The Archaeology of the Portland-Milwaukie Light Rail Transit Project and Tilikum Crossing

and Archaeological Investigations Northwest, Inc.
Project Overview

• 7.3-mile light rail extension with 10 stations and two park-and-ride lots

• Route connects Downtown Portland with South Waterfront, inner Southeast Portland, and north Clackamas County

• Tilikum Crossing, a new bridge over the Willamette River, will carry light rail trains, buses, streetcars, cyclists, and pedestrians

• Grand opening September 12, 2015

• Federal funding is 50% of approximate cost of $1.49 billion
Project Evolution and Archaeological Needs

- Planning began in early 1990s
- Different alignment alternatives were explored prior to identification of the Locally Preferred Alternative
- AI NW conducted archaeological surveys, literature reviews, and records searches to identify known and likely archaeological sites
Challenges of Urban Archaeology

- Limited ability to identify sites through traditional methods prior to project construction

- Intensive research may be needed to reveal areas where sites are likely to be located

- Pavement may cap areas containing archaeological sites - or modern refuse

- Construction episodes and utility placement often disturb site locations prior to their discovery, complicating their multi-layered context

- Site safety and security

- On-site archaeologists are used to help identify intact deposits of cultural materials during construction
Summary of Archaeological Finds During Project Construction

- Total Inadvertent Discoveries of Buried Cultural Materials: 32
- Total Resources Identified: 23
  - 18 Archaeological Sites
  - 1 Archaeological Isolate
  - 4 Buried Historic Resources
- Sites Excavated: 6
  - 35MU220
  - 35MU226
  - 35MU232
  - 35MU236
  - 35CL337
  - 35CL338

Feature 2 (privy), Site 35MU226
Thematic Connections of PMLR Sites

Urban Development - Expanding and Changing Infrastructure

• Remnants of buildings demolished circa 1960 for the South Auditorium Urban Renewal project were discovered at SW Lincoln Street (35MU230)

• Buried remnants of a former Harbor Drive interchange, including an underpass and retaining wall, were encountered between SW Naito Parkway and the current alignment of Harbor Drive
Thematic Connections of PMLR Sites

Transportation History

- Remnants of Portland’s former streetcars and trolleys were encountered at three locations along the PMLR project alignment (Sites 35MU223, 35MU222, 35MU224)

- Brick and cobblestone drainage feature associated with a streetcar line near SE McLoughlin Boulevard south of Milwaukie (35CL338)
Thematic Connections of PMLR Sites

Ethnic Neighborhoods of Early Portland

- Two sites were discovered at the intersection of SW 4th Avenue and SW Lincoln Street in Portland (35MU220 and 35MU226)

- At the turn of the twentieth century, this area was a predominately Jewish neighborhood

- Artifacts left behind from this time period enhance our understanding of the lifeways of this ethnic group in Portland
Thematic Connections of PMLR Sites

Industrial/Manufacturing History

- Iron Fireman Manufacturing Company, SW Naito Parkway (35MU238)
- Portland Reduction Works, SE 8th Avenue (35MU235)
- Inman-Poulsen Lumber Company, SE Caruthers Street (Isolate 11/1933-27)
- Oregon Worsted Company Mill, SE McLoughlin Boulevard (35MU229)
- Fischer Pottery/brick and tile factory, SE McLoughlin Boulevard (35CL337)

Clockwise, from left: An article detailing total loss of the Iron Fireman Plant (The Oregonian February 3, 1944), foundation remnant of plant at 35MU238, and a 1935 photograph of the plant at SW Naito Pkwy.
Site Discussions

35MU220
35MU226
35MU232
35CL337
35CL338
35MU220: Brick-Lined Shaft
Foundation Remnants, 35MU226
Intact Bottle/Jar Deposit (Feature 1), 35MU226

Circa 1908 to 1930s
Privy (Feature 2), 35MU226
Privy (Feature 2) Excavation, 35MU226
Privy (Feature 2), 35MU226
35CL337: Fischer Pottery
Discovery of Brick-Lined Shaft, 35CL337
Excavation of Brick-Lined Shaft, 35CL337
Excavation of Brick-Lined Shaft, 35CL337
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