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April 7, 2023

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Letter Report: Cultural Resource Monitoring Report for the Port of Walla Walla - Wallula Dodd Water System Transmission and Distribution Mains Installment and Road Improvements, Walla Walla County, Washington

This letter report presents the results of cultural resource monitoring undertaken by Anderson Perry & Associates, Inc. (AP) with assistance from Plateau Archaeological Investigations, LLC, for the Port of Walla Walla's Wallula Dodd Water System Transmission and Distribution Mains Installment and Road Improvements project. A total of 75 acres was monitored during all ground-disturbing activities related to this project, except for 0.5 acre of road improvements and 40 linear feet (LF) of distribution main trenching, by a professional archaeologist. One archaeological isolate (385-333-ISO-AP01), one archaeological site (385-333-AP02), and one historic period-built resource (Two Rivers East Lateral) were identified during monitoring. One existing site boundary (45WW126) was also fenced and protected during project activities.

Introduction

The Port of Walla Walla has installed transmission and distribution mains and improved/constructed roads to assist with allocating water held in a newly constructed 6.2 million gallon (MG) concrete reservoir for the purposes of water system consolidation and solicitation of manufacturing businesses at the Port of Walla Walla's Wallula Gap Business Park. This project is funded by the Washington State Department of Health, Office of Drinking Water through the Drinking Water State Revolving Fund. Cultural resource monitoring by a qualified archaeologist was required in the project Memorandum of Agreement between the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) and the Port of Walla Walla. Monitoring was conducted during all ground-disturbing activities from August 26, 2019, through December 12, 2020. Archaeologists involved in monitoring these activities consisted of Cody Schwendiman, B.S. (AP Staff Archaeologist), Juliana van Roggen, M.A. (AP Archaeological Technician), Jason Jones, M.A. (AP Archaeological Technician), Lindsay Costigan B.S. (AP Staff Archaeologist), Andrew Frierson M.A., RPA (AP Senior Archaeologist), Stephanie A O'Brien M.A., RPA (AP Senior Archaeologist), and Emily Whistler (Plateau Archaeological Investigations, LLC). The monitored area is on Washington Department of Natural Resources land and occurs within a previously recorded Historic Property of Religious and Cultural Significance to Indian Tribes, which is specifically significant to the CTUIR. Walla Walla County currently has the area zoned as Industrial Agriculture Mixed. The legal description is Township 7 North, Range 31 East, Sections 1, 2, 3, 10, and 11, and Township 8 North, Range 31 East, Sections 33, 34, 35, and 36, Willamette Meridian (Figures 1, 2, and 3).

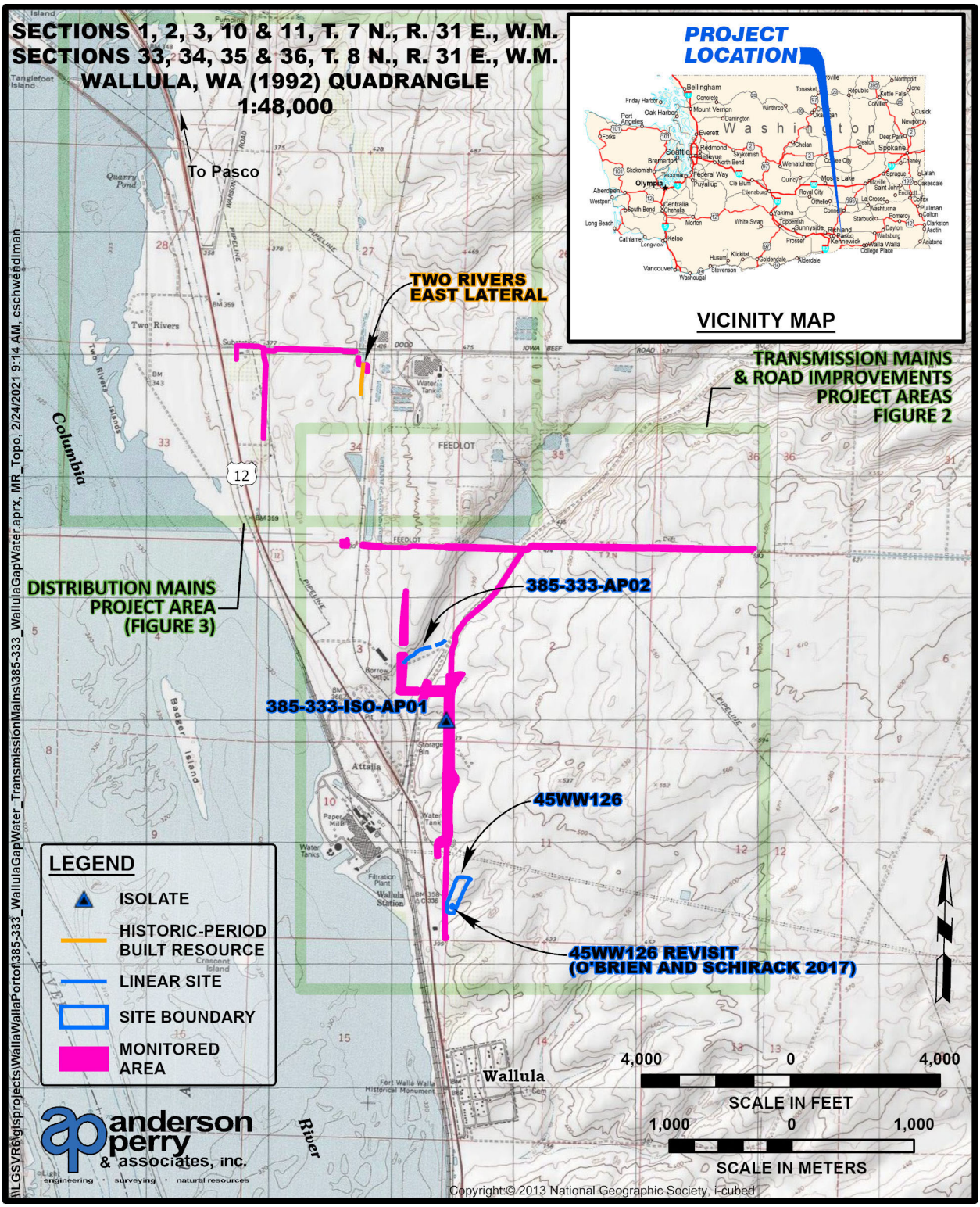

Figure 1. Location and vicinity maps for all monitored areas.

