

CULTURAL RESOURCES REPORT COVER SHEET

Author: J. Jeffrey Flenniken and Pam Trautman

Title of Report: Cultural Resource Survey, Puget Sound Energy, Alderton to White River, Pierce 230kV Expansion, Transmission Project Pierce County, Washington

Date of Report: February 2013

County: Pierce **Section: 7, Township: 20, Range: 5 East**
 Sections: 1 & 12, Township: 19, Range: 4 East
 Sections: 12, 13, 24, 25, 26, & 36, Township: 20, Range: 4 East

Quad: Sumner and Puyallup 1993 Acres: 8 linear miles

CD Submitted? Yes PDF of Report? Yes Historic Property Export Files? Yes

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

TCP(s) found? No

Replace a draft? No

Satisfy a DAHP Archaeological Excavation Permit requirement? No

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**Cultural Resource Survey,
Puget Sound Energy Alderton to White River, Pierce 230kV Expansion,
Transmission Project,
Pierce County, Washington**



Lithic Analysts Short Report 1302-02, February 2013

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February 2013

*Cultural Resource Survey, Puget Sound Energy Alderton to White River,
Pierce 230kV Expansion, Transmission Project, Pierce County, Washington*

Author: J. Jeffrey Flenniken and Pam Trautman
Proponent: Geo Engineers, Inc., and Puget Sound Energy
Date: February 2013
Location: Pierce County, Washington
Legal: Section 7, Township 20 North, Range 5 East;
Sections 1 and 12, Township 19 North, Range 4 East; and
Sections 12, 13, 24, 25, 26 and 36, Township 20 North, Range 4 East
USGS: Sumner and Puyallup Quadrangles, 1993

Executive Summary

Puget Sound Energy plans to construct approximately eight miles of new 230 kilovolt (kV) transmission line from the White River transmission substation, located at 2120 Lakeland Hills Way in Bonney Lake, to the Alderton switching station, located at 14450 Old Military Road in Puyallup. Due to current and projected customer energy use in Pierce County, the existing regional electric grid is approaching capacity, making it difficult to move power throughout the county. Adding the new 230kV line will allow PSE to respond to the county's current and future need for power while increasing overall reliability to our customers served by 17 local distribution substations in the central Pierce County area.

The environmental application process involves a determination whether the proposed activity will adversely affect any historic properties through compliance with the State Environmental Protection Act (SEPA). Historic properties include such things as archaeological sites, buildings, districts, and objects considered eligible for listing in the National Register of Historic Places (NRHP). Lithic Analysts was contracted by GeoEngineers, Inc., to conduct a cultural resource investigation for Puget Sound Energy (PSE) White River to Alderton Pierce 230kV Transmission Project.

The proposed alignment was surveyed by two archaeologists, Jeff Flenniken and Pam Trautman during January 2012 (Figures 1 – 22). The weather was clear, breezy, cold, and damp. Ground surface visibility ranged from excellent to poor. Many portions of the project are located within previously disturbed areas such developed industrial development with underground utilities or at existing pole locations. However, five locations were deemed suitable for shovel testing. All shovel test probes were negative for cultural resources. The project APE includes a segment of the Foothills Trail located within the alignment of the Northern Pacific Railroad originally constructed in 1877. The alignment was documented on a DAHP Historic Property Inventory Form for properties over 50 years of age (see Figures). The alignment is recommended **ineligible** for inclusion on the NRHP. Thus, historical properties eligible for inclusion on the NRHP were **not** identified as a result of this investigation. Lithic Analysts recommends a determination of **“no historic properties”** for this project. Further cultural resources work is not needed.

Project Area of Potential Effect (APE)

The PSE White River to Alderton Pierce 230kV Transmission Project is located in Section 7, Township 20 North, Range 5 East; and Sections 12, 13, 24, 25, 26, and 36,

Township 20 North, Range 4 East; Sections 1 and 12 Township 19 North, Range 4 East, W.M., USGS Sumner and Puyallup Quadrangles, in Pierce County (Figure 1). The northern portion is characterized by intense urban and industrial development (Figure 2). The central portion is near the confluence of the White River and the Puyallup River at Auburn (Figure 3). The southern portion is predominantly rural farmland (Figure 4).

Ethnographic Context

The project area is located within the Northwest Coast Cultural Area extending from California to Alaska, specifically in the traditional territory of what is now referred to as the Muckleshoot Indian Tribe, a Southern Coast Salish people. There are two Southern Coast Salish languages, Lushootseed and Twana. Generally, Lushootseed territory extends from Samish Bay south to the head of Puget Sound. It is divided into two groupings, the southern and northern Lushootseed. The Muckleshoot people are within the geographic area of the southern Lushootseed (Suttles and Lane 1990). The Muckleshoot Indian Tribe is so named after the prairie upon which their reservation was established in 1856. The Muckleshoot Indian Tribe is an amalgamation of other groups formerly living in inland river areas, rather than on the shores of Puget Sound (Ruby and Brown 1992). According to their website, Muckleshoot Indian Tribal membership is composed of descendants of the Duwamish and Upper Puyallup people. Tribal members came to be known as Muckleshoot, rather than by the historic tribal names of their Duwamish and Upper Puyallup ancestors (Muckleshoot Indian Tribe n.d.).

