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Cultural Resources Survey for the Proposed Washington State Horse Park, Kittitas County, Washington

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Principal Investigator: Stan Gough

Submitted to Washington State Horse Park Authority, Woodinville

Short Report 1050
Archaeological and Historical Services
Eastern Washington University

January 2010

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

Authors: Dana Komen and Ryan Ives

Date January 2010

USGS Quadrangle: Cle Elum, WA, 7.5 provisional edition 1984

Location: Sections 28, 32, and 33, T20N, R15E

PROJECT DATA

Agency/Sponsor: Washington State Horse Park Authority

PROJECT DESCRIPTION

Undertaking/Project Area: Washington State Horse Park Authority is proposing development of a horse park north of and adjacent to Interstate 90 (I-90) near the town of Cle Elum in Kittitas County (Figure 1). Planned developments include construction of horse barns, an indoor arena, riding and dressage rings, stock pens, trailer and recreational vehicle camping and parking, and park facilities such as office, maintenance, concession, restroom and shower buildings (Figure 2). Total area of the proposed horse park is approximately 112 acres.

Cultural Resource Tasks: Cultural resource tasks conducted by Archaeological and Historical Services (AHS) included: 1) coordinating with the Department of Archaeology and Historic Preservation (DAHP) and Washington State Horse Park Authority; 2) conducting a comprehensive archaeological literature review and records search for the project area including a search of site records at DAHP, General Land Office (GLO) plats and related land records on file at the Bureau of Land Management (BLM) office in Spokane, and background information; 3) soliciting input regarding cultural resources soliciting input regarding cultural resources from the Confederated Tribes and Bands of the Yakama Nation; 4) conducting pedestrian survey and subsurface shovel testing at two existing well locations; and, 5) preparation of this technical report of findings. AHS investigations and report are designed to aid Washington State Horse Park Authority in complying with applicable cultural resources regulations.

LOCATION

Project/locational information: The project area is located 0.5 mile west of the town of Cle Elum in Kittitas County (see Figure 1). The project area is bounded on the south by I-90 and on the east by a major transmission line corridor. The Yakima River, approximately 0.4 mile to the south, parallels the southern project area boundary and portions of a glacial outwash terrace are included within the project area.

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Landowner: Suncadia, LLC

ENVIRONMENTAL BACKGROUND

Setting/Landform(s)/Vegetation: The project area lies within the upper Yakima River Basin, located east of Snoqualmie Pass in the Cascade Mountain foothills. Extending from Snoqualmie Pass to the Canadian Border, the Northern Cascade Mountains are composed of folded and partially metamorphosed sedimentary rocks (Franklin and Dyrness 1988:17). From Snoqualmie Pass southward, the Southern Cascade Mountains are largely volcanic in origin with andesite and basalt the most prevalent rock types (Franklin and Dyrness 1988:21). Pleistocene glaciation shaped the sharply ridged peaks of the Cascade Mountains and the glaciers of the upper Yakima River basin were among the largest. At their maximum extent, distinct valley glaciers merged in the Yakima Valley to form a confluent ice stream more than 40 kilometers in length and at least 400 meters thick (Porter 1976:65).

After glacial ice retreated from the upper Yakima River valley, the landscape was dotted with moraines composed of drift and associated outwash. Named for a nearby town, the Ronald outwash terrace around Cle Elum is derived from upstream moraines to the west of the project area (Porter 1976:65; Tabor et al. 1982:18). Throughout most of the upper Yakima River Valley, Ronald outwash consists primarily of rounded cobble-pebble gravel mantled in place with loess (Porter 1976:65). Project area sediments are mapped as part of this Ronald subdrift (mainstream outwash) (Tabor et al. 1982 Map). Ronald outwash sediments are cobble gravels similar in lithology to the bolder-pebble Yakima River gravelly alluvium, except that Ronald outwash is 12 meters higher in elevation than the modern Yakima River floodplain. Cobbles are primarily rounded and volcanic in origin with smaller amounts of metamorphic and sedimentary rocks present (Tabor et al. 1982:Map).

Thin, postglacial alluvium in the Yakima River floodplain consists primarily of gravels from reworked outwash sediments and deposits of overbank silts and lacustrine clays (Porter 1976:72). Mapped sediment in the project area consists of Roslyn fine sandy loam. Typically present on outwash terraces, Roslyn fine sandy loam developed under coniferous forests and includes varying amounts of loess and volcanic ash (Natural Resource Conservation Service [NRCS] 2009; Smith et al. 1945:45). The largest occurrence of this soil type is present on the terrace between Roslyn and Cle Elum, which includes the project area (Smith et al. 1945:46). Roslyn fine sandy loam consists of medium brown, loose fine sandy loam with coarse sand and some gravels to 25 centimeters, below which is a reddish brown compact loam. At a depth of 50 to 60 centimeters is red brown compact gravelly loam and compact gravel. Roslyn sandy loam contains varying quantities of coarse sand, coarse gravel, and cobbles throughout (Smith et al. 1945:45, 46).

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The project area is located within the ponderosa pine (*Pinus ponderosa*) forest vegetation association zone (Franklin and Dyrness 1998:45). Unlike other forest types, ponderosa forests characteristically inhabit dry sites and are closely associated with coarse-textured sandy soils (Franklin and Dyrness 1998:169). The presence of pinegrass is common to many ponderosa pine stands on the eastern Cascade Mountain slopes (Franklin and Dyrness 1988:176), and this grass was observed in the project area. Other observed vegetation included occasional Douglas fir (*Pseudotsuga menziesii*), Oregongrape (*Berberis nervosa*), and mariposa lily (*Calochortus* spp.).

Ground Surface Conditions: Ground surface visibility is generally fair to good throughout the project area. Prior to 1998, logging activities conducted in the project area created the current hummocky topography with bulldozed clearings, remnants of piled and burned slash piles, trails, and unimproved roads common (Figure 3). Logging activities also left behind large quantities of slash and woody debris which was subsequently piled and burned, although in some areas remainders of small slash piles are present. No large diameter trees are present although young trees were numerous in some areas (Figure 4), further indications that past logging with its accompanying ground disturbing activities has been extensive throughout the project area.

ETHNOGRAPHIC/HISTORIC BACKGROUND

The project area is located on lands ethnographically associated the Sahaptin speaking Upper Yakama band, the Kittitas (Ray 1936:119). The Kittitas, who called themselves *pcwa nwapam* (stony ground or river rock people) (Ray 1936:123; Schuster 1983:35), were one of several small, politically autonomous groups residing on adjacent territories that were closely related by ties of language, culture, and recurring social interaction (Schuster 1983:33; 1998:327). Although territorial boundaries between bands were indistinct and imprecise (Schuster 1983:34), eleven named settlement locations have been identified in Kittitas territory. The villages of *ta'txanixca* and *tliélam* were located closest to the project area (Ray 1936:143,144). *Ta'txanixca*, on the south side of the Yakima River approximately four miles below the town of Cle Elum, was inhabited by 50 to 60 people (Ray 1936:144). At the south end of Cle Elum Lake was the summer village of *tliélam*. A salmon trap was maintained at *tliélam* and during the height of the June through July fishing season, the population was as large as 1,000 people (Ray 1936:44).

While permanent villages were occupied primarily during the winter, seasonal camps were also described as having “an air of permanency as people returned annually to the same rich root-digging meadows, huckleberry fields, or popular fishing areas” (Schuster 1998:335). “During the summer the Indians, for the most part, live in the small valleys lying well into the foot of the mountains. These are, however, uninhabitable during the winter, and they move farther down, or to more sheltered locations” (Gibbs 1967:15). The Yakama subsistence round was based in gathering plants, fishing, and hunting. Plant foods and salmon comprised one third to one-half of the food supply with hunting making up the remainder (Anastasio 1975:119, 122-123). In early spring, people dispersed to dig roots, pick huckleberries, and fish (Schuster 1998:335). The

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“Yakima derived their subsistence primarily from the gathering of wild plant foods, fishing, and hunting, approximately in that order of importance” (Schuster 1983:68).

Villages were located along major rivers with different groups identified by their permanent winter village location (Schuster 1983:34). After acquiring the horse (ca. 1730), permanent villages were concentrated in river valleys at sheltered locales which also offered good horse pastures. These pastures were a necessary factor in the choice of winter village locations and were considered more important than the use of rivers for transportation or for procuring food. Acquisition of horses provided a new mobility, bringing dramatic change to Yakama subsistence and social activities. Access to more extensive food resources increased food supplies resulting in increased economic security. The Yakama increasingly used their horses to cross the Rocky Mountains to hunt buffalo on the plains. With an increased supply of hides, Yakama adopted buckskin clothing in lieu of their traditional plant based clothing, favored skin covered teepees over traditional mat covered lodges, and manufactured rawhide parfleche which served as mobile storage containers carried by their horses (Schuster 1990:43,44).

With increased mobility, the Yakama could also travel farther to attend intertribal trade centers and gatherings where horseracing competitions were popular. Skill in handling and racing horses became a source of prestige (Schuster 1990:44). For a century before first contact with Euro-Americans, the Yakama were dependent on the horse for transportation (Schuster 1983:45), and by 1811 the Yakama were selling or trading horses to other Plateau bands. Eventually, horses replaced dentalium as the primary means of exchange for Yakama trade deals (Schuster 1990:43). One pioneer account recorded Yakama horse caravans during fall gathering expeditions to Cle Elum Lake: “In those days, in the early fall, the Indians used to go up into the mountains hunting and berry picking. I can remember the caravans of Indians, sometimes a mile long; we would stand and watch, thinking the horses and gigs would never pass by” (Operation Uplift:1955:181).