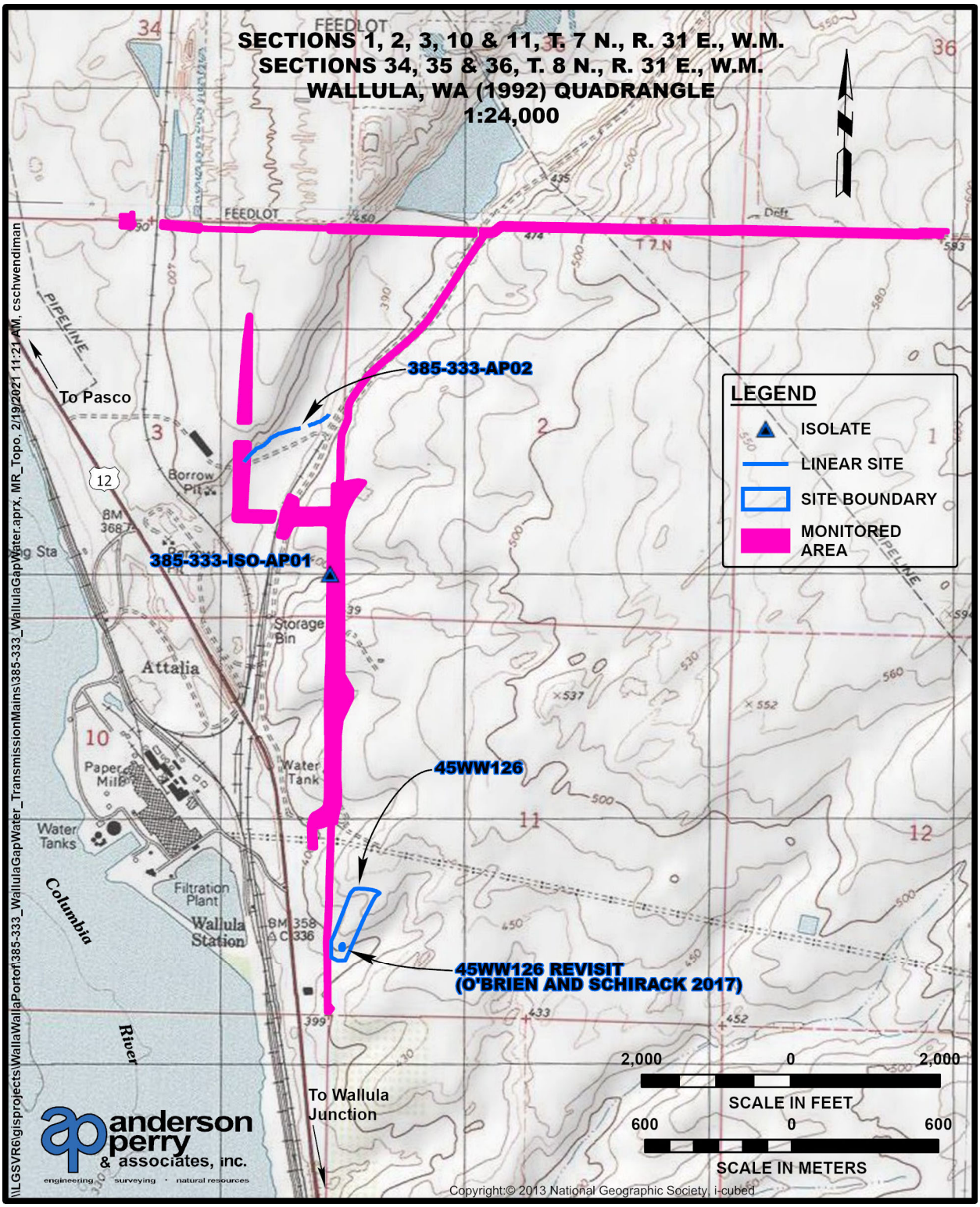

Figure 2. Location map for transmission mains and road improvements component of project.

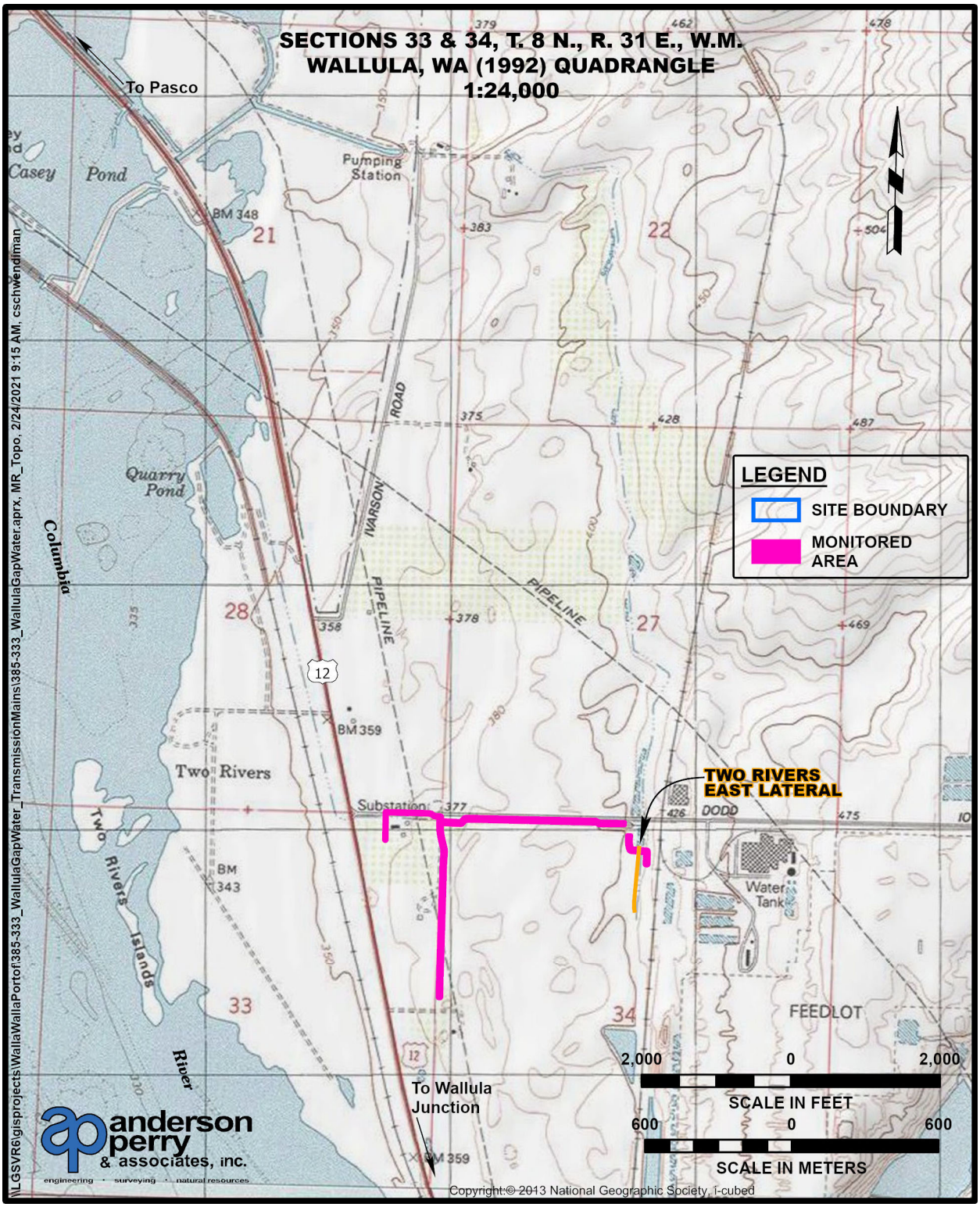

Figure 3. Location map for distribution mains component of project.

Methods

The monitoring archaeologists recorded construction activities, soil properties, natural stratigraphy, and any other relevant observations in a field notebook. The monitoring archaeologists also regularly took overview photographs of the project area and logged them in a field notebook. In addition, the monitoring archaeologists recorded the locations of monitored construction work using Bad Elf and R1 Trimble GPS units, and an iPad utilizing Esri Collector software.

During construction, the monitoring archaeologists examined soils in excavations when safely accessible. The monitoring archaeologists watched for precontact or historic-period artifacts, layers or lenses of organic material, and organically enriched midden soils that might indicate past human use. The monitoring archaeologists were authorized to periodically stop construction, as needed, for a closer examination of exposed soils. All trenches, holes, back dirt piles, and machine scrapes were inspected for archaeological materials after grubbing and excavation was completed.

The monitoring archaeologists were to temporarily halt construction any time a suspected archaeological resource was encountered. For the purpose of this monitoring project, archaeological resources were defined as "all sites, objects, structures, artifacts, implements, and locations of prehistorical or archaeological interest, whether previously recorded or still unrecognized, including, but not limited to, those pertaining to prehistoric and historic American Indian or aboriginal burials, campsites, dwellings, and habitation sites, including rock shelters and caves, their artifacts and implements of culture such as projectile points, arrowheads, skeletal remains, grave goods, basketry, pestles, mauls and grinding stones, knives, scrapers, rock carvings and paintings, and other implements and artifacts of any material that are located in, on, or under the surface of any lands or waters owned by or under the possession, custody, or control of the state of Washington or any county, city, or political subdivision of the state" (Revised Code of Washington 27.53.040).

Results

Between August 26, 2019, and December 12, 2020, the monitoring archaeologists observed all ground-disturbing activities within the project area, except for 0.5 acre of road improvements and 40 linear feet LF of distribution main trenching. Monitored activities were divided into three main components: road improvements, transmission mains A-Line and B-Line, and Shell and Tyson distribution mains. Most items observed during monitoring were modern and likely associated with the operations of the local agricultural workforce. Four cultural resources were identified during cultural resource monitoring (see Appendices I and II).

The U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) identifies sediments in the project area as loamy fine sand, and moderately deep over-coarse sand, with 0 to 30 percent slopes (USDA NRCS 20219). Sediments encountered by the archaeologists during cultural resource monitoring were consistent with this description. Sediments within the entire project area generally consisted of a brown (10YR 4/3) loamy fine sand from 0 to 7 feet (ft) below surface. Caliche was observed below 10 ft in pothole trenches along the A-Line. Layers of dark blue/gray coarse sand and ash were observed at various depths ranging from 3 to 17 ft deep; concentrations of gravels and cobbles were only observed at a 0.25-mile (mi) section of the A-Line immediately west of the Union Pacific Railroad (UPRR) Simplot Loop. Occasionally, granite boulders were uncovered throughout the monitored area. Moisture levels did not noticeably increase with depth, which consequently required the continual application of water to keep sand gusts minimal and sediments compacted.