Several Lushootseed place-names are near the project APE. The confluence of the Stuck River with the Puyallup River was known as *St^Exo'-tsid* which means “pulled mouth, pulled opening, or pulled river mouth”. The name for the Stuck River itself (*St^Ex*) translates to “plowed through” (Waterman et al., 2001) or that which has been cut through referring to the force of the two rivers as they combined and cut through the land on a path to Puget Sound like an enormous animal (Smith 1940). It was also the name for the village site on the Stuck River somewhat north of what is now the town of Sumner. The area around Sumner itself was called *Qwe'qwestolb* which means “sandy”. The Lushootseed name for Stewart Creek which enters the Stuck from the west was *Sxwowe't^Ed* meaning red salmon (Waterman et al., 2001).

Historic Context

The U.S. Government surveyed lands in the project vicinity around the time of the first European American settlement. The first U.S. Department of Interior General Land Office (GLO) cadastral survey of the areas within the project APE was conducted during August 1864 (USSG 1883).

The GLO Cadastral Plat map reveals much of Section 12 (north end of the PSE project) was an “impassable swamp” at time of the survey in 1864 (USSG 1883). This was a low and flat area of braided channels fed by creeks draining from the surrounding hills, and not good for human habitation (Hedlund 2004). Homestead claims were noted on the Puyallup River near the confluence of the Stuck (now the White) River and the Puyallup River, but none were noted otherwise on the White River. The “County Road from Upper Puyallup to Steilacoom” is indicated in Sections 1 and 12 (USSG 1883). This route

provided access to Alderton from the west over what is now the South Hill in Puyallup (Sprau 2003). A comparison between the GLO Cadastral Plat map and a modern USGS maps reveals that the course of the Puyallup River is very similar then and now. However, the Stuck River (now White, see below) course and “impassable swamp” have both been altered substantially since 1864.

By 1853, William Kincaid settled at the junction of the Puyallup River and Stuck River and started an agricultural community growing daffodils, rhubarb, hops, berries, vegetables, and turf grass. The original plat for the town of Sumner was filed by John F. Kincaid’s on his father William’s donation land claim in 1883. Earlier in 1873 George Ryan had purchased land to grow fruit, vegetables, and hops. Ryan constructed a large portion of the business district and established a railroad depot. The downtown and residential area developed in the area immediately around the depot. The town incorporated in 1891. Ryan was elected the first mayor and his wife served as the first post-mistress. First called Stuck Junction, the name was changed to Franklin, a common name confusing to the U.S. Postal Department. A drawing was held and the name “Sumner” was chosen for the abolitionist Massachusetts Senator Charles Sumner Boston who served between 1851 and 1874 (City of Sumner n.d., Kirk and Alexander 1990, Phillips 1971).

At the time of the Cadastral survey, what was then the Stuck River was separated by the White River which was not far north and flowed west to merge with the Green River near what would become the town of Auburn. The Stuck River was small stream that could be stepped over during low water according to the Muckleshoot Indians. Seasonal flooding of the valleys tormented the incoming European American farmers, especially in King County where they dynamited logjams and bluffs. This diverted the White River into the Stuck and in turn flooded Pierce County farms. They followed the same method, sending the White River back. This environmental warfare went on for years and eventually widened the Stuck River. Dynamiting got even further out of hand in 1898 when an over-abundance of dynamite destroyed a bluff and the resulting landslide diverted much of the White River into the Stuck River. To protect their good luck, the King County farmers constructed an embankment to keep the waters back permanently. The State Supreme Court ruled against Pierce County to uphold King County’s efforts as legal. The floods of 1906 forced the White River back into the Stuck River, which then ceased to exist. The Stuck River is today a short channel of the White River, which flows into the Puyallup River at Sumner, then to Puget Sound at Commencement Bay near Tacoma (Sprau 2003 Stein 2010).

After years of negotiation, it was agreed that King County should pay 60 percent of flood control. A new diversion dam, drift barriers, and levees were constructed. The river channel was also dredged. Finally, to control continued massive flooding, the U.S. Army Corps of Engineers (USACE) constructed Mud Mountain Dam seven miles southeast of Enumclaw on the White River. This was completed in 1948, much to the joy of farmers downstream along the Puyallup River. The rapid increase in farming throughout the valley was short-lived. Once the danger of flooding ceased to be a problem, developers swooped down on the flat, open land. The unintended consequence of dam construction

brought sweeping changes to the Stuck (now White) River Valley – the once fertile farmland now lies beneath a “sprawling network of homes, businesses, industries, roads, and people” (Stein 2001). Indeed, the “impassable swamp” noted on the GLO Cadastral Plat map (USSG 1883) is now part of a heavily developed industrial area.

The White River Hydroelectric Project was completed in 1911 by the Pacific Coast Power Company to supply dependable electrical service to the Puget Sound area. In 1912, the Pacific Coast Power Company was acquired by the Puget Sound Traction, Light and Power Company, today known as Puget Sound Energy (PSE). Water for the power house at Dieringer was diverted from the White River at Buckley through a series of flumes and canals to be impounded at Lake Tapps (Dorpat and McCoy 1998). Lake Tapps was originally four separate lakes including also Crawford Lake, Church Lake, and Lake Kirtley, which were joined together after an earthen dam raised their individual levels 35 feet to form one lake (DSD n.d). Water to generate electricity was diverted from the western ridge of Lake Tapps to the Dieringer Powerhouse below through a portal to the main tunnel then to the forebay and penstock tunnels below. Water was returned to White River via the Trailrace Canal west of the Powerhouse. This canal was constructed in “low-lying marsh and peat land” (Wingate 1912). PSE ceased power production at the White River Hydroelectric Project in 2004, and the Powerhouse is no longer operational (CWA n.d). The features mentioned such as the powerhouse, portal, and penstock tunnels are located north of the current APE and are not within the proposed alignment. The former White River Project including Lake Tapps was sold to Cascade Water Alliance in 2009 to provide water to nearly 400,000 residences and more than 22,000 businesses for the five cities and two water and sewer districts the comprise the nonprofit municipal corporation (RNR 2001).

