Business	Not determined
270387	3830 Railway Ave, Everett	1920	Commerce / Trade – Warehouse	Not determined
270191	3840 Railway Ave, Everett	1945	Commerce / Trade – Warehouse	Not determined
159074, 158540, 184572, 126662	3850 Railway Ave, Everett	1910	Commerce / Trade – Business	Not determined
270332	3918 Everett Ave, Everett	1969	Commerce / Trade – Warehouse	Not determined
184573	Not provided	Not provided	Commerce / Trade – Business	Not determined
126663	Not provided	Not provided	Commerce / Trade – Business	Not determined
159075	XXX Railway Ave, Everett	1915	Commerce / Trade – Business	
154190	Not provided	Not provided	Not provided	Not determined

Property #	Address	Year Built	Historic Function	Evaluation Status
158541	Not provided	Not provided	Commerce / Trade – Business	Not determined
18246	SW corner of Hewitt & Chestnut, Everett	1892	Commerce / Trade – Business	Not determined
270435	2807 Highland Ave, Everett	1968	Commerce / Trade – Professional	Not determined
270424	2828 Highland Ave, Everett	1969	Commerce / Trade – Business	Not determined
270664	2901 State St, Everett	1956	Commerce / Trade – Warehouse	Not determined
126660, 158538, 159072, 184570, 270385	2916 State St, Everett	1900	Commerce / Trade – Warehouse? Business?	Not determined
270373	2925 Chestnut St, Everett	1946	Commerce / Trade – Warehouse	Not determined
270199	2932 Chestnut St, Everett	1968	Commerce / Trade – Warehouse	Not determined
18247	3000-02 Hewitt Ave	1922	Commerce / Trade – Business	
18246, 126657	3120 Hewitt Ave, Everett	1892	Commerce / Trade – Business	Not determined
159070, 159071, 270706, 270807, 158536, 158537, 184569	3210 Hewitt Ave, Everett	1900? 1915	Commerce / Trade – Warehouse	Not determined
18248	3212-20 Hewitt Ave, Everett	1920	Commerce / Trade – Warehouse	Not determined
270354	3217 Hewitt Ave, Everett	1949	Commerce / Trade – Warehouse	Not determined

Table 5. Register listed historic properties in the vicinity of the project (DAH P 2018).

Historic Name	Address	Year Built	Historic Function	Evaluation Status
Pioneer Block	2814-16 Rucker Ave	1892	Commerce / Trade – Business	Listed on WHR.
Monte Cristo Hotel	1507 Wall St	1925	Domestic – Hotel	Listed on WHR and NRHP.
Hewitt Avenue Historic District	1620-1915 Hewitt Ave and portions of Wetmore, Rockefeller, Oakes, and Lombard Aves	1896-1959	Domestic, Commerce / Trade, Defense, Social, Government, Funerary, Transportation	Listed on WHR and NRHP.
McCabe Building	3120 Hewitt Ave	1892	Commerce / Trade – Business	Listed on NRHP.
Swalwell Block & Adjacent Buildings	2901-2903, 2905, 2907, 2909, and 2915 Hewitt Ave	1892	Commerce / Trade	Listed on NRHP.
Marion Building (Hotel Marion, Tontine Saloon)	1401 Hewitt Ave	1893-1894	Commerce / Trade – Business	Listed on WHR.
Everett Theater	2911 Colby Ave	1901, 1924	Recreation and Culture – Theater	Listed on WHR.
Everett Fire Station No. 2	2801 Oakes Ave	1925	Government - Fire Station	Listed on WHR and NRHP.
Commerce Building	1801 Hewitt Ave, Everett	1910	Commerce / Trade – Business	Listed on WHR and NRHP.
Steamboat Slough Bridge (529/20e)	SR 529 over Steamboat Slough, Marysville	1916	Transportation – Road-Related (vehicular)	Listed on WHR.
Snohomish River Bridge (529/10w)	SR 529 over the Snohomish River, Everett	1916	Transportation – Road-Related (vehicular)	Listed on WHR.

Historic Name	Address	Year Built	Historic Function	Evaluation Status
Weyerhaeuser Office Building	1710 W Marine View Dr	1924	Commerce / Trade – Business	Listed on WHR and NRHP.
North Coast Casket Company Building	1210 W Marine View Dr	1916, 1925	Commerce/Trade – Warehouse; Industry / Processing / Extraction – Manufacturing Facility	Listed on WHR and NRHP.

Table 6. Historically significant bridges in the project vicinity (WSDOT 2018a).

Structure ID.	Bridge No.	Bridge Name	Date Built	Evaluation Status
0000965A	529/10E	Snohomish River	1926	Determined eligible for NRHP.
0004331A	529/10W	Snohomish River	1954	Determined eligible for NRHP.
0000965B	529/15W	Union Slough	1927	Determined eligible for NRHP.
0004373A	529/20E	Steamboat Slough	1954	Determined eligible for NRHP.
0000965C	529/20W	Steamboat Slough	1927	Recommended eligible for NRHP.

Table 7. Historic bridges in the project corridors that are expected to be subject to the Program Comment (BridgeReports.com 2018).

Structure ID	Carries	Crosses	Location	Design	Year Built
0007888B	US 2	W-N RAMP EVERETT AVE	JCT I-5	Concrete Box beam or girders – Multiple	1966
0007888C	I-5	SR 529 / PACIFIC AVE	4.3 N JCT SR 527	Prestressed Stringer / Multi-beam or girder	1966
0007888D	I-5	SR 529 - PACIFIC AVE	4.3 N JCT SR 527	Prestressed Stringer / Multi-beam or girder	1966
0008176B	SR 204	EBEY SLOUGH	JCT US 2	Concrete Slab (5 spans)	1967
0008085E	SR 529 SPUR	I-5 S-E RAMP	JCT I-5	Concrete Tee beam	1967
0007923A	US 2	EBEY SLOUGH	1.1 E JCT I-5	Concrete Channel beam (10 spans)	1967
0007923B	US 2	EBEY SLOUGH	1.9 E JCT I-5	Concrete Channel beam (13 spans)	1967
0008085A	US 2	S-E RAMP	JCT I-5	Concrete Slab	1967
0008176A	US 2	SR 204	2.4 E JCT I-5	Concrete Slab (14 spans)	1967
0008085B	US 2 WB	S-E RAMP	JCT I-5	Concrete Slab	1967
0007651B	US 2	EBEY SLOUGH AND SR 204	2.1 E JCT I-5	Concrete Box beam or girders - Multiple (5 spans)	1968
0008266B	US 2	SNOHOMISH RIVER	0.2 E JCT I-5	Steel Stringer / Multi-beam or girder (5 spans)	1968
0008378E	US 2	EBEY ISLAND	0.8 E JCT I-5	Prestressed Stringer / Multi-beam or girder	1968

Table 8. Historic bridges in the project corridors that are known exceptions to the Program Comment.

Bridge Number	Name	Bridge Type	Year Built	Description of Significance
526/16P	Beverly Lane PED over SR 526	Concrete T-beam	1969	Exceptional significance in statewide inventory 1960s-built bridges; first use of post-tensioning of a pedestrian T-beam on the state highway system