Vegetation within and surrounding the project area consists of foxtail (*Alopecurus* spp.), rabbitbrush (*Chrysothamnus viscidiflorus*), big sagebrush (*Artemisia tridentate),* yellow star thistle (*Centaurea solstitialis L.*), bull thistle (*Cirsium vulgare*), yarrow (*Achillea millefolium*), tumble mustard (*Sisymbrium altissimum*), mock cypress (*Kochia scoparia ssp),* prickly lettuce (*Lactuca serriola*), fiddleneck (*Amsinckia intermedia*), hedgehog cactus (*Echinocereus* spp.), and some willow trees (*Salix*). Agricultural vegetation in the vicinity consisted of apple trees from the Broetje Orchards adjacent to the southern border of the eastern half of the A-Line, a cherry orchard along segments of the Shell and Tyson distribution mains on Railex and Dodd Roads, and small subsurface potatoes from crop circles along the mid-portion of the A-Line.

Road Improvements

The road improvements began at the intersection of E. Attalia Road and Sundance Road, continued north along the existing E. Attalia Road for 0.80 mi, west into undisturbed land for 0.26 mi (during which the improvements crossed Sundance Road and the UPRR Simplot Loop), north for 0.25 mi until it connected with Nunn Road, and then north along 0.25 mi of Nunn Road. The road improvements occurred to strengthen the infrastructure associated with the installation of the transmission main B-Line and future distribution mains spanning to the west of the B-Line. A half-acre of grubbing in the Nunn Road area was not monitored due to the work occurring when the monitoring archaeologist was not requested to be on site.

Excavation conducted for the road improvements was completed by using two CAT Challenger 1009 scraper tractors with tracks, 12-ft wide blades, and auxiliary loaders; a John Deere 850 K dozer with a 10-ft wide blade; and a CASE CX210C excavator with a 5-ft wide hoe. All equipment utilized for the road improvements was operated by personnel from Premier Excavation, Inc., Pasco, Washington. Project activities consisted of grubbing 100- to 150-ft swaths with the scrapers through 0.80 mi of the E. Attalia Road and 0.1 mi of Sundance Road, and into 0.50 mi of undeveloped areas to be known as Petersen Road and Nunn Road, followed by a sequence of cutting the hilltops and filling the valleys using the same equipment. Maximum depths consisted of 15 ft at E. Attalia Road, 18 ft at Nunn Road, and 26 ft at the new Petersen Road section that connects E. Attalia Road with Sundance Road. A John Deere 850 K dozer was used to shape the corridors, open test pits for sediment testing, and a small amount of additional grubbing. A water truck and sheepsfoot roller was used to reach sediment compaction requirements. A CASE CX210C excavator was used to open the trenches for the culverts, casings, and high density polyethylene (HDPE) transmission mains that will be used to facilitate future foreseeable work without having to damage the road improvements.

Additional ground disturbance occurred during installation of nine new utility poles along the E. Attalia Road corridor, performed by Columbia REA with an auger. None of the new utility poles were in the exact location of the extracted poles. The extracted utility poles exhibited no diagnostic attributes that were associated with the historic era. Ground disturbance for each utility pole installation was at a diameter of 16 inches (in) and a depth of 8 ft.

One archaeological isolate (385-333-ISO-AP01); one archaeological site (385-333-AP02); two non-diagnostic top stone survey monuments made of granite; large linear stretches of damaged barbed-wire fence with wooden braces, posts, and stays; non-diagnostic tin cans used to carry fencing materials; non-diagnostic glass bottles; Modelo beer cans; bailing twine; tarps; shotgun shells; plastic bags; bottles;

cow ear tags; non-diagnostic ceramic kitchenware; utility line insulators; ferrous metal; and a tractor axle were observed during monitoring of ground-disturbing road improvement activities.

Transmission Mains A-Line and B-Line

The transmission mains comprise a total of 7.5 mi of trenching for the installment of HDPE pipe divided into two lines: the A-Line, which begins at the 6.2 MG concrete reservoir on the east side of the project, extends for 4 mi to the west, and terminates near the Northwest Wine Services on Railex Road; and the B-Line, which begins near the UPRR Simplot Loop at the middle portion of the A-Line, extends south for 3.5 mi, and terminates at a well southeast of the Boise Cascade truckyard.

Excavation conducted for the transmission mains installment was completed using a John Deere 850 J dozer with a 10-ft blade, a John Deere 450 excavator with varying widths of buckets (7.5 ft, 2.5 ft), and a John Deere 323 excavator with a 5-ft wide bucket. All equipment utilized for installation of the transmission mains was operated by personnel from Rotschy, Inc., Pasco, Washington, except for some trenching (approximately 100 LF) at the south end of the B-Line performed by personnel from C&E Trenching, LLC, Pasco, Washington. Project activities consisted of grubbing and grading, potholing, trenching, and manhole installation.

The grubbing and grading component of the project occurred within agricultural fields and undeveloped land and consisted of the dozer moving a 30- to-60-ft swath of ground at a maximum depth of 1 ft to prepare a corridor for the transmission mains trenching. The potholing component of the project occurred after the grubbing/grading and before the transmission mains trenching and consisted of the John Deere 323 excavating potholes under select utility lines and features for the installation of steel casings that the transmission mains would enter when crossing under the utility. The potholes were approximately 12 ft deep and wide, and 35 ft in length. Utility lines and features potholed under consisted of two Broetje Orchards water lines, an electric line, and a water line that connects to a crop-circle pivot; two historic Marathon Pipe Line LLC (Marathon) liquid petroleum lines; and a Simplot water line.

The transmission mains trenching consisted of 4 mi for the A-Line and 3.5 mi for the B-Line. The average dimensions of the A-Line trench consisted of a 7.5-ft wide floor and 7-ft deep walls with a 1-to-1 slope to accommodate installations of both a water distribution pipe (pipe diameters ranging from 24 to 30 in) and a water transmission pipe (pipe diameters ranging from 18 in to 24 in) in native and agricultural soils. The average dimensions of the B-Line trench consisted of a 2.5-ft wide floor and 7-ft deep walls that were cut at a 3-to-1 slope in areas with native sediment, and cut sheer in areas with compacted sediment found in the road improvement areas for the installation of one transmission main pipe (diameter of 18 in). Maximum trenching depths of 17 ft were reached at the connection of the A-Line and B-Line. The manhole and hydrant ground disturbance component of the project consisted of preparing small installation areas excavated approximately 2 ft below the transmission mains trench floor for installation of such components.

No cultural resources were observed while monitoring the ground-disturbing activities for the installation of the transmission mains. Historic features observed, but not impacted by the project, consisted of two adjacent Marathon liquid petroleum lines, jointly known as the Boise-Pasco 8”- 6” Products. These pipelines were originally constructed in the 1950s by Chevron, then sold to Andeavor (formerly Tesoro), and merged with Marathon in 2018. The Boise-Pasco 8”- 6” Products were potholed under and passed by the A-Line in steel casings (Marathon Pipe Line LLC 2018; Jim Warburton, personal

communication 2019). Modern items observed consisted of glass bottles, Modelo beer cans, bailing twine, tarps, shotgun shells, plastic bags, bottles, cow ear tags, and ceramic kitchenware.

Shell and Tyson Distribution Mains

The Shell and Tyson distribution mains comprise a total of 1.3 mi of trenching for the installment of 18- and 8-in ductile iron pipe that will distribute greater water quantities to the Shell gas station and Tyson Fresh Meats plant. A main begins on the eastern edge of Railex Road near the Burbank Products Animal Feed Store and extends 0.5 mi north to Dodd Road; at this intersection one main extends west across Railex Road and along Dodd Road to the Shell gas station for 0.14 mi, then reaches south through the parking lot. Another main extends east on the southern side of Dodd Road and an adjacent irrigation ditch for approximately 0.50 mi, borders a pond to the south, cuts west through a historic ditch (Two Rivers East Lateral) to the west, and terminates near the UPRR adjacent to the Tyson Fresh Meats plant.