Dieringer was once a small town centered north of the Powerhouse. Originally called Norwood, it was formally recognized in May 1888 when Joseph C. Dieringer established its first post office. Agricultural pursuits occupied the early settlers, but the devastating floods of 1906 diverted the White River into the Stuck River and destroyed much of the community. Once the Pacific Coast Power Company established its main camp at Dieringer, the small community prospered for a short while. Employee residences and a general store, hotel, and gas station comprised the “nucleus” of the town. The local school was established in 1890 and expanded over the years. The innovative school also provided a garden area for children and other Dieringer residents. Eventually the school district consolidated with the Lake Tapps school district under the Dieringer name. The school house is listed on the National Register of Historic Places (NRHP), but the town is gone (Grulich and Gallacci 1996).

The Northern Pacific Railroad (NPRR) received a government charter in 1864 which included two million acres of land in Washington State out of a total 40 million acre nation-wide land grant (Cole 2002a). Tacoma won the struggle to become the western terminus in 1873. Coal had been discovered on the Carbon River to the east in 1862, and by 1873 mining was in full swing. Rail lines were extended from Tacoma and passing through Alderton to the Wilkeson-Carbonado coal fields in 1876 on the Cascade Junction-Wilkeson line owned by the Northern Pacific & Cascade Railroad. This line was

sold to the Northern Pacific in 1898 (Eisenberg 2005). Most of the coal was purchased by the railroad and transported from the fields to Tacoma to be shipped to California (Kirk and Alexander 1990). The Northern Pacific was later assumed by the Burlington Northern. Burlington Northern abandoned the line in 1984 (Eisenberg 2005) and has been converted to the Foothills linear trail system (Pierce County n.d.).

Alderton, once larger than Sumner, was a center of activity providing needed supplies, mail, church and social contact for early residents of South Hill to the west via the Military Road and the Naches Trail. This trail was the first major surface route into the Puget Sound from east of the mountains. The Military Road drops from the hillside above just south of the Alderton switching station and today provides access to the substation. Orson Annis homesteaded Alderton with his family in 1869. The construction of the Northern Pacific Railroad (NPRR) spur to the Wilkeson coal mines and sandstone quarry to Puyallup in 1876 provided the inspiration for naming the town. Annis noted the heavy stands of alder in the area and the piles of alder cordwood stacked alongside the NPRR tracks for use as engine fuel and called the town Alderton. Annis became the town's first storekeeper, post master, and ticket agent for the railroad. He was also instrumental in organizing the first school in Alderton and was a member of the school board. The town boasted a store constructed in 1913 and other extant buildings near the corner of today's 96th Street and SR162/Orting Highway. Annis and other farmers became affluent by growing hops. After aphids decimated the crop, farmers turned to daffodils, tulips and hyacinths. Christmas trees are also grown in the area today, particularly along the southern end of the project APE at Alderton. The Alderton School is vacant, but still located on 96th Street just west of its intersection with SR162. It is listed on the NRHP (Bates n.d., Gallacci 1986, Phillips 1971).

Population was sparse in the area until the railroad lines were constructed. Residents of the towns and outlying areas relied mostly on farming, but also timber extraction, and working in the coal industry which also included the railroad. Mining and timber-related industries declined in the Great Depression making it possible for the fruit industry to flourish (Kirk and Alexander 1990).

Archival Research

The Department of Archaeology and Historic Preservation (DAHP) WISAARD GIS database was consulted to identify historic property information and recorded archaeological site and survey information in or near the project APE. Additional sources included: numerous books and reports, General Land Office plat maps online (see above), the Muckleshoot Tribal web site (see above), the Washington State Library, and HistoryLink.com.

According to the information available at DAHP, eight cultural resource assessments (Table 1) have been conducted within close proximity to the project APE. Segments of four trail systems were surveyed that will cross under the PSE alignment, but will not be impacted by specific pole locations: Puyallup Riverfront (Shong 2003), a multi-use trail on top of a levee; White – Stuck River (Hedlund 2004), a biking and hiking trail along the White River in Sumner; and White River (Hartman 2010) also along the White River

in Sumner. None of the trails were constructed on former railroad alignments, and cultural resources were not identified during any of these surveys.

The Shaw Road Extension Project APE was surveyed for the City of Puyallup in Section 26 immediately adjacent to the pole alignment along new Shaw Road extension (Hartman 2010). Cultural resources were not identified during any of these surveys.

The alignment of the southern portion of the project nearest Alderton follows the north side of the Foothills Trail right of way (Section 36 and Section 1) before it veers to the west to the west. A cultural resources investigation was conducted for the Foothills Trail McMillan to Meeker Project, but the rail alignment was not documented at that time. Cultural resources were not identified as a result of that study (Cole 2002b). This portion of the Foothills Trail has since been constructed and is now paved.

Table 1. Cultural Resource Surveys Near Project APE.