Sharing resources and settlement sites, in addition to intermarriage between bands, established a network of alliances between Yakama groups and their neighbors. While involved in this network, each village also functioned as an independent entity in matters regarding local decisions. This changed during the 1700s when the leader We-ow-wicht conquered villages extending from Kittitas (Upper Yakama) territory south to the mouth of Toppenish Creek. After We-ow-wicht’s death, the confederacy was divided among his eight sons who each exercised control over a smaller section of territory. These brothers, along with their influential nephew Kamiakin, comprise the family from which many traditional Yakamas directly trace their genealogy (Anastasio 1975:198; Schuster 1990:29).

As the settlement era began, encroachment onto native lands by cattlemen and miners increased tensions with the area’s Native American population. Responding to increasing numbers of Euro-American settlers intent on claiming Indian lands, Yakama leader Kamiakin convened a Plateau council in the Grand Ronde valley of Oregon with the purpose of forming an Indian confederacy for mutual protection and for resisting occupation of their lands (Schuster

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1998:343). However, Territorial Governor Isaac Stevens had different intentions, promising gifts and retention of ancestral hunting and fishing rights in traditional places. In exchange, the Indians lost most of their homelands and agreed to removal to reservations (Emerson and Gough 2008:4). In 1855, the Yakima Treaty Council was convened at Fort Walla Walla by Governor Stevens. The treaty was signed by all tribes present. Treaty stipulations included ceding almost 11 million acres of land, establishment of the Simcoe Reservation, and the combination of 14 bands speaking three languages into one political body, the Confederated Tribes and Bands of the Yakama Nation (Schuster 1998:343).

Before the treaty could be ratified however, gold deposits were discovered at the mouth of the Pend Oreille River. Miners encroached upon Yakama lands on their way to the gold fields, an incursion which some Yakama saw as a treaty violation, and several miners were killed (Bureau of Indian Affairs [BIA] 1971:14). The subsequent Yakima Indian War lasted from 1855 to 1858 until a combined force of Yakama, Coeur d'Alene, Spokane, and Palous were defeated by the U.S. Army at the Battle of Four Lakes. Upon Senate ratification of the Yakima Treaty, Fort Simcoe was de-commissioned as an Army Post and was converted into the Yakima Indian Agency. The former Army post also served as a boarding school for reservation Indian children (Schuster 1998:344-345). In 1922, Toppenish became the new Yakima Agency headquarters and the boarding school closed. Today Fort Simcoe is a Washington State park operating under a lease from the Yakama Indian Nation (BIA 1971:15, 17).

The earliest Euro-American settlers in the Yakima Valley were cattlemen whose herds grazed the sagebrush steppe, and by 1867 ranchers were expanding livestock grazing into the bunchgrass-covered uplands (Smith et al. 1945:11). In 1870, cattleman A.J. Splawn established a trading post that later would become the site of Ellensburg, providing further support for settlers moving to Kittitas Valley lands. The increase in livestock numbers resulted in overgrazing of native valley grasses and trampled rangelands. The end of open range in 1890 was hastened by overgrazing and more settlers filing claims on the best grazing lands (Luttrell et al. 2003:11). Sheep replaced cattle in importance since sheep could graze on the depleted arid rangelands and mountain summer pastures, and the Kittitas Valley became one of the most important sheep raising areas in the Northwest (Meinig 1995:291, 292; Smith et al. 1945:11). By 1945, raising sheep was the most important livestock activity in Kittitas County although it was not as significant as its 1930s peak (Smith et al. 1945:13, 14).

Kittitas County was once the major coal producing area of Washington State with the Cle Elum-Roslyn coal deposits considered the most productive (Bruce 1994:5.15, 5.16). Reportedly first mined by a Roslyn homesteader during 1871 or 1872, by 1890 coal was being hauled to Ellensburg for use in blacksmiths' forges (Saunders 1914:17, 18). The Northern Pacific Railroad began actively prospecting for coal in 1886 the same year that the railroad completed its line to Cle Elum. While Cle Elum became a lumber town, erecting a sawmill to provide lumber for the railroad, coal mining became the focal point for Roslyn. Although the Roslyn and Cle Elum coal beds were originally thought to be different, they were later recognized as the same, extensive deposit (Saunders 1914:18). Most of the project area falls within the Roslyn-Clealum (sic) Coal

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Fields as mapped in 1914 (Saunders 1914:Plate II). Roslyn became a diverse community with Croatian, Hungarian, Italian, Scottish, German, and Scandinavian first generation immigrant miners working the coalfields. During the 1890s, black miners from Illinois were brought to Roslyn to work during a miner's strike. While the white mining community was hostile towards the strikebreakers, they were supported by the area's main economic power, the railroad. Comparable wages were paid to the black miners working along whites, an economic situation called unusual in American industry until after 1960s civil rights reforms (Shideler 1986:55). Later joined by their families, the black miners became part of the culturally diverse mining community. During at the height of coal production in 1915, 20 nationalities were represented in Roslyn (Bruce 1994:5.16).

An extensive trail network crossing Snoqualmie Pass and other Cascade Mountains passes facilitated trade between Plateau (particularly Upper Yakama) and Puget Sound Indian groups, with Plateau resources such as dried salmon and mountain sheep wool traded for Puget Sound resources such as dentalium shell and dried clams (Gibbs 1967:170). Early Euro-Americans such as fur traders, geographical surveyors, U.S. soldiers, cattlemen, and miners used existing Indian trails leading into the Kittitas Valley (Luttrell et al. 2003:10). Also following the routes of existing Indian trails were early wagon roads such as the Snoqualmie Pass wagon road (ca. 1865-1905). The Snoqualmie Pass wagon road, which was an important stock driveway as well as a wagon road, took advantage of the low elevation break in the Cascade Mountains (Oliphant 1947:194-195; Prater 1981). During the territorial era, construction of wagon roads was undertaken by the U.S. Army, cities, private citizens and local contractors (Luttrell et al 2003:13). Before the establishment of a permanent road through the Cascade Mountains, goods created on the east side of the mountains would be freighted down the Columbia River and then up the Cowlitz River to reach markets on the Puget Sound. The reduced costs of transporting these goods using a direct overland route was the main driving force for a series of improvements to the alignment and grade of the Snoqualmie Pass wagon road beginning in the late nineteenth century and continuing into the modern era (Prater 1981:47).

By 1906, the old wagon road over Snoqualmie Pass was known as State Road No. 7 (Luttrell et al. 2003:14). It continued to be designated State Route 7 until 1915 when the state legislature renamed the road the Sunset Highway. Certain segments of the Sunset Highway generally follow the approximate alignment as the earlier wagon road, typically in areas that have a fairly low grade. While motorized traffic first crossed the pass in 1905, it would be several years before the numbers of motorized vehicles would surpass the horse drawn wagons continuing to use the road, but "by around 1918, automobiles had killed the livery stable business in the valley, and a number of those proprietors switched to pumping gas" (Prater 1981:47).

The main route through Snoqualmie Pass continued to be renamed, first as Primary State Highway No. 2 in 1934, and then as U.S. 10 in 1944 when the road became part of the interstate freeway system. The first paved segment of the roadway was dedicated in 1934 (Prater 1981). Adjustments to the road alignment likely accompanied each new designation; however the road

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was still informally referred to as the Sunset Highway. The road was given its current designation as I-90 in 1970.

When the original GLO survey was conducted in 1881, the sole cultural feature recorded in the project area was an unnamed wagon road (GLO 1881a). The road continued into the next township west where it was called the “Road to Nelson’s Siding” (GLO 1891). After connecting with Nelson’s Siding, the road continued to the northwest, named in the western part of the township the “Road to Snoqualmie Pass and Seattle” (GLO 1891). Land use in section 28 in the vicinity of the project area includes four patents issued by the U.S. government. One homestead patent was granted to homesteader Michael Richards for the northwest quarter in 1888. The remaining quarter sections of section 28 were sold as coal lands to James Dennis (southwest ¼ section) and Thomas Brazil (southeast ¼ section) in 1891 (including lands in the project area), and to Marion Cahill (northeast ¼ section) in 1893. The Northern Pacific Railroad acquired the land in adjoining sections 27, and 29, as well as the project area land in sections 33 (in 1895) and 32 (in 1902) (GLO 1881a; BLM 2009). Surveyor’s notes indicate that the land was mostly second-rate farmland, and that the vegetation present consisted of pine, fir, alder, rosebush, vine maple and salmon berry (GLO 1881b).

Traditional Cultural Properties

No information concerning traditional cultural properties in the project area was located during the search of DAHP records. However, the general area of the project was undoubtedly used by native people, and a Traditional Cultural Property (TCP) may exist in the vicinity. An association between such a property and the specific project area has not been established.

Previously Recorded Cultural Resources

Resources within the Project Area

Eight previously recorded sites are located within the project area, including one precontact isolate/historic debris scatter, six historic debris scatters, and one historic waterline (Figure 5). Site information, including National Register of Historic Places (NRHP) status, for the eight previously recorded sites located within the project area is presented in Table 1.

Table 1. Previously Recorded Cultural Resources in the Project Area.