Excavation conducted for the mains installment was completed using a CAT D6T dozer with a 10-ft blade and Hitachi 135 and John Deere 245G excavators with 2.5-ft wide buckets. Excavation for the casing installation under the historic ditch was completed using a John Deere 323 excavator with a 5-ft wide bucket. All equipment utilized for installation of the distribution mains was operated by personnel from Sharpe and Preszler Construction, Kennewick, Washington, and all equipment utilized for the installation of casing under the Two Rivers East Lateral and restorative work on that resource was operated by personnel from Rotschy, Inc., Pasco, Washington. Project activities consisted of potholing, grubbing, trenching, and hydrant installation. Potholing consisted of making a 6-ft wide cut that went 6 ft below the historic ditch floor for the installation of a distribution main casing with a 3-ft diameter. Grubbing activities occurred on the edge of agricultural fields and orchards and consisted of the dozer moving a 20-ft swath of ground at a maximum depth of 6 in, and some stump removal along the orchards south of Dodd Road to prepare a corridor for the distribution mains trenching.

The distribution mains trenching consisted of a 0.5-mi line along Railex Road, 0.21-mi line to the Shell gas station, and a 0.6-mi line to a Tyson connection. The average dimensions of the trench were 4 ft wide and 6 ft deep. Hydrant installation occurred in two areas along the distribution main in the Shell parking lot. A 170-ft segment of trenching near Tyson Fresh Meats property was not monitored due to previous ground disturbance from the installation of a 48-in active water line and a 12-in polyvinyl chloride inactive water line that were parallel with, and within feet of, the distribution main trench. Additionally, a small area of excavation between the Shell gas station and orchards was not monitored due to the presence of dozens of small utility lines used to service the orchards. Lastly, 40 LF of trenching on the west side of the Two Rivers East Lateral was not monitored due to the work occurring when the monitoring archaeologist was not requested to be on site.

A historic-period built resource (Two Rivers East Lateral) and a non-diagnostic fragment of stoneware crockery were observed during the monitoring of ground-disturbing activities for the Shell and Tyson distribution line installation.

Cultural Resources

One archaeological isolate (385-333-ISO-AP01), one archaeological site (385-333-AP02), and one historic period-built resource (Two Rivers East Lateral) were identified during monitoring. One existing site boundary (45WW126) was also fenced and protected during project activities.

Archaeological Isolates

During cultural resource monitoring, one archaeological isolate (1199-817-ISO-AP01) was discovered. This isolate was discovered during road improvements along E. Attalia Road (Appendix III).

Smithsonian Number: 1199-817-ISO-AP01
Isolated Find Type: Can
Recommended NRHP Status: Not Eligible

Description: Isolate 385-333-ISO-AP01 consists of one 12 fluid ounce cylindrical, aluminum Burgermeister beer can manufactured by PABST Brewing Co., Los Angeles, California. No pull tab was present. The shape of the can opening is a sharp, acute, triangle. The logo consists of the title "Burgermeister Beer" marked in pale white and set on a blue shield crowned with a silver civic-derived coat of arms at the mid-portion of the can's face, and "Bergie!" marked in a large, rounded, red font at the top portion of can's face, all marked over a pale white background. This particular "Bergie!" label was discontinued in 1970 (Karasek 2016). The isolate was found at the edge of a grubbed area within the E. Attalia Road corridor. The can is smashed, and the civic-derived coat of arms is difficult to see due to a crease from the impact (Figure 4).

Figure 4. Detail of Burgermeister Beer can (385-333-ISO-AP01).

Recommendation

The isolate is a singular can discarded near E. Attalia Road and is not strongly associated with events or persons that have made a significant contribution to national, state, or local history (Criteria A and B). The isolate is a commonly encountered artifact type, especially among roadside refuse scatters. The isolate does not embody the distinctive characteristics of a type, period, or method of construction, and it does not represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components lack individual distinction (Criterion C). Lastly, no additional cultural materials were found in the vicinity, and it is unlikely any further information can be gathered at this location beyond what was documented during the initial discovery (Criterion D). Based on these findings, the isolate 385-333-AP01 is recommended as not eligible for inclusion to the National Register of Historic Places (NRHP).

Archaeological Site

During cultural resource monitoring, one archaeological site was discovered (385-333-AP01). This site was discovered in the Nunn Road area (Appendix IV).

Smithsonian Number: 385-333-AP02
Site Type: Historic Railroad Spur Line
Recommended NRHP Status: Not Eligible

Description: The site consists of 0.24 mi of 8-ft tall earthen mound railroad spur line with a 20- to 30-ft wide track bed. No ballast, lines, or ties were present on the spur line. The spur line begins at the UPRR Simplot Loop and arcs southwest toward the UPRR main line.

Vegetation on the resource consisted of thick yellow star thistle (*Centaurea solstitialis L.*), mock cypress (*Kochia scoparia ssp.)*, and rabbitbrush (*Chrysothamnus viscidiflorus)* (Figure 5). Current construction activities passed north through the intersection of existing railroad grade of the spur line and the two-track; an estimated 20 meters (m) of railroad grade was disturbed by grubbing prior to the damaged section of the resource being covered in compacted fill for the road improvements. An additional 10 m of railroad grade was cut down a few feet to create an access route to the A-Line water transmission.

Figure 5. Detail of railroad spur line, facing west.

Recommendation

Archival research consisted of UPRR and Northern Pacific (NP) histories, historic maps, land patents, and aerial photographs. Research indicated that the railroad spur line was connected to the NP main line built in 1881. Evident in a 1952 historic aerial, this spur line was built prior to railway changes for the UPRR and the NP that occurred south of the spur line after the installment of the McNary Dam (U.S. Geological Survey [USGS] 1952; Asay 1991). According to additional historic aerials, the spur line extends southeast from the NP main line and terminates at a material fill area (USGS 1961, 1967). The historic NP main line this railroad spur was connected to has since been transferred to UPRR operations and has been modified into a railway loop for the transfer of Simplot goods. Currently, the spur line still has its historic alignment, but only 395 m of the railroad grade is still intact; the final 145 m of grade prior to the material fill area have been leveled and replaced with a two-track road. An additional 100-ft gap of the grade has been previously removed, most likely to assist with equipment access or water drainage throughout the small valley. The conversion of railroad to two-track and the installment of the gap in the spur line appear to have occurred between 1961 and 1985.

In summary, the railroad spur line is associated with NP operations prior to construction of the McNary Dam and industries in the Wallula area after the dam's construction. However, archival research has not provided a strong association between the spur line and events or persons that have made a significant contribution to national, state, or local history (Criteria A and B of the National Register Criteria for Evaluation). The removal of a large portion of railroad grade and the entirety of rails and ties has greatly diminished the integrity of the site (design, materials, workmanship, feeling, association) as it pertains to criteria (Criteria A through C). Furthermore, simple spur lines such as this one are not uncommon, and other examples that are fully intact exist throughout the state. Thus, the structure does not embody the distinctive characteristics of a type, period, or method of construction, and it does not represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components lack

individual distinction (Criterion C). Additionally, no additional cultural materials were found in the vicinity, and examination of the spur line did not indicate a likelihood for subsurface features or information outside of what was documented at the time of recording. Therefore, it is unlikely the structure would yield any additional data or information important in the history of the area (Criterion D). Based on these findings, the site 385-333-AP02 is recommended as not eligible for inclusion to the NRHP.

Historic Period-Built Resource

During cultural resource monitoring, one historic-period built resource was discovered (Two Rivers East Lateral). This resource was discovered during trenching for the Shell and Tyson distribution mains (Appendix V).

Resource Name: Two Rivers East Lateral
Resource Type: Irrigation Ditch
Recommended NRHP Status: Not Eligible

Description: The resource consists of 900 LF of non-lined, earthen, dry agricultural ditch that is 8 ft deep and 20 ft wide. It begins at an active swale immediately south of Dodd Road, continues south along an active agricultural crop field to the west and a UPRR railway and Tyson Fresh Meats to the east, and terminates adjacent to a crop circle centerline. The resource is the southernmost segment of an unnamed ditch within the east side of the historic Two Rivers Irrigation project.