Author	Date	Title	Distance from APE	Findings
Kelly	2012	CR Assessment for the Puyallup River Floodplain/Fennel Creek Restoration Project, Sumner, WA	1 mile	None
Kiers	2010	CR Survey, SR512, SR410 and SR167, Portland Ave. to King County Line, Flow Map Improvements, Pierce Co., WA.	0.75	None
Gill & Berger	2007	CR Survey for the Shaw Road Extension Project, Pierce Co., WA	Portion Adjacent	None
Hartmann	2010	CR Assessment for the White River Trail (Confluence to the Bridge St.) Project, Sumner, Pierce Co., WA	Portion Adjacent	None
Punke, et al.	2006	CR Survey of NW Pipeline Corporation's Capacity Replacement Project, West WA Addendum 22: Extra Workspaces for the 26" Pipeline Retirement. AINW. Portland, OR	1.25 mile	None
Chidley	2005	An Intensive Phase I Archaeological Survey of the NEXTEL WA0818-C Benroy Telecommunication Cell Tower Site, Pierce Co., WA	0.5 mile	None
Hedlund	2004	Archaeological Survey of a Portion of a Proposed Biking and Hiking Trail along the White-Stuck River in Sumner, WA.	Portion Adjacent	None
Rooke	2003	CR Survey for the WSDOT SR167, North Sumner Interchange, Pierce Co., WA	0.5 mile	None
Shong	2003	Heritage Resources Investigations for the City of Puyallup Riverfront Trail Project-Phase 2 (SR512 to East Main), Pierce Co., WA	Portion Adjacent	None
Cole	2002	CR Investigations for the Foothills Linear Park Trail, McMillan to Meeker (CSM 6169), Pierce Co., WA	Portion Adjacent	None

Files at DAHP indicate that archaeological sites are not recorded within the project APE (Table 2). One archaeological site (45PI79) is recorded one mile east of the project APE near the southern end (Kennedy 1977). Another (45719) is two miles away from the project APE (Juell and Piper 2005) and another (45PI907) is over two miles away (Cowan 2008). All are very limited, small Precontact lithic scatters. None have been

tested. The Bray Site (45PI1276) is about .75 mile west of the current project alignment on a “narrow sand ridge on a high glacial outwash terrace overlooking the confluence of the White and Puyallup Rivers”. The site was excavated by amateurs in the 1990s and revisited by professionals in June 2012. Investigations revealed a dense lithic scatter, earth ovens with FCR in a matrix of charcoal, and faunal remains (Chatters and Kaehler 2012). Two historic period scatters of glass bottle fragments (45PI444 and 45PI445) were recorded on the Burlington Northern Railroad tracks (Heidgerken 1996a and 1996b). Neither has been determined eligible for the NRHP. Above-ground historic resources are not recorded within the APE that will be affected by pole installation.

Table 2. Recorded Archaeological Sites Near Project APE.

Author	Date	Site Type	Distance from APE	Site Number
Kennedy	1977	Precontact lithic scatter	1 mile	45PI79
Heidgerken	1996a	Historic amethyst glass bottle fragments	Near	45PI444
Heidgerken	1996b	Historic amethyst glass bottle fragments	Near	45PI445
Juell and Piper	2005	Precontact lithic scatter	2 miles	45PI719
Cowan	2008	Precontact lithic scatter	2+ miles	45PI907
Chatters and Kaehler	2012	Precontact camp	.75 mile	45PI1276

Resources eligible or listed on the NRHP are not located within the project APE. The Dieringer School is listed on the NRHP. It is located about .5 miles north of the APE and below the White River substation (Grulich and Gallacci 1996). The Alderton School is also listed on the NRHP. It is located about .25 miles east of the APE near the intersection of SR162 and 96th Street (Gallacci 1986). Two barns are listed on the Washington Heritage Barn Register as historically significant resources representing the agricultural, economic and cultural development of the State of Washington. The Spooner Barn is located in Alderton south of 96th Street about 550 feet east of the APE. The Cavelti Barn is at the west end of 96th Street about 400 feet west of the APE. Neither Barn is located in the project APE.

Some structures and features, such as the penstock forebay gatehouse, powerhouse, overflow well, and tunnels associated with the original PSE White River Project (now owned by the Cascade Water Alliance) were inventoried as part of the Legacy project. They are north and outside of the PSE Alderton to White River Pierce 230kV Expansion APE.

Expectations

It is evident that native people utilized the area in the vicinity of the PSE Alderton to White River Pierce 230kV Expansion APE. Many poles are or will be situated in areas that have previously been disturbed or filled, such as along 142nd Avenue in Sections 12 and 13. This is in the area of the original Stuck River (now White River) course and “impassable swamp” noted on the GLO Cadastral Plat map (USSG 1883) altered substantially since 1864. This area has been filled with imported material and the land developed into the Sumner Industrial Park (Figure 5). Other disturbed areas (Section 26)

include cultivated agricultural fields and both current (Sections 1 and 12) and abandoned (Sections 36 and 1) railroad rights-of-way.

Because of the historic habitation patterns of the White and Puyallup River Valleys, it is apparent the natural landscape has been altered and disturbed over the past one hundred plus years. The power pole placement for the PSE Alderton to White River Pierce 230kV Expansion Project does not appear to be located in areas of naturally occurring landscape, where intact cultural resources greater than 50 years old may be present.

However, some poles will be installed in areas with some probability for discovery of archaeological materials. Proposed pole locations near the White River and the Puyallup River are deemed areas of higher archaeological potential and warrant shovel testing.