Site No.	Resource Description	NRHP Status	Reference
45KT1361	flake fragment; 1920s-1960s historic debris	determined ineligible	Churchill 1997, 1999a
45KI2079	historic debris scatter 1920s-1940s	unevaluated	Griffin, Churchill and Martin 1997a
45KT2080	historic debris scatter 1910s-1920s	unevaluated	Griffin, Churchill and Martin 1997b
45KT2081	historic debris scatter 1920s-1960s	unevaluated	Griffin, Churchill and Martin 1997c
45KT2093	historic debris scatter 1880s-1960s	determined ineligible	Churchill, Martin, and Lucei 1998a
45KT2097	historic debris scatter 1912-1946	determined ineligible	Churchill, Martin, and Lucei 1998b
45KT2098	historic debris scatter 1920 and post 1954	determined ineligible	Churchill, Martin, and Lucei 1998c
45KT2146	historic water supply 1906	determined ineligible	Griffin 1998a

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Site 45KT1361 (Dan's Chert Flake/Historic Debris Scatter)

Originally recorded in 1997 as an isolate, a single, white cryptocrystalline silica (ccs) tertiary flake fragment located near the east end of the project area under a major transmission line (Churchill 1997). In 1999, three shovel tests were excavated in the vicinity of the recorded flake fragment location. No precontact lithic material was recovered; however modern cultural debris was recovered from all three shovel tests excavated. This material, confined to the first ten centimeters below the ground surface, included modern plastic, metal can fragments, a complete glass bottle, and glass bottle fragments. The debris, dating from 1920 through 1964, was described as resulting from random dumping by Cle Elum residents and the site was not considered to be a significant resource (Churchill 1999a:2). Site 45KT1361 has been determined not eligible for listing in the NRHP.

Site 2079 (Burning Pyre Refuse Scatter)

The site was recorded in 1997 and consists of more than 100 glass bottle and jar fragments, ceramic fragments, and metal cans. The artifacts have a wide date range of manufacture, from the 1880s through the 1960s, however the majority of artifacts were manufactured between the 1920s and 1940s (Griffin, Churchill, and Martin 1997a).

Site 45KT2080 (Greenwood Refuse Scatter)

The site, recorded in 1997, consists of metal can fragments, ceramic fragments, and two amethyst glass fragments. Manufacturers' marks indicate the artifacts date from 1910 to the 1920s (Griffin, Churchill, and Martin 1997b).

Site 45KT2081 (Sunset Highway 10 Refuse Scatter)

The site was recorded in 1997 along both the north and south sides of the unpaved road running through the center of the project area (old Sunset Highway 10). Based on manufacturers marks, artifacts in this historic dump range in age from the 1920s through 1960s (Griffin, Churchill, and Martin 1997c).

Site 45KT2093 (BT Phone Home Refuse Scatter)

The site was recorded in 1998 as artifacts clustered around a logging slash pile. Artifact manufacture dates range from the 1880s to the 1960s. The site appears to represent local residential dumping that has been piled together during previous logging activities (Churchill, Martin, and Lucei 1998a). This site has been determined ineligible for listing in the NRHP.

Site 45KT2097 (Memorial Freeway Refuse Scatter)

The site was recorded in 1998 just north of I-90. Artifacts included glass bottle and jar bases manufactured between 1912 and 1946. The scatter represents a single episode of debris disposal from the nearby Laurel Hill Cemetery (Churchill, Martin, and Lucei 1998b). This site has been determined ineligible for listing in the NRHP.

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Site 45KT2098 (Squibb Refuse Scatter)

The site was recorded in 1998 at the base of a terrace. Artifacts ranged in date of manufacture from 1920 to post 1954. The 1920 episode of dumping may have been related to hospital or sheep/cattle ranching. The 1950s artifacts represent dumping by local residents (Churchill, Martin, and Lucei. 1998c). This site has been determined ineligible for listing in the NRHP.

45KT2146 (Cle Elum Waterline Complex)

Site 45KT2146 is a group of features related to the construction of the Cle Elum municipal water line (Griffin 1998a). Features documented reflect three successive episodes, beginning in ca. 1906, of water line and water treatment structures construction to satisfy the demand for water for the ballooning population of Cle Elum in the early twentieth century. The Cle Elum Waterline has been determined ineligible for listing in the NRHP.

Resources Near the Project Area

A total of nine previously recorded isolates/sites are recorded within 0.5 mile of the project area (see Figure 5). These include one prehistoric camp, one prehistoric isolate/historic debris scatter, six historic sites, and one historic isolate. Information regarding the nine previously recorded resources near the project area is presented in Table 2. None of these resources will be affected by the present project.

Table 2. Previously Recorded Cultural Resources within 0.5 Mile of the Project Area.

Site/Isolate No.	Resource Description	NRHP Status	Reference
45KT1376	prehistoric camp	determined eligible	Griffin 1998b; Churchill & Griffin 1999a
45KT1484	1 flake/historic debris scatter	determined ineligible	Griffin et al. 1998; Churchill 1999b
45KT2073	historic debris scatter	unevaluated	Ball & Tormoehlen 1999
45KT2083	historic debris scatter 1930s-1960s	unevaluated	Griffin, Rogers, & Martin 1997a
45KT2084	historic debris scatter 1935-1960s	unevaluated	Griffin, Rogers, & Martin 1997b
45KT2085	historic debris scatter 1929-1960s	unevaluated	Griffin, Rogers, & Martin 1997c
45KT2096	historic debris scatter 1920s-1945	determined ineligible	Churchill, Martin, & Griffin 1998
45KT2099	historic debris scatter 1915-1930s	determined ineligible	Churchill, Martin, & Buck 1998
45KT2618	historic isolate-insulator	not eligible	Beidel 2005

CULTURAL RESOURCE SURVEY RESEARCH DESIGN

Objectives: AHS investigations and report are designed to identify all cultural resources within the project area and to aid Washington State Horse Park Authority in complying with applicable cultural resources regulations.

Area surveyed: The 112 acre project area was surveyed October 12 through October 15, 2009.

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Methods: The project area was surveyed by AHS archaeologists Stan Gough and Dana Komen using meandering pedestrian transects no more than 30 meters wide. Shovel tests excavated were mapped using Global Positioning System derived UTM coordinates (Figure 6). Shovel tests measured 40 centimeters in diameter by an average of 35 centimeters in depth. Shovel test excavation was halted when glacial outwash was reached. All excavated sediments were screened through 1/8-inch-mesh hardware cloth. Each shovel test was backfilled upon completion. The survey tasks were documented through the completion of field notes, appropriate AHS field forms, and digital photography. Notes, photographs, and other project materials are currently on file at the AHS office in Cheney.

RESULTS X positive negative

Cultural resources recorded/observed:

- | | | |
|---|---|---|
| ☐ building(s) | ☒ site(s) | ☐ structure(s) |
| ☐ historic district(s) | ☐ feature(s) | ☐ isolated find(s) |
| ☐ see attached | ☐ artifact(s) | ☐ object(s) |

As a result of the cultural resources survey for the proposed Washington State Horse Park, six of the eight previously recorded sites within the project area were relocated (sites 45KT2079, 45KT2080, 45KT2081, 45KT2093, 45KT2097, and 45KT2146). A previously unrecorded segment of the Sunset Highway (45KT2625) was identified in the project area and the existing site form was updated. This Sunset Highway segment is described below. Two of the previously recorded cultural resource sites in the project area (45KT1361 and 45KT2098) could not be relocated. No cultural materials were discovered during excavation of 26 shovel tests in the project area (see below). Washington State Archaeological Site update forms for the revisited sites, prepared to be forwarded to DAHP, are presented as Appendix A. (The Sunset Highway (45KT2625) update form includes segments of the resource recorded in the fall of 2009 and was also submitted with a separate report [Ives and Gough 2010].)

Site 45KT2625 (Sunset Highway)

A previously unrecorded portion of the historic Sunset Highway (currently known as Ranger Station Road) crosses through the middle of the project area (Figure 7). The road has been used as a logging access and haul road and has a dirt/gravel surface. Previously recorded segments and bridges of the Sunset Highway in the vicinity of the project area have either been determined (sites 45KT2135, MB351 and FS2028) or recommended (previously recorded segment of 45KT2625) ineligible for listing in the NRHP (Ives and Gough 2010:10). The segment of the Sunset Highway within the project area is discontinuous, with the modern I-90 roadway truncating the historic alignment near the western edge of the project area. Isolated and compromised, it has been altered and has no distinguishing features. For these reasons this segment of the Sunset Highway is recommended ineligible for listing in the NRHP.

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Relocated Sites

The six previously recorded sites relocated during the survey are historic sites—five are debris scatters and one is part of a waterline complex. Site conditions of all the relocated sites remain the same as recorded on the original site forms.

Three of the previously recorded sites relocated during this survey (45KT2093, 45KT2097, and 45KT2146) have been determined ineligible for NRHP listing. The other three previously recorded sites relocated during this cultural resource survey (45KT2079, 45KT2080, and 45KT2081) have not been evaluated for NRHP eligibility. The latter three sites are all historic debris scatters characterized as roadside discard (Griffin and Churchill 1998b:101, 102); all were previously recommended as not eligible for listing in the NRHP (Griffin and Churchill 1998b:115). Current survey results confirm the accuracy of the recommendation that these sites are not eligible for listing in the NRHP.

Sites Not Relocated

Two sites previously recorded within the project area were not relocated. These sites are a prehistoric isolate/historic debris scatter (45KT1361), and a historic debris scatter (45KT2098). Results of efforts to relocate these sites are presented below.