The Two Rivers Irrigation project was proposed to irrigate 12,000 to 13,000 acres of sandy loam arid land between the Snake River and the developing town of Two Rivers, approximately 7 mi to the south, for the purpose of reclaiming more land for fruit growers and other crop specialists within the “Columbia River Early Fruit Belt” (Waller 1909, Spokane Chronicle 1907, Colfax Gazette 1905). The initial concept of this project was created by the NP western land agent, Thomas Cooper. In 1904, NP and landowners in the basin entered a contract with the Snake River Irrigation Co. (SRI), a Portland-based corporation, to finalize plans and construct Cooper’s concept (Spokane Chronicle 1907). SRI, under the management of A.B. Fraeme, and with assistance from the Continental Construction Company built canals and ditches from the Snake River to Two Rivers, a wing dam and a pump house near Strawberry Island that hosted large centrifugal pumps, water wheels, and pipes that raised the water 70 ft out of the Snake River and into the basin (Evening Statesman 1905, 1906a; Ranch 1905).

While construction occurred, advertising for the developing town of Two Rivers boomed. Newspapers focused on the land reclamation efforts of SRI and heralded the area as a future haven for fruit farmers and one of the most incredible locations in the United States due to its proximity to the two largest rivers in the nation, the Columbia and Snake. NP officials said this of the developing townsite: “There are no towns of any size near this place, and on account of the dense population which the surrounding country will soon have, Two Rivers will no doubt become a large commercial center” (Yakima Herald 1905). Initial developments of the town included the SRI headquarters, a fifteen-room hotel owned by M.C. True, a lot for a congregational church secured by Professor L.F. Anderson of Whitman College, and the arrival of a Walla Walla County rural schoolteacher, Mrs. Emma Rebecca Chute (Spokane Chronicle 1905; Colfax Gazette 1905; Spokesman-Review 1909, 1955).

In 1905, SRI began to experience difficulties with construction and public relations. The company was repeatedly hindered by faulty equipment and the failure of a retaining wall that resulted in major damages to the pump house, wing dam, and canals near the Snake River (Evening Statesman 1905a, 1906). Additionally, the public began to realize that SRI had been prematurely selling land to private owners that was under agreement with NP to not be sold until the irrigation system has been proven a success, committing tax fraud, and were ultimately underfunded to finish the Two Rivers Irrigation project (all ditch work was already completed, but the pump house and canals near the Snake River still needed improvements) (Evening Statesman 1906a, 1906b; Ranch 1905). Newspapers began to warn buyers about dealing with SRI (Ranch 1905b). The irrigation project was halted. In 1906, Will H. Perry, a Seattle capitalist, and his associates, The Pasco Power & Water Co. (PPW) assumed the SRI holdings and continued the Two Rivers Irrigation project (Evening Statesman 1906c). PPW installed a new power plant and made improvements to the canals near the Snake River. Bryon Phelps, former mayor of Seattle, moved to Two Rivers to take lead on this project. He proposed to finish the project for $250,000. Under his direction improvements were made to the pump house and canal features along the Snake River (Spokane Chronicle 1907, Evening Statesman 1906d). On April 20, 1909, water was successfully pumped from the Snake River and into the ditches of the Two Rivers Irrigation project (Yakima Herald 1909). In the same year, due to bankruptcy and legal obstacles, all PPW's holdings and obligations were absorbed by The Burbank Power & Water Company (BPW). At this time, management was transferred out of Two Rivers. BPW, like all earlier companies, did not provide the quantities of water contracted for in the Two Rivers Irrigation project. The severity of the performance was reviewed by the Public Service Commission of Washington in 1912. The Commission provided BPW with orders and specifications that were projected to meet all contracts and expectations associated with the irrigation project (Public Service Commission of Washington 1912). The BPW failed the Commission. By 1919, the Burbank Irrigation District took over the properties of BPW and absorbed them into the larger Burbank project and, later, the Burbank and Two Rivers-Attalia Project (Spokesman Review 1909a, 1909b, 1934; Boening 1919).

Recommendation

A literature review conducted by AP on May 25, 2017, using the Washington Information System for Architectural and Archaeological Records Data, referenced the *Cultural Resource Inventory Survey of Proposed Improvements to Dodd Road* completed by Catherine Dickson in 2002, which noted that the ditch south of Dodd Road was potentially historic and not previously recorded. The resource was also not recorded in the *Cultural Resource Inventory for the Port of Walla Walla, Wallula Business Park* or the addendum report due to it not being directly within the area of potential effect (Dickson 2002, O'Brien & Schirack 2017, O'Brien 2019). Other recorded components of the historic Two Rivers Irrigation project consist of the Burbank Two Rivers Lower Canal that was recorded and determined potentially eligible by Fred Crisson, Sharon Larsen, and Ann Sharley in 2001 (Larsen 2001), and the High Lift Canal that was recorded by Salvatore Caporale and determined not eligible by Rob Whitlam in 2020 (Caporale 2020); both of which are approximately 2 mi north of the Two Rivers East Lateral.

On March 13, 2020, monitored activities moved outside the APE, and the resource was disturbed during the installation of a 3-ft diameter casing that will hold an 18-in ductile iron distribution main, set 3 ft under the existing ditch bottom. A 10-ft wide, 16-ft deep (from the top of bank, 7 ft deep from the ditch bottom) cross section was trenched across the resource. The

casing was set, and the original material was used to shape and compact the resource back to its original form. The section of ditch disturbed was 50 ft south of the swale, 430 ft south of Dodd Road, and 220 ft west of UPRR.

Archival research was conducted and consisted of historic maps, aerial photographs, University of Washington quarterly journals, USDA documents, reports from the Bureau of Statistic, Public Service Commission of Washington, and newspapers. Although the resource is not shown to have extended south of Dodd Road on any USGS topographic map until 1992 (USGS 1992), it is evident on an Ogle map (Ogle 1909), and historic aerials (USGS 1952, 1961a) that the resource does extend south of Dodd Road. The resource is depicted to have originated at a pumping station on the south bank of the Snake River near Strawberry Island by 1909 (Ogle 1909), with changes by 1964 that set the resource's connection to a pumping station at the Burbank Slough (USGS 1964). Although the recorded portion of the resource appears unaltered since its initial construction, the footprint of the associated swale has significantly been increased in the modern era.

Archival research indicates that the Two Rivers East Lateral was built by SRI, with assistance from the Continental Construction Company, as part of the Two Rivers Irrigation project between 1904 and 1905 (Evening Statesman 1905, 1906a; Ranch 1905). A worker named Joshua Swindler dug ditches in this area of the project (Evening Statesmen 1906e). Improvements may have been made from 1906 to 1909 by PPW, 1906 to 1911 by BPW, or the Burbank Irrigation District from 1919 on, but documentation mostly focused on financial crisis, litigation, and improvements of the irrigation features near the Snake River and Burbank area (Evening Statesman 1906c, 1908; Spokesman-Review 1909a, 1921; Public Service Commission of Washington 1912).

As for the performance of the Two Rivers Irrigation project, research indicated that although water entered the irrigation system in 1909 (Yakima Herald 1909), promised quantities (12,000 to 13,000 acres) were still very far from being met, even to the point of orders enacted upon the BPW by the Public Service Commission of Washington for specific improvements and additions to the pumping plant. The BPW failed this commission and the Burbank Irrigation District took over their property in 1919 (Spokesman-Review 1921). Research also indicated that the Burbank Irrigation District was clearly aided at times by the Work Progress Administration and were often reviewed for Bureau of Reclamation assistance (Spokesman-Review 1934, 1936, and 1943). Archival research did not find evidence that these agencies were specifically involved with the resource south of Dodd Road.

Based on the research discussed here and in the description section of the resource, it is recommended that the Two Rivers East Lateral is a contributing factor in the founding of the Two Rivers townsite. SRI promised an irrigation system in this choice area for fruit growers, and most every call to develop the townsite of Two Rivers was centered on the irrigation work conducted by SRI, and prominent people did follow that call. It is also clear that the resource was later an impediment to the development of the Two Rivers townsite. Although water entered the irrigation system in 1909, it is clear from investigations and orders issued by the Public Service Commission of Washington in 1911 that the irrigation system was performing far under its promised 12,000 to 13,000 acres of watered land. As the Two Rivers Irrigation project failed, headquarters and larger development efforts moved to Burbank. The resource was both the promise and the bust of a young Two Rivers. However, its integrity aspects of setting and feeling have already incurred irretrievable integrity loss due to the removal of the Two Rivers townsite,

and the construction of large industries (Tyson Fresh Meats, Packaging Company of America) within the vicinity of the resource (Criterion A). The resource is not a good representation of the productive life of any engineer or capitalist that was associated with it (Criterion B). Simple non-lined earthen ditches such as this one are not uncommon, and other examples that are fully intact exist throughout the state. Thus, the structure does not embody the distinctive characteristics of a type, period, or method of construction, and it does not represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components lack individual distinction (Criterion C). Furthermore, no additional cultural materials were found in the vicinity, and examination of the resource did not indicate a likelihood for subsurface features or information outside of what was documented at the time of recording. Therefore, it is unlikely the resource would yield any additional data or information important in the history of the area (Criterion D). Based on these findings and the restorative work conducted (Figure 6), it is recommended that this resource is not eligible for inclusion to the NRHP and that no adverse impacts to this cultural resource occurred during monitoring activities.