Methods

The APE for the PSE Alderton to White River Pierce 230kV Expansion Project consists of specific power pole locations (Figures 5 – 22). The entire alignment (approximately 8 miles) was surveyed by two archaeologists, Jeff Flenniken and Pam Trautman during January 2012. The weather was clear, breezy, cold, and damp. Ground surface visibility ranged from excellent to poor.

The cultural resources survey was started at the north end of the project area at the White River Substation (Figure 6). The steep, eroded, glacial till hill-side is the western edge of the White River Valley. In this portion of the APE, power pole locations are situated on a very steep, brush covered, valley wall as it descends to the valley floor below (Figure 7) on the east side of the White River where it is extremely wet with standing water (Figure 8). The alignment on the west side of the White River is characterized by various industrial warehouses and offices, generally part of the Sumner Industrial Park. Here the valley floor has been intensely developed from previously existing agricultural land, and excavated and filled with imported glacial till (likely quarried from the valley sides). The landscaped was elevated to prevent flooding. Underground utilities were installed including electrical conduit, water systems, telephone systems, and gas lines (Figures 5 and 9).

The southern portion of the APE lies within active farm land for crops such as flowers, flower bulbs and Christmas trees in cultivation since the 1800s (Figures 10 and 14). The pole alignment in Section 30 follows the existing Foothills Trail within the trail right-of-way (Figure 11). South of Pioneer East, the line is proposed to be rebuilt on the existing 115kV line within the trail to minimize the power line's footprint within the trail corridor (Figure 12). Some pole locations are situated in areas of standing water (Figure 13). The alignment veers west somewhat closer to the hillside in Section 1, crossing a tree farm as it approaches the Alderton switching station (Figure 14 – 16).

The central portion of the APE surrounding Section 24 is located near the confluence of the Puyallup River and White River at Sumner (Figure 17) within an urban environment of disturbed or altered landscapes near railroad tracks, road rights-of-way, private property, and pedestrian trail access. However, five potential exceptions were noted.

Power pole numbers 33, 34, 35, and 36 are located on the west side of the White River in areas that appeared to have less damage, with the exception of years of farming (Figures 18 – 22). Power pole number 45 is situated on the north side of the Puyallup River between a paved bike trail and a Highway 410 off-ramp in an area that appeared to have received minimal damage (Figure 2).

Shovel Test Probe (STP) 1 was placed within one foot of the stake marking the location of power pole number 33. STP1 (0557291 mE/5229052 mN) was excavated to a depth of 85 cm (Figure 18). Sediments were very dark greyish brown sandy loam (Munsell 10YR 3/2), with few pebbles and no roots. Artifacts were not recovered from STP1.

STP2 was located within one foot of the stake marking the location of power pole number 34 (Figure 19). STP2 (0557095 mE/5228978 mN) was excavated to a depth of 70 cm. Sediments were dark greyish brown clayey loam (Munsell 10YR 4/2), with few pebbles and no roots. Sediments were very wet at the bottom of the excavation. Cultural resources were not identified from STP2.

STP3 was situated within one foot of the stake marking the location of power pole number 35. STP3 (0557105 mE/5228810 mN) was excavated to a depth of 60 cm (Figure 20). Sediments were dark brown clayey loam (Munsell 10YR 3/3), with few pebbles and no roots. Sediments were very wet at the bottom of the excavation. Cultural resources were not found from STP3.

STP4 was excavated within one foot of the stake marking the location of power pole number 36 (Figure 21). STP4 (0557108 mE/5228617 mN) was excavated to a depth of 70 cm. Sediments were dark brown loamy sand (Munsell 10YR 3/3), without pebbles or roots. Sediments were very wet at the bottom of the excavation. Cultural resources were not recovered from STP2.

STP5 was situated within one foot of the stake marking the location of power pole number 45 (Figure 22). STP5 (0556714 mE/5227413 mN) was excavated to a depth of 10 cm. Sediments were very compacted glacial till fill. STP5 was located in an area where the landscape had been altered by importing fill to elevate the level of the ground surface, most likely during the construction of the Highway 410 off-ramp. Cultural resources were not found in STP5.

The project APE includes portions of the former NPRR alignment constructed in 1877. The railroad was abandoned in 1984 and all features removed. This segment of the rail alignment is located on generally flat land with a slight slope. Portions are located within or near wet and marshy areas. The alignment was converted to the Foothills Trail a few years ago and paved (Figures 11 and 12). Lithic Analysts documented the alignment on a DAHP Historic Property Inventory Form for properties over 50 years of age (see Figures). The integrity of design, workmanship, and materials has been reduced because of removal of railroad features (structures, rails, ties) after abandonment. Feeling, association and setting have been dramatically altered by development in response to

population grown in the east Pierce County area and by the conversion of the rail line to a recreational trail.

- Criterion A: The abandonment and dismantling of the NPRR line reduces its association with rural population growth and industrial development such as coal mining. This NPRR segment is not recommended eligible under Criterion A.
- Criterion B: This segment of the NPRR line has no firm association with persons significant in our past, other than an indirect connection to the founders of the rail line, and thus does not appear eligible under Criterion B.
- Criterion C: Due to abandonment of the rail line and subsequent removal of features, any distinctive characteristics of a type, period, or particular method of construction no longer exists, and thus does not represent the work of a master, possess high artistic values, etc., or a distinguishable entity whose components may lack individual distinction. This segment of the railroad does not appear eligible under Criterion C.
- Criterion D: This segment of the railroad does not appear eligible for listing in the NRHP under Criterion D as subsurface examination would not contribute to our understanding of the operation of the NPRR.