Site 45KT1361 (Dan's Chert Flake/Historic Refuse Scatter)

Ground surface visibility in the site 45KT1361 vicinity was excellent at the time of survey (Figure 8). No lithic debitage was observed. Imported crushed gravel is dispersed throughout the cleared transmission line right-of-way. Numerous coarse-grained rocks exhibiting conchoidal fractures created by heavy equipment were observed. The previously recorded site location is on a gravelly terrace tread far from the terrace margin or any surface water. In 1999 when shovel tests were excavated near the flake fragment the locale was described as heavily disturbed by powerline and road construction. Three shovel tests excavated in 1999 yielded only historic debris (Churchill and Griffin 1999b:10, 11). The site was not considered significant and no mitigation measures were recommended (Churchill and Griffin 1999b:12). The site was subsequently determined ineligible for listing in the NRHP. Current survey results are in agreement with that determination.

Site 45KT2098 (Squibb Refuse Scatter)

The site form states that site 45KT2098 is located at the base of a terrace slope (Churchill, Martin, and Lucei 1998c). This terrace slope is north of the northern project boundary. While existing records indicate that the site is within the current project boundaries, it appears that the site is located outside of the project area. The site has been determined ineligible for listing in the NRHP.

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Shovel Test Results

Twenty-six shovel tests were excavated within the project area (see Figure 6). The shovel tests were located on terrace treads along the east and west sides of a relic channel. Within the project area, the terraces adjacent to the ephemeral channel were considered to have the highest probability for the presence of previously unrecorded prehistoric cultural resources. Sediments exposed in shovel test excavations consisted of thin, tan to yellow/brown silt loam with numerous rounded granitic and quartzite gravels/cobbles extending to between 20 and 40 centimeters below current ground surface. Below the gravelly silt loam was tan gravel outwash. In some areas, past development (logging, road and power line construction) activities have removed the upper loam, exposing the underlying gravel outwash. No cultural materials were recovered from any of the shovel tests excavated.

Discussion

Previous investigations and the current survey for the proposed Washington State Horse Park identify nine cultural resources within the current project area. Information regarding the sites recorded within the project area is presented in Table 3.

Table 3. Sites Recorded in the Project Area.

Site/Isolate No.	Resource Description	NRHP Status
45KT1361	ccs flake fragment and 1920s-1960s historic debris	determined ineligible
45KT2079	historic debris scatter 1920s-1940s	recommended ineligible
45KT2080	historic debris scatter 1910s-1920s	recommended ineligible
45KT2081	historic debris scatter 1920s-1960s	recommended ineligible
45KT2093	historic debris scatter 1880s-1960s	determined ineligible
45KT2097	historic debris scatter 1912-1946	determined ineligible
45KT2098	historic debris scatter 1920 & post 1954	determined ineligible
45KT2146	historic water supply 1906	determined ineligible
45KT2625	section of Sunset Highway	recommended ineligible

Five of the sites (including the two previously recorded sites that could not be relocated) have been determined ineligible for listing in the NRHP. Four of the sites have not been formally evaluated for NRHP listing but are recommended ineligible as a result of this investigation (see Table 3). These sites are three historic debris scatters similar to other sites in the project area that have been determined ineligible and a Sunset Highway segment similar to segments of the highway outside the project area that have been determined ineligible for listing in the NRHP.

Cultural resources in project area potentially eligible for National Register: None

Possible effects of the proposed project on cultural resources: None

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MANAGEMENT SUMMARY

No NRHP eligible cultural resources were identified during the survey for the proposed Washington State Horse Park. It is recommended that the project proceed as planned, with respect to cultural resources. In the unlikely event that potentially significant cultural resources are identified during project-related activities, work should be halted in the immediate vicinity of the find and a professional archaeologist notified to assess the resource. This document should be submitted by Washington State Horse Park Authority to the appropriate review agencies and interested parties for review and comment prior to the initiation of any land altering activities.

BACKGROUND RESEARCH

Sources consulted:

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Bureau of Land Management (BLM)

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Short Report No.: 1050
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County: Kittitas

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1999b 45KT1484 Isolated Find Update Record. On file, Department of Archaeology and Historic Preservation, Olympia.

Churchill, Thomas and Dennis Griffin

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1998a 45KT2093 Archaeological Site Inventory Form. On file, Department of Archaeology and Historic Preservation.

1998b 45KT2097 Archaeological Site Inventory Form. On file, Department of Archaeology and Historic Preservation.

1998c 45KT2098 Archaeological Site Inventory Form. On file, Department of Archaeology and Historic Preservation.

Churchill, Thomas, Dan Martin, and Jason Buck

1998 45KT2099 Archaeological Site Inventory Form. On file, Department of Archaeology and Historic Preservation.

Churchill, Thomas, Dan Martin, and Dennis Griffin

1998 45KT2096 Archaeological Site Inventory Form. On file, Department of Archaeology and Historic Preservation.

Emerson, Stephen, and Stan Gough

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1881a Cadastral Survey Plat T20N, R15E. Electronic document, <http://www.blm.gov/or/landrecords/survey/>, accessed November 30, 2009. BLM Oregon State Office Land Status and Cadastral Survey Records, Willamette Meridian, Oregon and Washington.

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Griffin, Dennis

1998a 45KT2146 Archaeological Site Inventory Form. On file, Department of Archaeology and Historic Preservation, Olympia.

1998b 45KT1376 Isolated Find Record. On file, Department of Archaeology and Historic Preservation, Olympia.

Griffin, Dennis, and Thomas Churchill

1998a *Cultural Resource Survey of the Slash Pile Burn Area in T2-R15-S28 & S29, Kittitas County, Washington*. Report No. 4. Archaeological Frontiers, Eugene, Oregon.

1998b *A Land-Use History of the Proposed Mountainstar Resort: The Results of a Cultural Resource Survey Along the Lower Cle Elum River, Kittitas County, Washington, Volume 2*. Report No. 10. Archaeological Frontiers, Eugene.

Griffin, Dennis, Thomas Churchill, and Dan Martin

1997a 45KT2079 Archaeological Site Inventory Form. On file, Department of Archaeology and Historic Preservation, Olympia.

1997b 45KT2080 Archaeological Site Inventory Form. On file, Department of Archaeology and Historic Preservation, Olympia.

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1997c 45KT2081 Archaeological Site Inventory Form. On file, Department of Archaeology and Historic Preservation, Olympia.

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1998 45KT1484 Archaeological Site Inventory Form. On file, Department of Archaeology and Historic Preservation, Olympia.

Griffin, Dennis, (first name not recorded) Rogers, and Dan Martin

1997a 45KT2083 Archaeological Site Inventory Form. On file, Department of Archaeology and Historic Preservation, Olympia.

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Ives, Ryan, and Stan Gough

2010 *Cultural Resources Survey for the Washington State Horse Park Authority's Cross Country Event Area Project, Kittitas County, Washington*. Short Report 1055. Archaeological and Historical Services, Eastern Washington University, Cheney.

Luttrell, Charles T., Dana Komen, and Pamela McKenney

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Short Report No.: 1050
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County: Kittitas

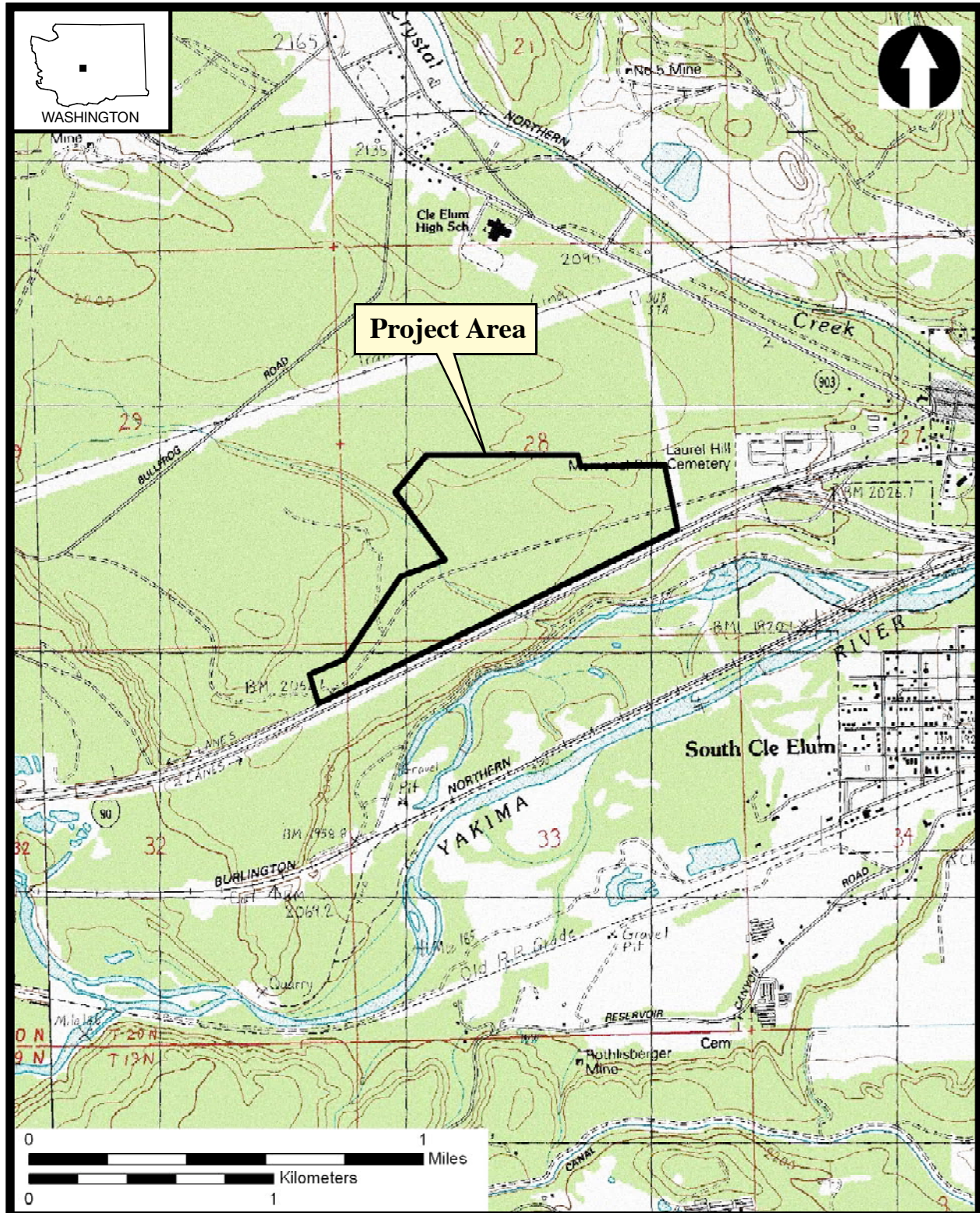


Figure 1. Location of Washington State Horse Park Authority proposed development project area (adapted from Ronald and Cle Elum 7.5' USGS topographic maps).

