A Cultural Resources Survey of the Washington State Department of Transportation's Proposed Realignment of the North Spokane Corridor Project, Spokane County, Washington

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Eastern Washington University

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Archaeological and Historical Services, Eastern Washington University
Cultural Resource Short Report Form

Author(s): Fred Crisson and Stephen Emerson **Date:** June 26, 2001
USGS Quadrangle(s) (map(s) attached): Spokane NE, WA 7.5'; Mead, WA 7.5'
Location (Sec., T, R): Portions of sections 15 and 22, T26N R43E

PROJECT DATA

Agency/Sponsor: Washington State Department of Transportation, Eastern Region

Contract Number (TAD): Y-5070, TAD PO

PROJECT DESCRIPTION

Undertaking/Area of Potential Effect: As part of the route selection process for the North Spokane Corridor Project, the Washington State Department of Transportation (WSDOT) is evaluating a new alignment for one segment of the North Spokane Freeway Corridor (**Figure 1**). The new alignment deviates from the most recently considered route (Gough et al. 2000) in the area bounded by Lincoln Road at the south end and near the intersection of Market and Hawthorne at the north end. Additional results of cultural resource surveys conducted for the North Spokane Corridor are detailed in Holstine and Regan 1995; and Regan et al. 1994. The freeway route includes interchanges in the vicinity of the intersection of Market Street and Hawthorne Road and the re-alignment of portions of Freya Street and Fairview Road. The area of potential effect (APE) includes the immediate area of the realigned road configuration and properties directly adjacent.

Cultural Resource Task(s): Archaeological and Historical Services (AHS), Eastern Washington University (EWU), was contracted by WSDOT to conduct a visual survey along the right-of-way (ROW) of the proposed realignment and submit a report of findings. AHS has previously conducted a site and literature search for the project area.

LOCATION

Project/locational information: The southern end of the proposed road alignment is located east of Freya Street and south of Lincoln Road in the vicinity of the Tosco Refining Company. The route continues in a northerly direction, traversing Freya Street, Gerlach and Fairview roads, and the Burlington Northern Railroad tracks, prior to rejoining the formerly proposed alignment in the vicinity of the intersection of Market Street and Hawthorne Road. This new

route is located west of and in proximity to a previously surveyed segment referred to as the New Alignment (Gough et al. 2000). The adjusted ROW alignment is approximately 2.2 miles in length including interchanges and road re-alignments. The ROW varies in width from approximately 38 m (125 ft) to 152 m (500 ft).

Landowner(s): The realignment ROW passes through land owned by a number of private citizens, small businesses, and corporations.

ENVIRONMENTAL BACKGROUND

Setting/Landform(s)/Vegetation: The proposed freeway alignment is located in an area consisting primarily of glacial flood sands and gravels. These glacial deposits form relatively level areas in the City of Spokane and adjacent surrounding areas. Vegetation in the project area includes sparse stands of ponderosa pine and various introduced weeds and grasses.

Ground Surface Conditions: Ground surface visibility in the project ROW varied from excellent (no or very little vegetation) to poor (little to no ground surface exposure). Areas with limited surface exposure were primarily located in fields situated at the southern end of the route immediately north of Lincoln Road. Natural and man-made ground surface exposures such as animal burrow backdirt piles, fire breaks, trails, machine cuts, and unpaved roads were common within the surveyed corridor. The portion of the proposed ROW bounded by Fairview Road and Market Street is heavily developed and contains numerous ground disturbances, including numerous sand excavations.

ETHNOGRAPHIC/HISTORIC BACKGROUND

The proposed highway ROW alignment examined in this investigation lies within the ethnographic territory of the Upper Spokan Indians. There is evidence, however, that this area was mutually used by both Spokans and Coeur d'Alenes (Ross 1991:5.5). Detailed ethnographic and historic-period background information for the proposed North Spokane Corridor Project has been provided in previous reports (Gough et al. 2000; and Regan et al. 1994) and is not be duplicated here.

Traditional Cultural Properties: No Traditional Cultural Properties (TCPs) were identified within the project area. Consultations concerning TCPs should be completed by the WSDOT in accordance with federal requirements.

Previously Recorded Cultural Resources Within Project Area: No cultural resources have previously been recorded within the area that will be affected by the proposed realignment.

The realigned ROW does, however, pass near an archaeological site. This feature, the Wittkopf Site, has been described in a previous report (Gough et al. 2000:6).