Results and Recommendations

Portions of the project are located within previously disturbed areas such developed industrial development with underground utilities or at existing pole locations. However, five locations were deemed suitable for shovel testing. All shovel test probes were negative for cultural resources. The alignment is recommended **ineligible** for inclusion on the NRHP. Thus, historical properties eligible for inclusion on the NRHP were **not** identified as a result of this investigation. It is unlikely cultural resources will be discovered during ground-altering activities related to the project. Lithic Analysts recommends a determination of “**no historic properties**” for this project. Further cultural resources work is not needed.

A copy of this report and a CD with PDF should be forwarded to the Department of Archaeology and Historic Preservation, Olympia. Copies should also be supplied to interested agencies and tribes.

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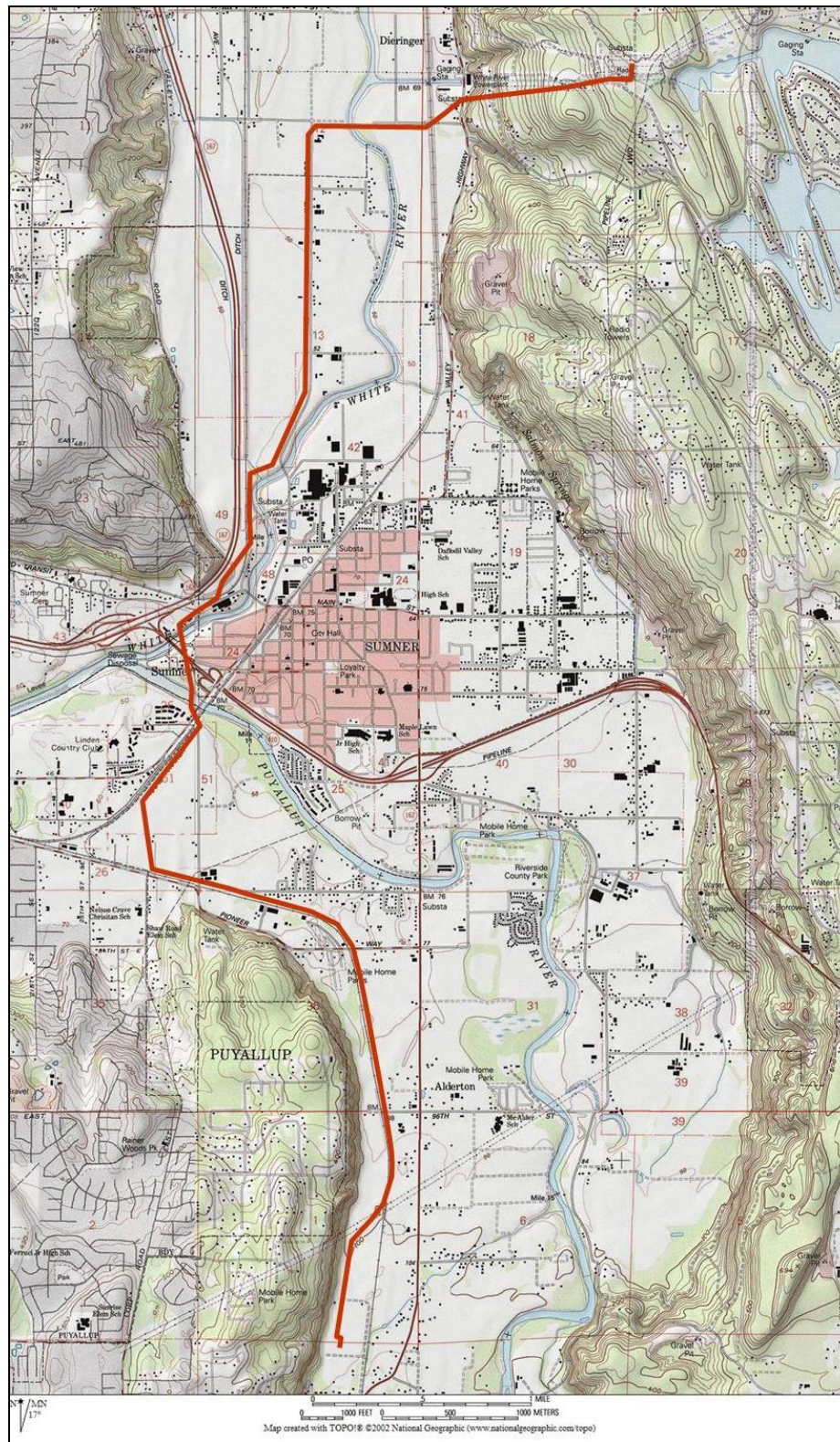


Figure 1. Project APE, Section 7, Township 20 North, Range 5 East; and Sections 12, 13, 24, 25, 26, and 36, Township 20 North, Range 4 East; Sections 1 and 12 Township 19 North, Range 4 East, W.M., USGS Sumner and Puyallup Quadrangles, in Pierce County.

Figure 2. Aerial of northern portion of APE.