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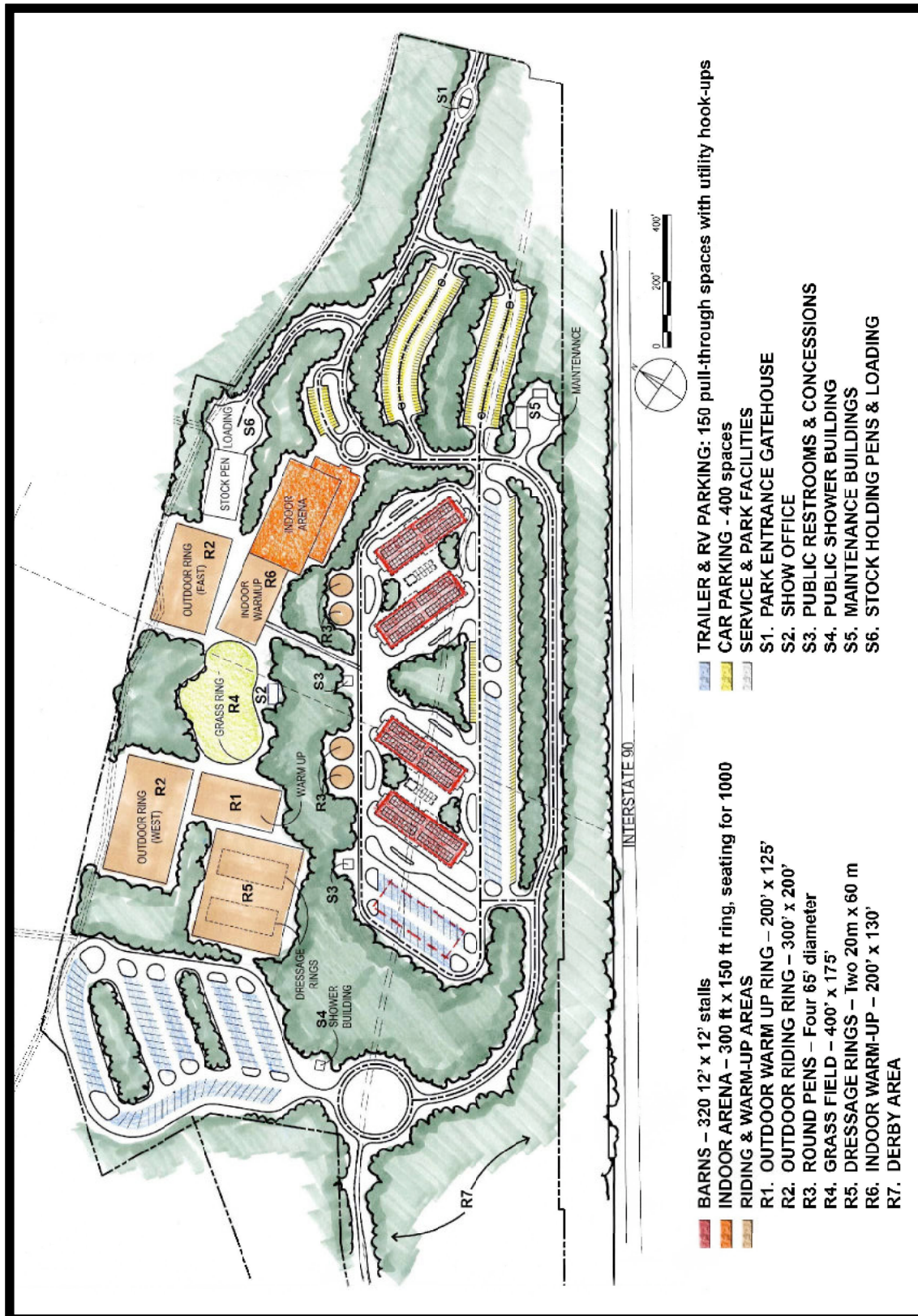


Figure 2. Plan map of proposed Washington State Horse Park developments (adapted from CMW Inc. project map).

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Figure 3. Overview of project area illustrating existing clearings and roads.



Figure 4. Overview of young trees common throughout project area indicating extensive past logging activities.

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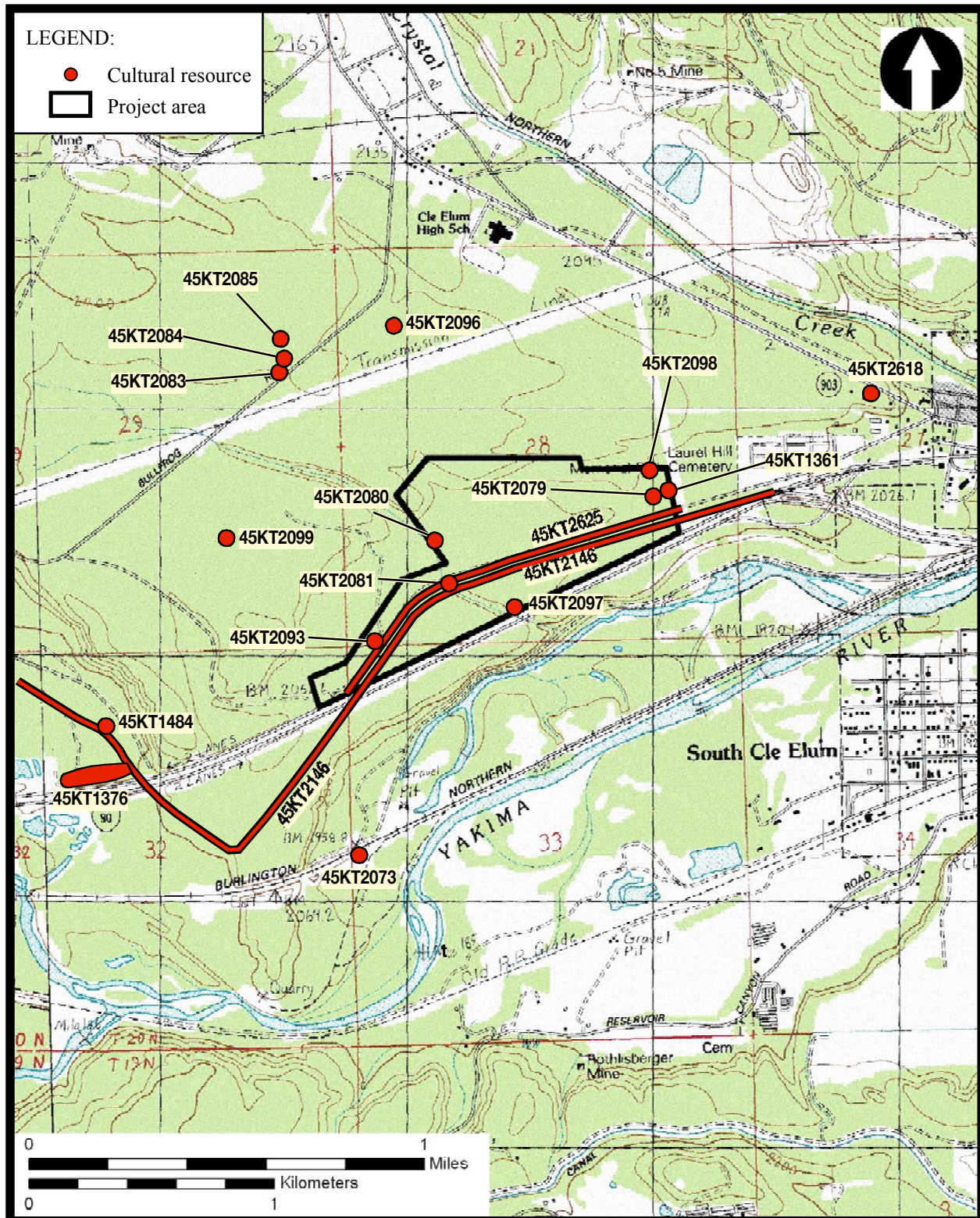


Figure 5. Previously recorded sites within the project area and those located within 0.5 mile of project area boundaries.