Figure 6. Two Rivers East Lateral two months after casing installment and restorative efforts, facing north.

Conclusion

On August 26, 2019, through December 12, 2020, qualified archaeologists from AP with assistance from Plateau Archaeological Investigations, LLC, observed all ground-disturbing construction activities associated with the Port of Walla Walla's Wallula Dodd Water System Transmission and Distribution Mains Installment and Road Improvements project except for 0.5-acre of road improvements and 40 LF of distribution main trenching. A total of 75 acres was monitored. One archaeological isolate (385-333-ISO-AP01), one archaeological site (385-333-AP02), and one historic period-built resource (Two Rivers East Lateral) were identified during monitoring, none of which were recommended for inclusion to the NRHP. One existing site boundary (45WW126) was also fenced and protected during project activities.

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1961 Aerial Image. Entity ID AR2CBS610010020
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CS/jg

Enclosures

cc: File No. 385-333-220 (w/encl.)

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APPENDIX I
Aerial Imagery Maps Of Monitored Area

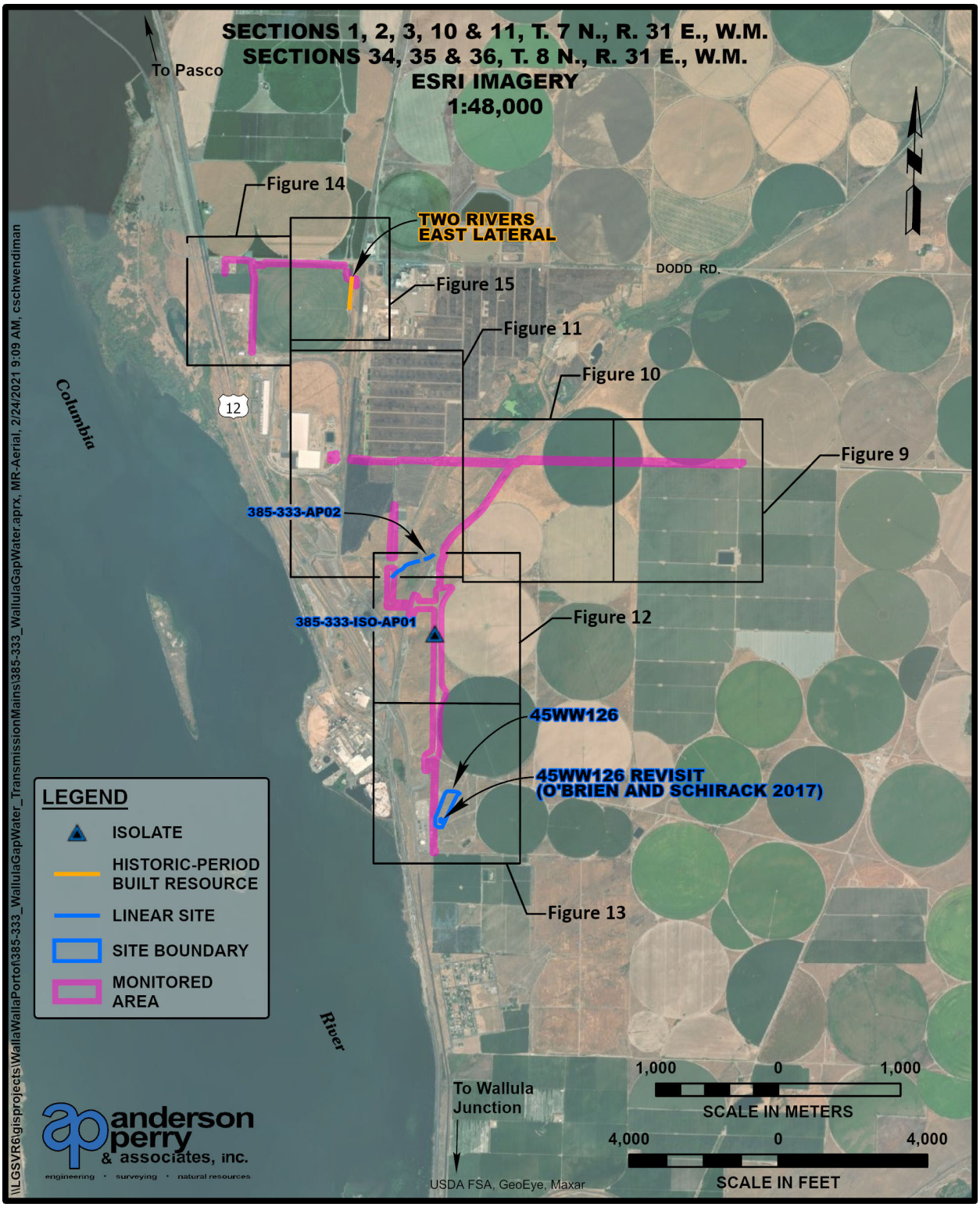

Figure 1. Monitored area with cultural resources.

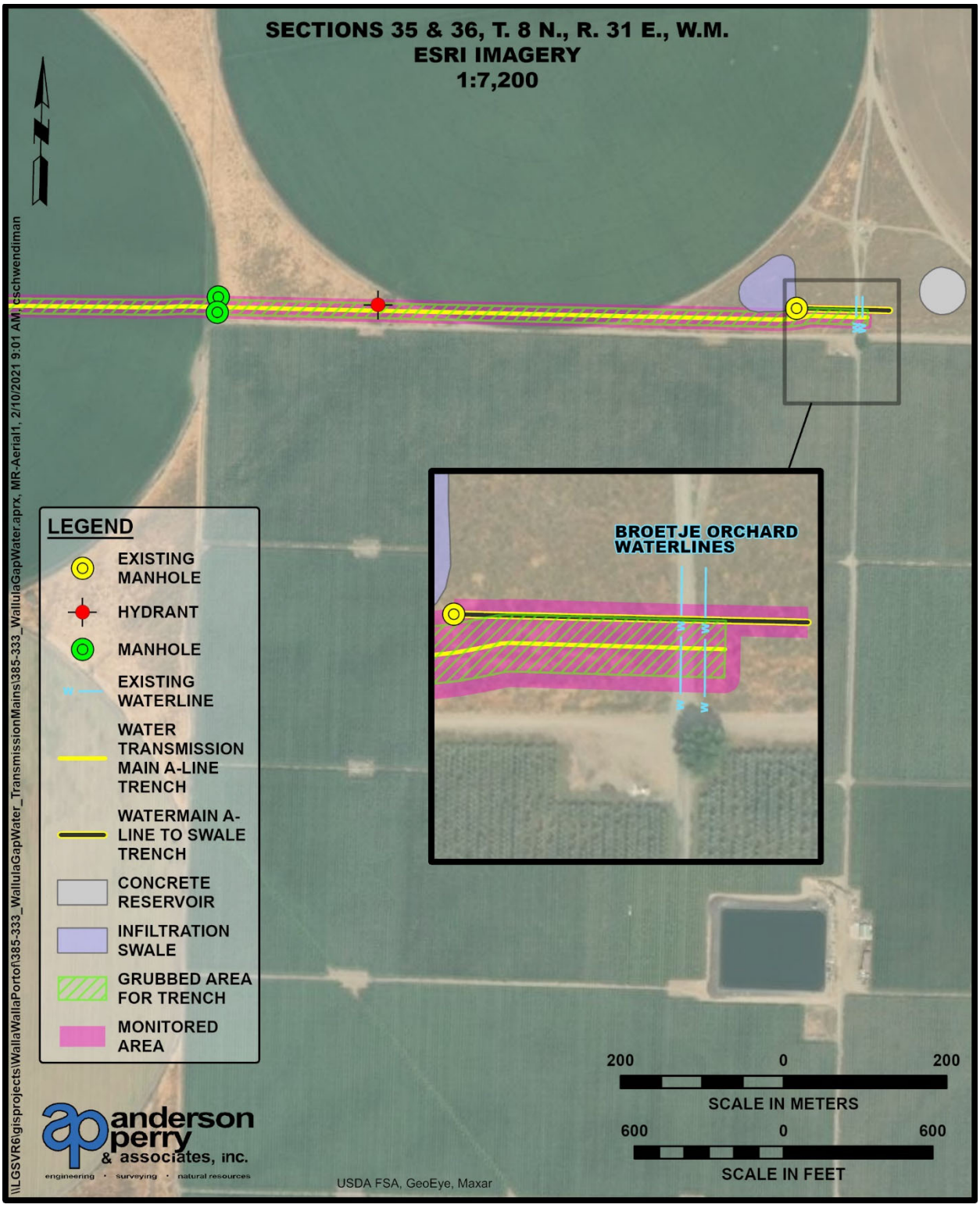

Figure 2. Monitored activities for A-Line east.