*Cultural Resource Survey, Puget Sound Energy Alderton to White River,
Pierce 230kV Expansion, Transmission Project, Pierce County, Washington*

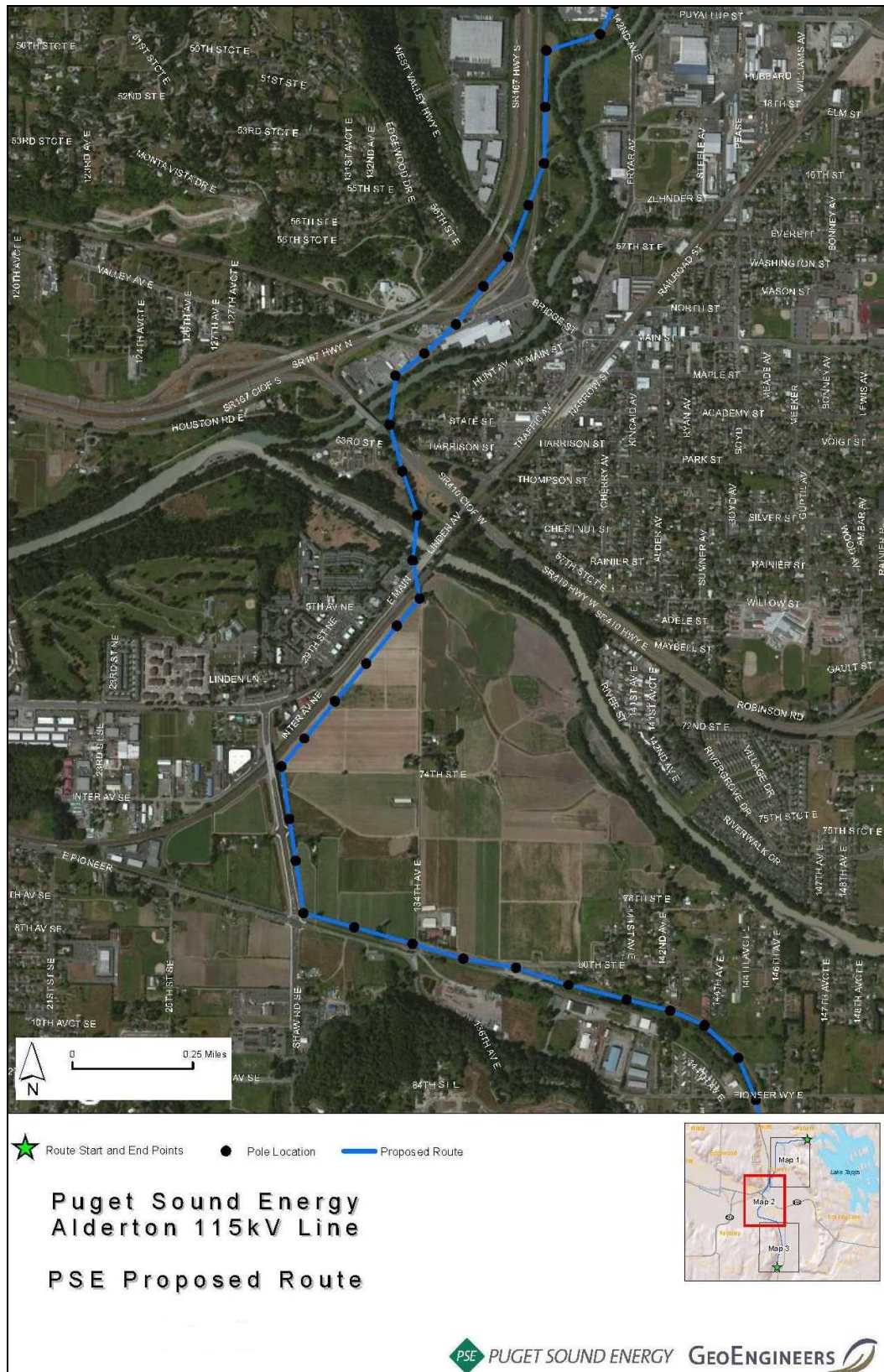


Figure 3. Aerial of central portion of APE.

Figure 4. Aerial of southern portion of APE.



Figure 5. Sumner Industrial Park on 142 Avenue East, view facing north.



Figure 6. White River Substation, north end of project.



Figure 7. Hillside below White River Substation, view facing west.



Figure 8. Pole alignment in standing water on east side of railroad tracks, view facing south.



Figure 9. Southern end of Sumner Industrial Park on 142 Avenue East, view facing north.



Figure 10. Cultivated fields south of Puyallup River, view facing south.



Figure 11. Foothills Trail from Pioneer Avenue East, view facing north.



Figure 12. Foothills Trail with existing pole alignment, view facing south



Figure 13. Pole to be located left of center.



Figure 14. Cultivated field with young trees near Alderton switching station, view facing northeast. Pole stake is left of center in trees.



Figure 15. View of existing 115kV line and tree farm at base of hillside, view facing north.



Figure 16. Alderton switching station, view facing north.



Figure 17. West bank of White River north of confluence with the Puyallup River, view facing northeast.



Figure 18. Shovel Test Probe 1 near power pole number 33.



Figure 19. Shovel Test Probe 2 within one foot of the stake marking the location of power pole number 34.



Figure 20. Shovel Test Probe 3 within one foot of the stake marking the location of power pole number 35



Figure 21. Shovel Test Probe 4 within one foot of the stake marking the location of power pole number 36.



Figure 22. Shovel Test Probe 5 within one foot of the stake marking the location of power pole number 45.



Historic Inventory Report

Location

Field Site No. DAHP No.