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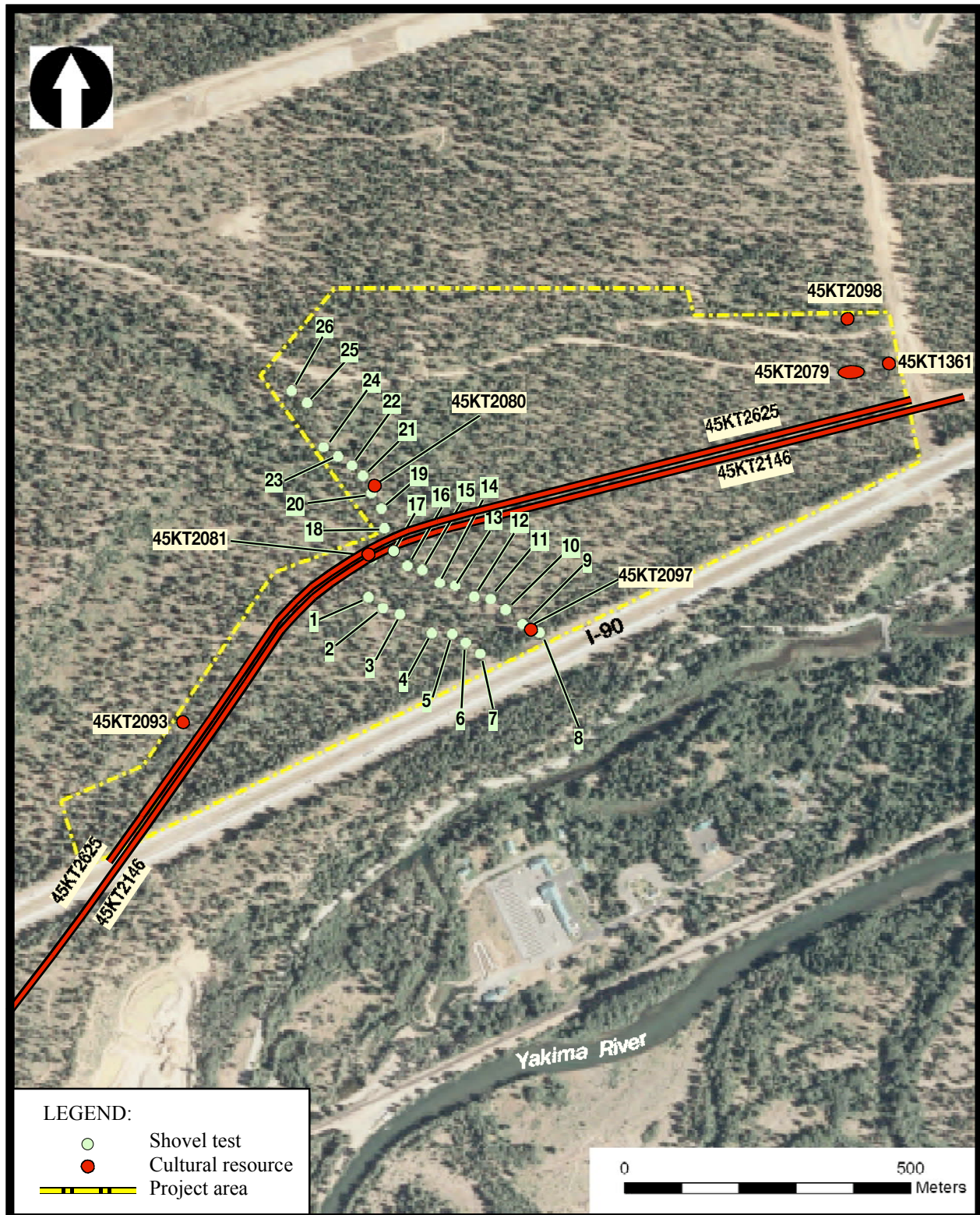


Figure 6. Map showing location of shovel tests and relocated previously recorded sites within the project area.

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Figure 7. View of Sunset Highway 10 segment (site 45KT2625) crossing through the middle of the project area. View is to the southwest.



Figure 8. View of site 45KT1361 location illustrating extent of disturbance. View is to south with I-90 in the background.

Appendix A

Washington State Site Inventory Update Forms:

45KT2079

45KT2080

45KT2081

45KT2093

45KT2097

45KT2146

45KT2625



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CONTINUATION/ ADDENDUM SHEET

SITE RECORDERS

Date Recorded:** October 31, 1997Recorded by** Dennis Griffin, Thomas Churchill, and Martin* **Affiliation:** Archaeological Frontiers,
Eugene, Oregon **** Date Revisited:** October 14, 2009**Revisited By:** Dana Komen and Stan Gough***Affiliation Address:** 201 Isle Hall, Eastern Washington University, Cheney WA 99004-2420***Affiliation E-mail:** dkomen@ewu.edu

SITE HISTORY

Previous Work (*Done on Archaeological Site*): Site 45KT2079 (the Burning Pyre Refuse Scatter) (Griffin et al 1997) was originally recorded a 1997 cultural resources survey (Griffin and Churchill 1998). The site was relocated during a cultural resources survey (Komen and Ives 2010). The site condition was the same in 2009 as when it was originally recorded in 1997.

LAND OWNERSHIP

Owner:** Suncadia LLC.Tax Lot/ Parcel No:** 11850

RESEARCH REFERENCES

***Items/Documents Used In Research** (*Specify*):

Griffin, Dennis, and Thomas Churchill

1998 *Cultural Resource Survey of the Slash Pile Burn Area in T2-R15-S28 & S29, Kittitas County, Washington*. Report No. 4. Archaeological Frontiers, Eugene, Oregon.

Griffin, Dennis, Thomas Churchill, and Dan Martin

1997 45KT2079 Archaeological Site Inventory Form. On file, Department of Archaeology and Historic Preservation, Olympia.

Komen, Dana, and Ryan Ives

2010 *Cultural Resources Survey for the Proposed Washington State Horse Park, Kittitas County, Washington*. Short Report 1050. Archaeological and Historical Services, Eastern Washington University, Cheney.



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SITE RECORDERS

***Date Recorded:** October 31, 1997

***Recorded by** Dennis Griffin, Thomas Churchill, and Martin* **Affiliation:** Archaeological Frontiers, Eugene, Oregon *

*** Date Revisited:** October 14, 2009

Revisited By: Dana Komen and Stan Gough

***Affiliation Address:** 201 Isle Hall, Eastern Washington University, Cheney WA 99004-2420

***Affiliation E-mail:** dkomen@ewu.edu

SITE HISTORY

Previous Work (*Done on Archaeological Site*): Site 45KT2080 (the Greenwood HIC Refuse Scatter) (Griffin et al 1997) was originally recorded a 1997 cultural resources survey (Griffin and Churchill 1998). The site was relocated during a cultural resources survey (Komen and Ives 2010). The site condition was the same in 2009 as when it was originally recorded in 1997.

LAND OWNERSHIP

***Owner:** Suncadia LLC.

***Tax Lot/ Parcel No:** 11850

RESEARCH REFERENCES

***Items/Documents Used In Research** (*Specify*):

Griffin, Dennis, and Thomas Churchill

1998 *Cultural Resource Survey of the Slash Pile Burn Area in T2-R15-S28 & S29, Kittitas County, Washington*. Report No. 4. Archaeological Frontiers, Eugene, Oregon.

Griffin, Dennis, Thomas Churchill, and Dan Martin

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CONTINUATION/ ADDENDUM SHEET

SITE RECORDERS

***Date Recorded:** October 10, 1997

***Recorded by** Dennis Griffin, Thomas Churchill, and Martin* **Affiliation:** Archaeological Frontiers,
Eugene, Oregon *

*** Date Revisited:** October 13, 2009

Revisited By: Dana Komen and Stan Gough

***Affiliation Address:** 201 Isle Hall, Eastern Washington University, Cheney WA 99004-2420

***Affiliation E-mail:** dkomen@ewu.edu

SITE HISTORY

Previous Work (*Done on Archaeological Site*): Site 45KT2081 (the Sunset Highway 10 Refuse Scatter) (Churchill and Martin 1997) was originally recorded a 1997 cultural resources survey (Churchill and Griffin 1998). The site was relocated during a cultural resources survey (Komen and Ives 2010). The site condition was the same in 2009 as when it was originally recorded in 1997.

LAND OWNERSHIP

***Owner:** Suncadia LLC.

***Tax Lot/ Parcel No:** 11850

RESEARCH REFERENCES

***Items/Documents Used In Research** (*Specify*):

Thomas Churchill, and Dan Martin

1997 45KT2081 Archaeological Site Inventory Form. On file, Department of Archaeology and Historic Preservation, Olympia.

Thomas Churchill and Dennis Griffin

1998 *Cultural Resource Survey and Monitoring of the AESI Geology Project for the Proposed MountainStar Resort, Roslyn, WA*. Report No. 4. Archaeological Frontiers, Eugene, Oregon.

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CONTINUATION/ ADDENDUM SHEET

SITE RECORDERS

*Date Recorded: May 16, 1998

*Recorded by Churchill et al. 1998 * Affiliation: Archaeological Frontiers, Eugene, Oregon *

* Date Revisited: October 12, 2009 Revisited By: Dana Komen and Stan Gough

*Affiliation Address: 201 Isle Hall, Eastern Washington University, Cheney WA 99004-2420

*Affiliation E-mail: dkomen@ewu.edu

SITE HISTORY

Previous Work (*Done on Archaeological Site*): Site 45KT2093 (the BT Phone Home Refuse Scatter) (Churchill et al. 1998) was originally recorded a 1998 cultural resources survey (Griffin and Churchill 1998). The site was relocated during a cultural resources survey (Komen and Ives 2010). The site condition was the same in 2009 as when it was originally recorded in 1997.

LAND OWNERSHIP

*Owner: Suncadia LLC.