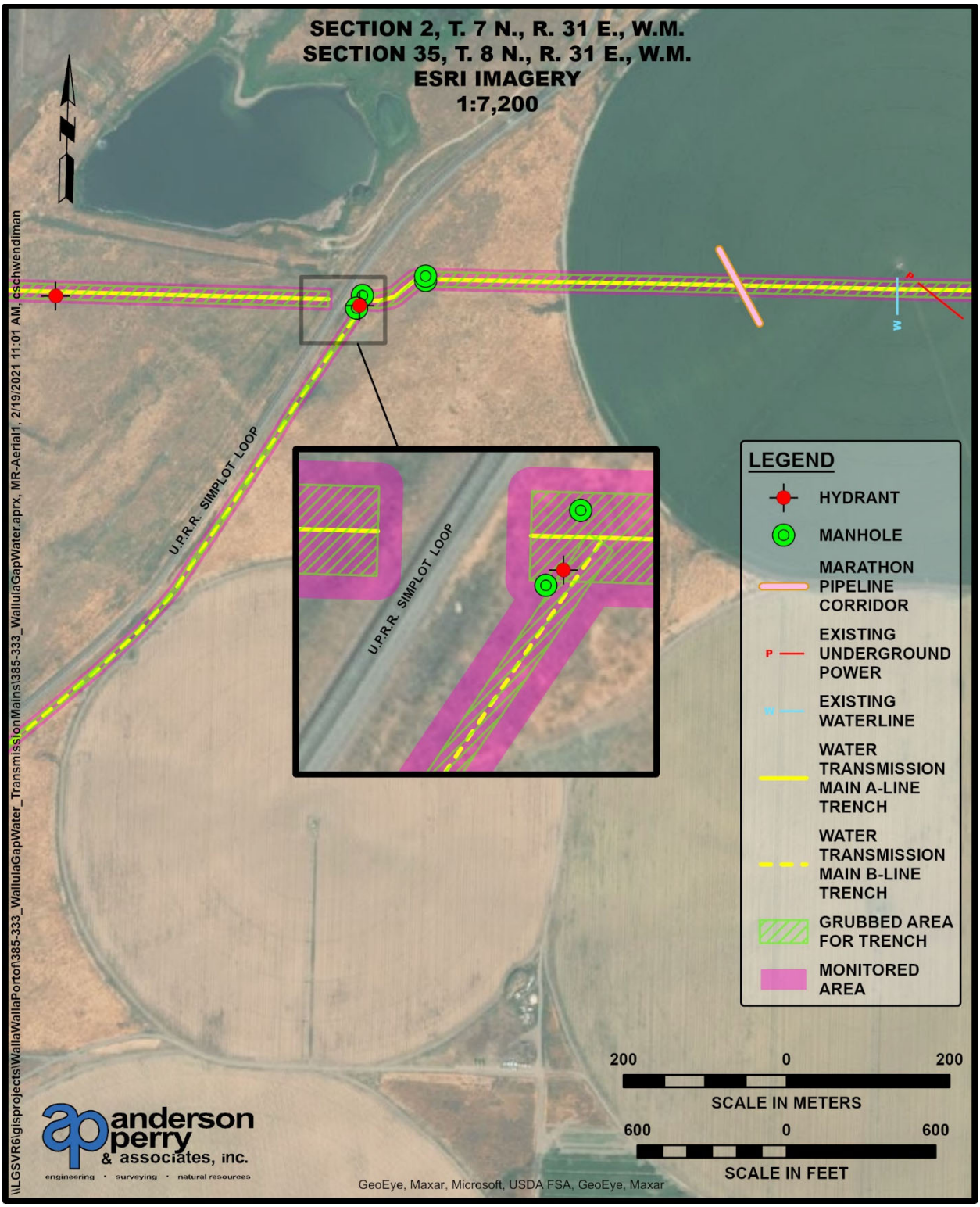

Figure 3. Monitored activities for A-Line center and B-Line north.

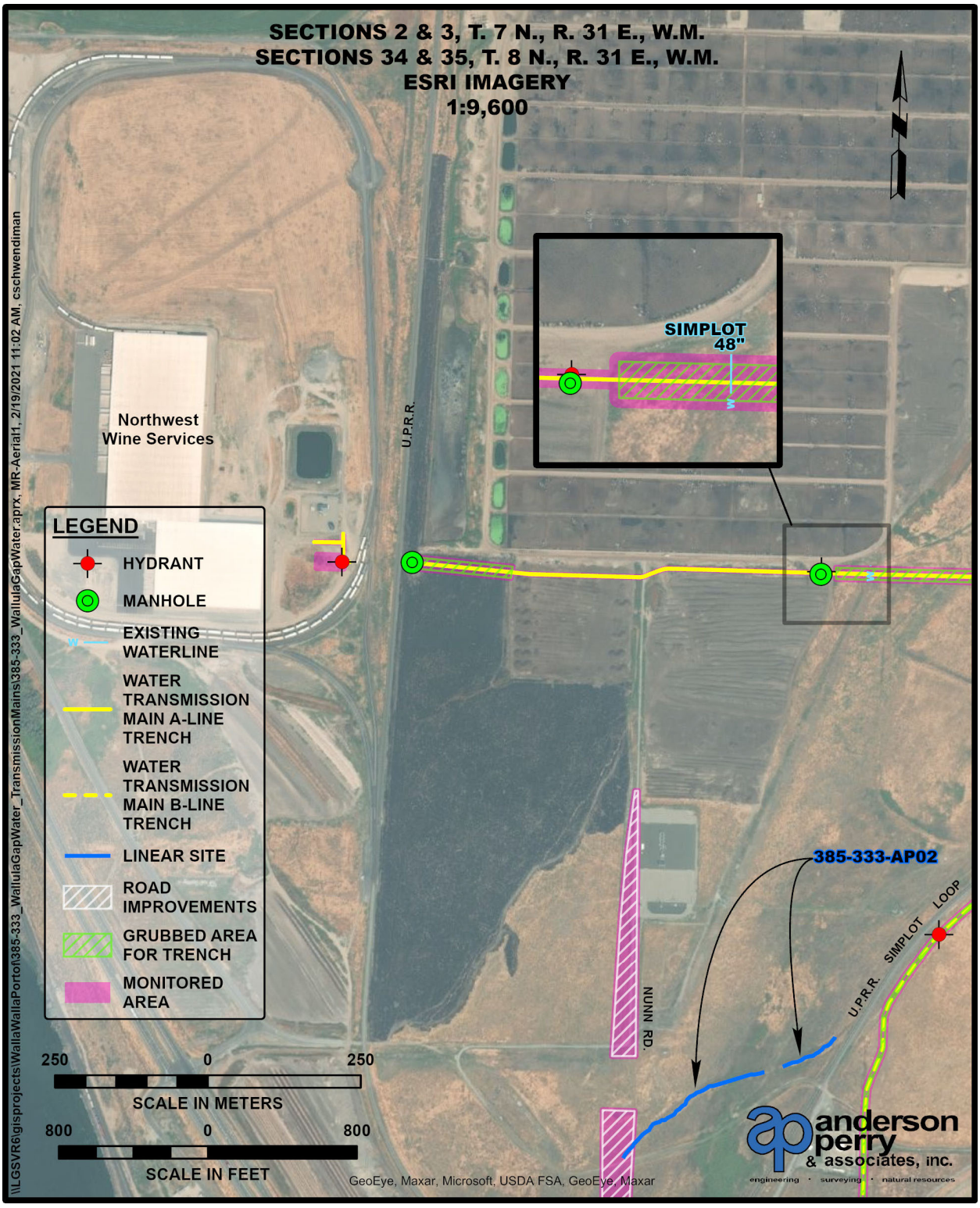

Figure 4. Monitored activities for A-Line west and road improvements north.