Historic Name: Northern Pacific Railway

Common Name: Foothills Trail

Property Address: , Alderton, WA 98371

Comments:

Tax No./Parcel No.

Plat/Block/Lot

Acreage

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T19R06E	01	NE		Pierce	SUMNER
T20R06E	36	NE			
T20R06E	36	NW			
T20R06E	36	SE			

Coordinate Reference

Easting: 1208990

Northing: 677845

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: PSE White River to Alderton Transmission Project

Date Recorded: 01/16/2013

Field Recorder: Pam Trautman

Owner's Name: Pierce County Parks and Recreation

Owner Address: 9112 Lakewood Drive SW

City: Lakewood

State: WA

Zip: 98499

Classification: Structure

Resource Status:

Comments:

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO



Historic Inventory Report

Determination Date: 1/1/0001

Determination Comments:

Description

Historic Use: Transportation - Rail-Related

Current Use: Recreation and Culture - Outdoor Recreation

Plan: None

Stories:

Structural System: Other

Changes to Plan: Moderate

Changes to Interior: Not Applicable

Changes to Original Cladding: Not Applicable

Changes to Windows: Not Applicable

Changes to Other: Not Applicable

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Foundation:

Form/Type:

Narrative

Study Unit

Other

Community Planning/Development

Date of Construction:

1876 Built Date

Builder:

Engineer:

Architect:

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): No

Historic Inventory Report

Statement of Significance:

The railroad segment documented herein was part of the Cascade Junction-Wilkeson owned by the Northern Pacific & Cascade Railroad which was sold to the Northern Pacific Railroad (NPRR) in 1898. The NPRR had received a government charter in 1864 which included two million acres of land in Washington State out of a total 40 million acre nation-wide land grant (Cole 2002). Tacoma won the struggle to become the western terminus in 1873 and provided direct passenger service between Ellensburg and Yakima in 1877. Coal was discovered on the Carbon River to the east in 1862, and by 1873 mining was in full swing. Rail lines were extended on a spur track from Tacoma to the Wilkeson-Carbonado coal fields in 1876. The rail line served to preserve the Northern Pacific's local land claims and to transport the recently discovered coal out of the region (Cole 2002). Most of the coal was purchased by the railroad and transported from the coal fields to Tacoma to be shipped to California (Kirk and Alexander 1990). The Northern Pacific was later assumed by the Burlington Northern (Eisenberg 2005).

Population was sparse in the area until the railroad lines were constructed. Residents of the towns and outlying areas relied on farming, timber extraction, and working in the coal industry which also included the railroad. Mining and timber-related industries declined in the Great Depression making it possible for the fruit industry to flourish (Kirk and Alexander 1990). Burlington Northern abandoned the line in 1984 (Eisenberg 2005) and converted to the Foothills Trail and paved a few years ago (Pierce County n.d.). The integrity of design, workmanship, and materials has been reduced because of removal of railroad features (structures, rails, ties) after abandonment. Feeling, association and setting have been dramatically altered by development in response to population grown in the east Pierce County area and by the conversion of the rail line to a recreational trail.

Criterion A: The abandonment and dismantling of the NPRR line reduces its association with rural population growth and industrial development such as coal mining. This NPRR segment is not recommended eligible under Criterion A.

Criterion B: This segment of the NPRR line has no firm association with persons significant in our past, other than an indirect connection to the founders of the rail line, and thus does not appear eligible under Criterion B.

Criterion C: Due to abandonment of the rail line and subsequent removal of features, any distinctive characteristics of a type, period, or particular method of construction no longer exists, and thus does not represent the work of a master, possess high artistic values, etc., or a distinguishable entity whose components may lack individual distinction. This segment of the railroad does not appear eligible under Criterion C.

Criterion D: This segment of the railroad does not appear eligible for listing in the NRHP under Criterion D as subsurface examination would not contribute to our understanding of the operation of the NPRR.

NOTE: A segment of the Northern Pacific Railway (NPRR) alignment near Buckley was documented in 2010 by Historical Research Associates of Seattle (Gilpin 2010) for another portion of the Foothills Trail Project. SHPO concurred that the portion of the NPRR rail grade is not NRHP eligible.

Description of Physical Appearance:

This segment of the rail alignment is located on generally flat land with a slight slope. Portions are located within or near wet and marshy areas. All railroad features have been removed. The alignment has been paved and converted to the Foothills Trail.



Historic Inventory Report

Major
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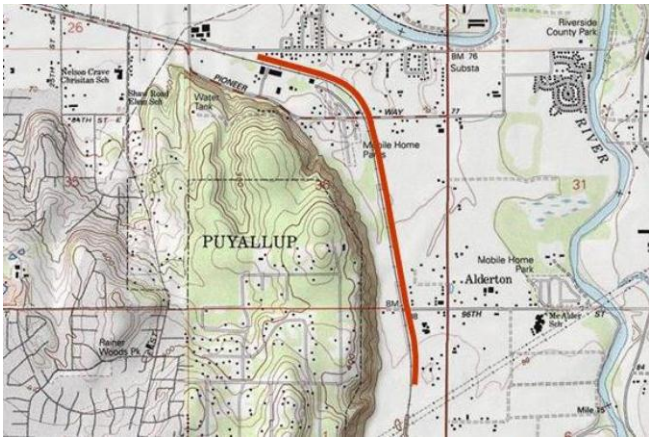
Photos



Foothills Trail, facing south
2013



Foothills Trail facing south
2013



USGS Foothills Trail
2013