*Tax Lot/ Parcel No: 11850

RESEARCH REFERENCES

*Items/Documents Used In Research (*Specify*):

Churchill, Thomas, Dan Martin, and Melvin Lucei

1998 45KT2093 Archaeological Site Inventory Form. On file, Department of Archaeology and Historic Preservation.

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2010 *Cultural Resources Survey for the Proposed Washington State Horse Park, Kittitas County, Washington*. Short Report 1050. Archaeological and Historical Services, Eastern Washington University, Cheney.



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CONTINUATION/ ADDENDUM SHEET

SITE RECORDERS

***Date Recorded:** May 16, 1998

***Recorded by** Churchill et al. 1998 * **Affiliation:** Archaeological Frontiers, Eugene, Oregon *

* **Date Revisited:** October 12, 2009 **Revisited By:** Dana Komen and Stan Gough

***Affiliation Address:** 201 Isle Hall, Eastern Washington University, Cheney WA 99004-2420

***Affiliation E-mail:** dkomen@ewu.edu

SITE HISTORY

Previous Work (*Done on Archaeological Site*): Site 45KT2097 (the Memorial Highway Refuse Scatter) (Churchill et al. 1998) was originally recorded a 1998 cultural resources survey (Griffin and Churchill 1998). The site was relocated during a cultural resources survey (Komen and Ives 2010). The site condition was the same in 2009 as when it was originally recorded in 1997.

LAND OWNERSHIP

***Owner:** Suncadia LLC.

* **Tax Lot/ Parcel No:** 11850

RESEARCH REFERENCES

***Items/Documents Used In Research** (*Specify*):

Churchill, Thomas, Dan Martin, and Melvin Lucei

1998 45KT2097 Archaeological Site Inventory Form. On file, Department of Archaeology and Historic Preservation.

Griffin, Dennis, and Thomas Churchill

1998 *Land-Use History of the Proposed MountainStar Resort, Volume 1*. Report No. 10
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Smithsonian Number: 45KT2146

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CONTINUATION/ ADDENDUM SHEET

SITE RECORDERS

***Date Recorded:** June 10-15, 1998

***Recorded by** Dennis Griffin* **Affiliation:** Archaeological Frontiers, Eugene, Oregon *

*** Date Revisited:** October 13, 2009 **Revisited By:** Dana Komen and Stan Gough

***Affiliation Address:** 201 Isle Hall, Eastern Washington University, Cheney WA 99004-2420

***Affiliation E-mail:** dkomen@ewu.edu

SITE HISTORY

Previous Work (*Done on Archaeological Site*): Site 45KT2146 (the Cle Elum Waterline Complex) (Griffin 1998) was originally recorded a 1998 cultural resources survey (Griffin and Churchill 1998). The recorded waterline extended from the Cle Elum River to the tow of Cle Elum, a distance of 7+ miles. The site form was updated during a 2007 cultural resources survey (Orvald and Smith 2007). Portions of the previously recorded waterline were observed during a 2009 cultural resources survey (Komen and Ives 2010). The site condition was the same in 2009 as when it was originally recorded in 1998.

LAND OWNERSHIP

***Owner:** Suncadia LLC.

***Tax Lot/ Parcel No:** 11850

RESEARCH REFERENCES

***Items/Documents Used In Research** (*Specify*):

Griffin, Dennis

1998 45KT2146 Archaeological Site Inventory Form. On file, Department of Archaeology and Historic Preservation, Olympia.

Griffin, Dennis, and Thomas Churchill

1998 *Land-Use History of the Proposed MountainStar Resort, Volume 1.* Report No. 10. Archaeological Frontiers, Eugene, Oregon.

***Items/Documents Used In Research** (*Specify*):

Komen, Dana, and Ryan Ives

2010 *Cultural Resources Survey for the Proposed Washington State Horse Park, Kittitas County, Washington*. Short Report 1050. Archaeological and Historical Services, Eastern Washington University, Cheney.

Orvald, Tucker, and Nicholas Smith

2007 45KT2146 Washington State Archaeological Site Update Form. On file, Department of Archaeology and Historic Preservation, Olympia.

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Smithsonian Number: 45KT2625

***County:** Kittitas

***Date:** January, 2010

***Compiler:** Ryan Ives

Location Information Restrictions: Unknown

SITE DESIGNATION

Site Name: Sunset Highway segment

***Site Type:** Historic road

SITE LOCATION

***USGS Quad Map Name:** Ronald, WA (1989); Cle Elum, WA (1984)

***Legal Description:** T20N R 15E E: **Section(s):** 28, 29, 30, 32

Quarter Section(s): see quad map

***UTM: NAD 83 Zone 10 Easting 650550 Northing 5228520** (west end)

***UTM: NAD 83 Zone 10 Easting 654000 Northing 5228790** (east end)

Latitude: **Longitude:** **Elevation (ft/m):** 2000-2060 ft/610-630 m

Other Maps: **Type:**

Scale: **Source:**

Drainage, Major: Yakima River **Drainage, Minor:** Cle Elum River **River Mile:**

Aspect: Open **Slope:** 0-2

***Location Description** (*General to Specific*):

Site 45KT2625, a segment of the historic Sunset Highway, is located on a low, open terrace in the Yakima River valley, just west of the city of Cle Elum, Washington.

Approach (*For Relocation Purposes*):

From eastbound exit 84 off I-90, continue for ca. 0.6 mi and take the first left turn (north) onto W Cemetery Road. At the next intersection (Forest Service/Ranger Station Road) turn left (west). Continue on Forest Service/Ranger Station Road for ca. 0.6 mi to reach the eastern end of this recorded segment of the Sunset Highway.

SITE DESCRIPTION

*Narrative Description:

While the Sunset Highway was the first road over the Cascade Mountains suitable for motorized vehicles, Snoqualmie Pass was certainly a well traveled path before the arrival of Euro-Americans. The network of trails through Snoqualmie and other Cascade passes facilitated trade between Plateau (particularly Upper Yakama) and Puget Sound Indian groups, with Plateau resources such as dried salmon and mountain sheep wool traded for Puget Sound resources such as dentalium shell and dried clams. The system of Native American trails through Snoqualmie Pass attracted a few early non-Native travelers such as fur trappers and traders. The alignment of the Snoqualmie Wagon Road (ca. 1865-1905) as it is mapped on the GLO likely followed closely the path of preexisting Native American trails (GLO 1881).

Certain segments of the Sunset Highway follow the same alignment, generally in areas that have a fairly low grade. While motorized traffic first crossed the pass in 1905, it would be several years before their numbers would surpass the continued use of the road by horse drawn wagons, but "by around 1918, automobiles had killed the livery stable business in the valley, and a number of those proprietors switched to pumping gas" (Prater 1981:47).

The motorized route was designated State Route 7 from 1905 until 1915, when the state legislature renamed the road the Sunset Highway. The main route through Snoqualmie Pass continued to be renamed, first as Primary State Highway No. 2 in 1934, and then as US 10 in 1944 when the road became part of the interstate freeway system. The first paved segment of the roadway was dedicated in 1934 (Prater 1981). Adjustments to the road alignment likely accompanied each new designation; however the road was still informally referred to as the Sunset Highway. The road was given its current designation as Interstate 90 in 1970.

*Site Type: Historic road

*Site Dimensions

*Length: 3,260 M *Direction: E-W x *Width: 7 M *Direction: N-S

*Method of Horizontal Measurement: GPS

*Depth: Unknown * Method of Vertical Measurement: None

*Vegetation (On Site): Mixed conifer forest

Local: Mixed conifer forest

Regional: Mixed conifer forest

Landforms (On Site): River terrace

Local: River valley

Water Resources (Type): River

Distance: 400 m/0.25 mi Permanence: Permanent

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CULTURAL MATERIALS AND FEATURES***Narrative Description:**

The segment of the Sunset Highway documented here is discontinuous, with the modern I-90 alignment truncating the historic alignment (see quad map). Additionally, the segments of the Sunset Highway documented here have been greatly altered.

Recent paving of the north half of the western segment has capped the 22 foot wide alignment. The remaining portion of the western segment has suffered a great deal of benign neglect. A mounded earthen blockade at the intersection with the modern paved segment has diverted modern usage of this segment of the roadway. Asphalt paving and centerline striping are discontinuously visible and in poor condition. The entire eastern segment is unpaved. Encroachment of trees and slump from sidehill, along with the condition of the roadway, suggests that regular maintenance of this road has not occurred for a number of years.

Previously recorded segments and bridges of the Sunset Highway in the Snoqualmie Pass vicinity have either been determined (sites 45KT2135, MB351 and FS2028) or recommended (45KT2625) ineligible for listing on the National Register. The segments of the Sunset Highway grade described here are isolated, compromised, and has no distinguishing features. For these reasons these segments of the Sunset Highway are recommended ineligible for listing on the NRHP.

***Method of Collection(s):** No collection

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

SITE AGE

***Component:** Historic ***Dates:** ca. 1865 to present ***Dating Method:** Historic maps and documents

***Phase:** **Basis for Phase Designation:**

SITE RECORDERS

Observed by: Ryan Ives, Jennifer Wilson **Address:** 201 Isle Hall, Cheney, WA 99004

***Date Recorded:** November 2009

***Recorded by (Professional Archaeologist):** Ryan Ives

***Affiliation:** Archaeological and Historical Services ***Affiliation Phone Number:** (509) 359-2239

***Affiliation Address:** 201 Isle Hall, Cheney, WA 99004 ***Affiliation E-mail:** rives@ewu.edu

Date Revisited:

Revisited By:

SITE HISTORY

Previous Work (Done on Archaeological Site):

None known in this locale, although other discontinuous segment and features of this roadway have been previously recorded.