CULTURAL RESOURCE SURVEY RESEARCH DESIGN

Objectives: The objectives of this study are to assist WSDOT in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, by the location and preliminary characterization of both previously and as yet unidentified cultural resources within the area of potential effect and to offer recommendations regarding resource eligibility for listing in the National Register of Historic Places (NRHP).

Area surveyed: All areas withing the proposed realignment corridor, as described above, were surveyed, as were directly adjacent areas. The area surveyed was approximately 115 acres.

Methods: A two person crew spaced at 10-20 m intervals walked transects within the proposed alignment ROW corridor as depicted on aerial photographs supplied by WSDOT. The proposed realignment routes and notable historic-period structures were photographed. Black and white photos and color slides of the project area, correspondence, field notes, and other records generated during the study are on file at AHS in Cheney.

RESULTS _X_ positive ___ negative

Cultural resources recorded/observed: No prehistoric cultural resources were observed during the survey. A historic-period refuse dump was observed near the intersection of Gerlach Road and Freya Street. Also, potentially eligible historic-period structures were observed at two locations. Upon observation, none of these features appears to be eligible for listing on the NRHP. Areas where the project ROW may come near the uncertain boundary of the Evergreen Cemetery were also examined. Nothing was observed, but it is known that graves may be located beyond the marked boundary of the cemetery.

Domestic refuse dump: A concentration of historic-period artifacts consisting of venthole evaporated milk and sanitary cans, glass jar and bottle fragments, plastic, and ceramic fragments was observed on land located near the north end of the Tosco Refinery Company property, in proximity to the intersection of Gerlach Road and Freya Street. An east-west road or fire-break cuts through the north side of the concentration. The west side of the concentration is within the ROW of a high-tension transmission line. Construction of these facilities and other ground disturbing activities have contributed to the scattering of artifact fragments. The concentration contains approximately 30 cans and several intact jars. All

glass containers examined are machine-made. Two beverage cans have been opened with a church-key opener. A single trademark embossed on the base of a glass container was identified as a mark used by the Hazel-Atlas Glass Company of Wellsburgh West Virginia from 1920 to 1964 (Toulouse 1971:239). The artifacts are not associated with any observable features. The location of the dump suggests this household debris resulted from several episodes of opportunistic roadside dumping. The introduction of the church-key opener (1935) and the end date (1964) for the use of the Hazel-Atlas trademark provide bracketing dates for the potential age of the deposit. Although it is not possible to precisely date the historic-period deposit, it is similar in content and composition to dumps dating from the mid-1950s to early 1960s. Because of the recent date of much of this debris, and due to the lack of diagnostic items indicating an earlier date, this feature does not appear to be eligible for inclusion on the NRHP.

Louise Wittkopf property: Several historic-period structures located on land owned by Louise Wittkopf, at N. 8718 Fairview Road, were examined. The Louise Wittkopf property contains a mix of older and newer structures. The one-story wood frame house was moved to its present location as early as the 1920s. Since then several additions have been attached, composition siding has been placed over original horizontal wood siding, and a second story burned. The house has been modernized and is still occupied by Mrs. Louise Wittkopf. Near the house is an old shop structure. This small front-gabled building has a concrete floor, two window openings (one with multiple-pane muntins), and a separate interior room with a work table. The old wood shake roof has been partially covered by composition roofing, as has some of the original horizontal wood siding. This building is in an advanced state of deterioration. To the northwest of the house is a square (25 ft by 25 ft) stone structure that is built into the hillside. It appears that a wood frame upper level was once in place above the stone foundation but has been removed. The walls are made of mortared, irregularly shaped basalt. The wood frame floor joists that form a partial roof over the structure are constructed with round nails. The open end of the structure faces west and features an opening large enough for a vehicle and a window opening. Also present on the Wittkopf property is an old concrete and brick well housing and assorted rusted farm implements.

Historic-period structural features on the Wittkopf property have lost their probable historic association with dairy farming. Additionally, they possess diminished integrity due to alteration and deterioration. For these reasons, these structures do not appear to be eligible for listing on the NRHP.

Jim Coffield property: Further north, at N. 9020 Fairview Road, is the Jim Coffield property. This location was once the site of a farm, as evidenced by old trees, fruit orchard remnants, rock garden elements, and a single surviving rhubarb plant. With one exception, all of the old farm structures have vanished, including the house, which burned years ago. What remains is a mortared stone structure (20 ft by 20 ft). It was probably once covered by a wood