LAND OWNERSHIP

***Owner:** Suncadia, LLC/City of Cle Elum

***Address:** C/O Thompson Reuters, Inc., 2235 Faraday Ave Ste O, Carlsbad, CA/119 w 1st St., Cle Elum WA

***Tax Lot/ Parcel No:** 11075, 11076, 11916, 11924, 11925, 12034, 794234 (Suncadia, LLC)/11851 (City of Cle Elum)

RESEARCH REFERENCES***Items/Documents Used In Research** (*Specify*):

General Land Office, United States Department of the Interior (GLO)

1881 Cadastral Survey Plat, T20N, R15E, Willamette Meridian.
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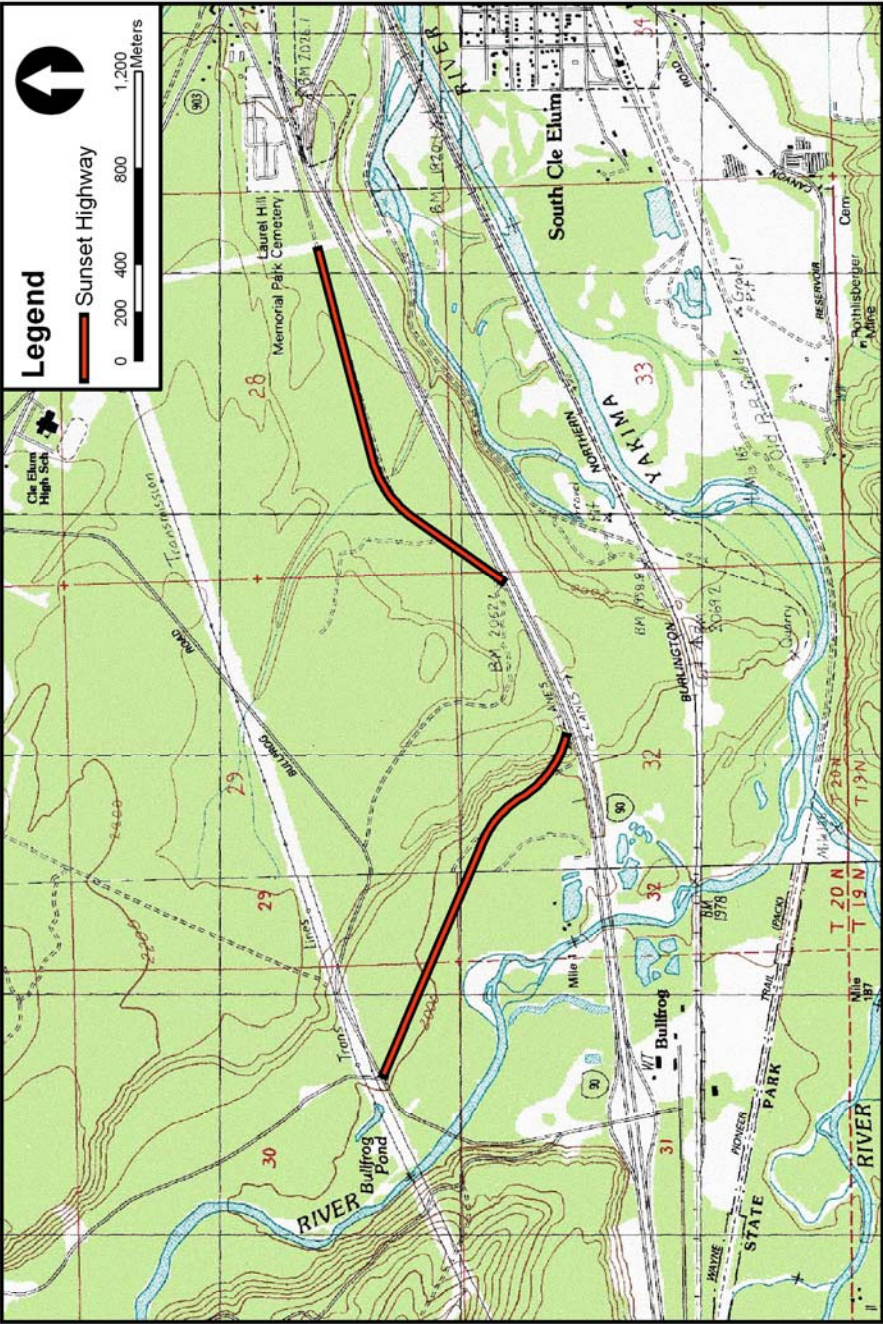
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1981 *Snoqualmie Pass, From Trail to Interstate*. The Mountaineers, Seattle.

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USGS MAP

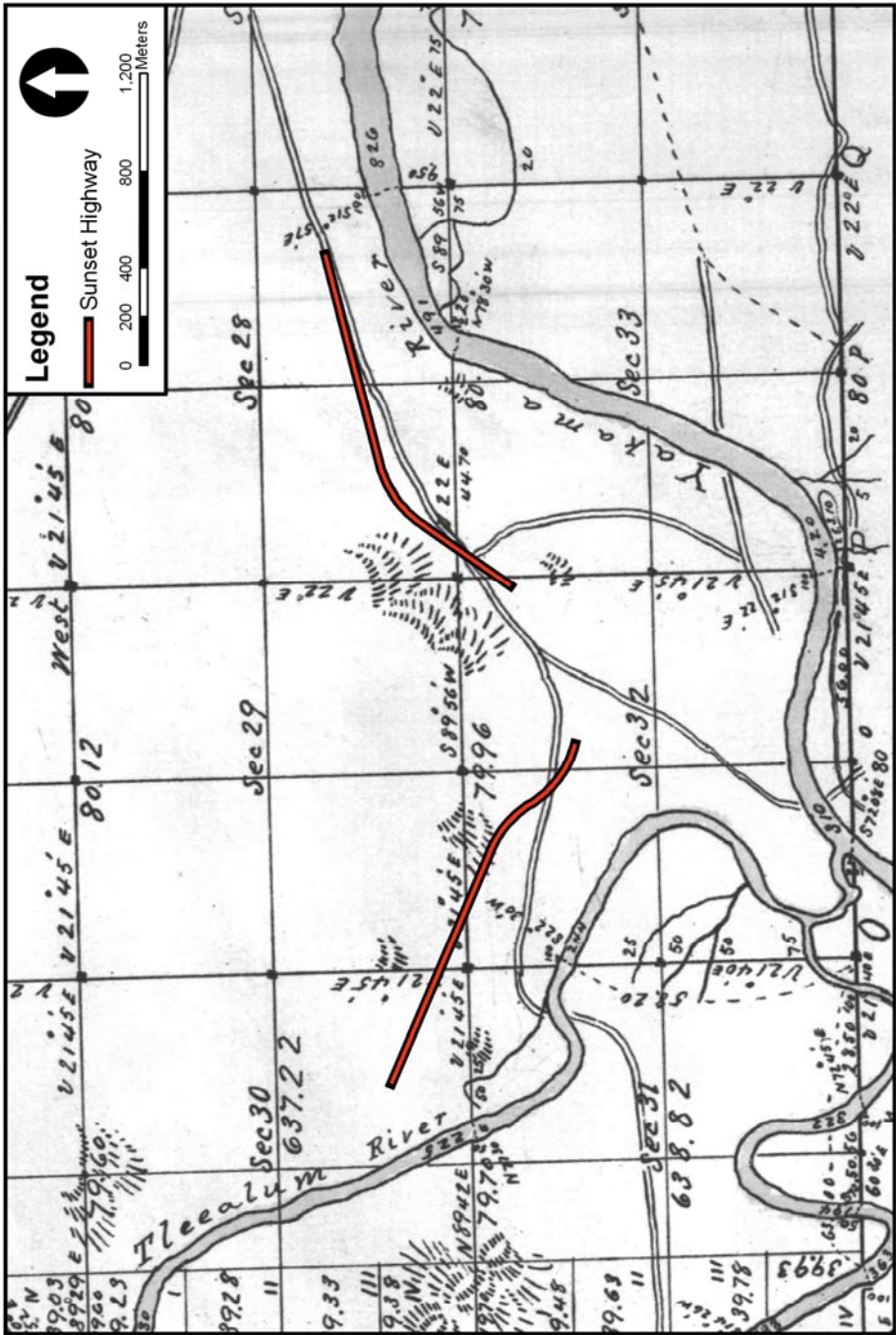


Recorded segments of the historic Sunset Highway. Map adapted from the Ronald, WA (1984) and Cle Elum, WA (1989) 7.5' USGS quadrangles.

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SKETCH MAP



Sketch map showing recorded segments of historic Sunset Highway relative to road features documented on the 1881 GLO map.

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PHOTOGRAPH(S)

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The south end of the Sunset Highway's western segment, near its intersection with the modern I-90, is seen in this photograph to the southeast. Asphalt paving and centerline striping are visible, but in poor condition. Encroachment of trees and slump from sidehill seen to the left (east) in this photograph, along with the condition of the roadway, suggests that regular maintenance of this road has not occurred for a number of years.



Segment of the Sunset Highway where paving is absent. A mounded earthen blockade, seen at the intersection with the modern paved segment in the background of this photograph, has diverted modern usage of this segment of the roadway.



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The modern paved segment of the Sunset Highway at the intersection with the unpaved segment of the Sunset Highway alignment, with the mounded earthen blockade and modern diversion is seen in the background in this photograph to the southeast.



A typical view of the unpaved eastern segment is seen in this photograph to the southwest.