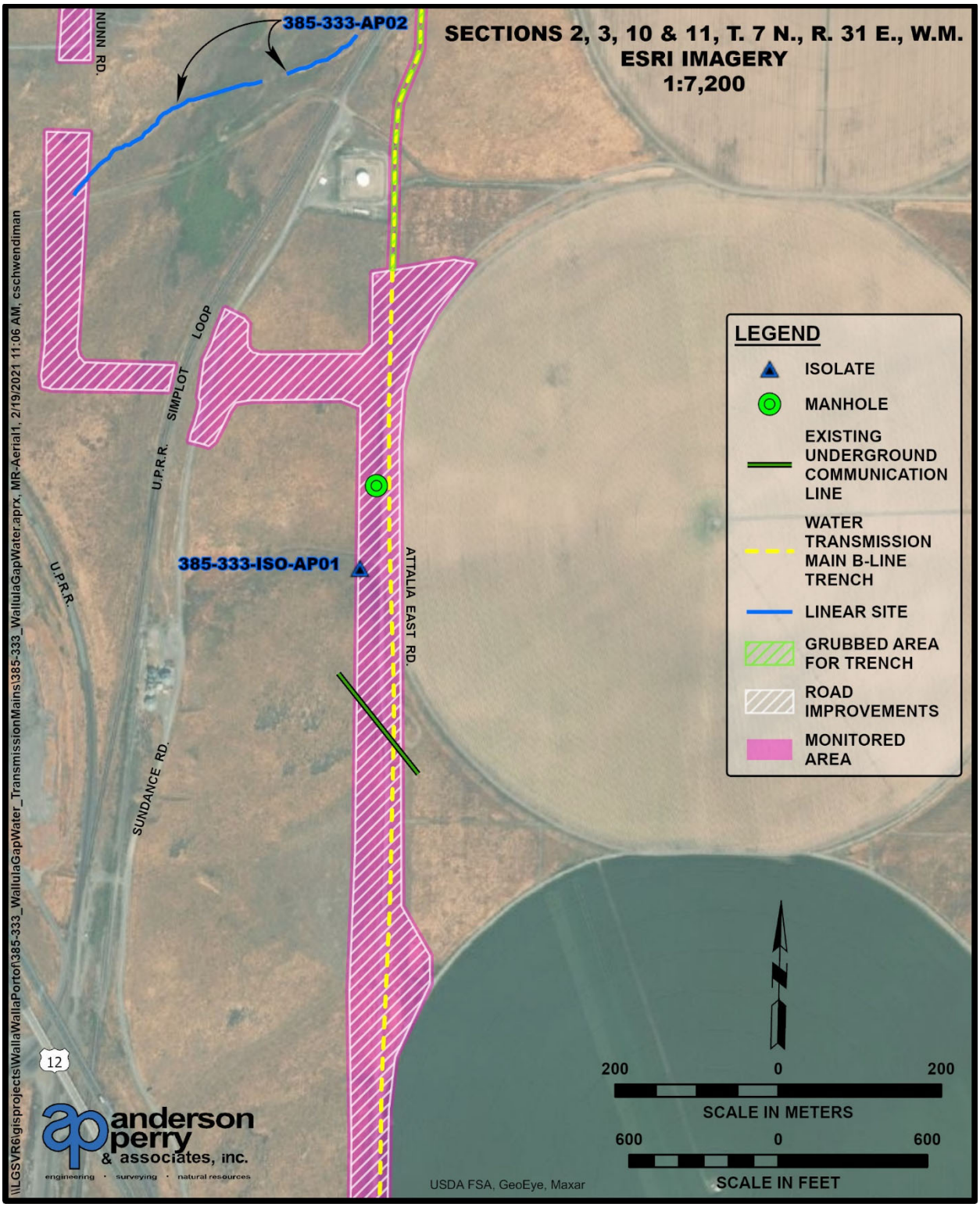

Figure 5. Monitored activities for road improvements north and B-Line center.

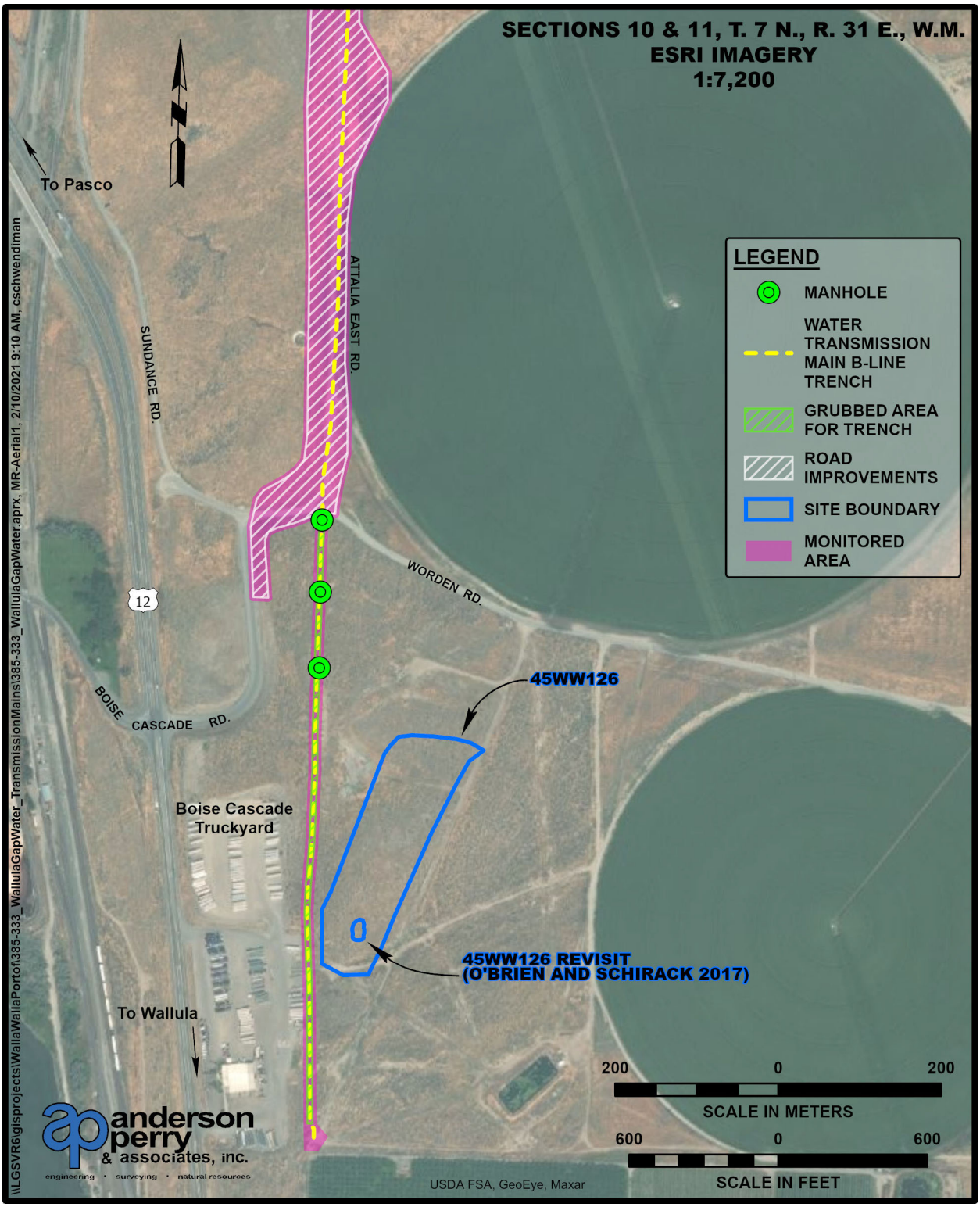

Figure 6. Monitored activities for B-Line south.

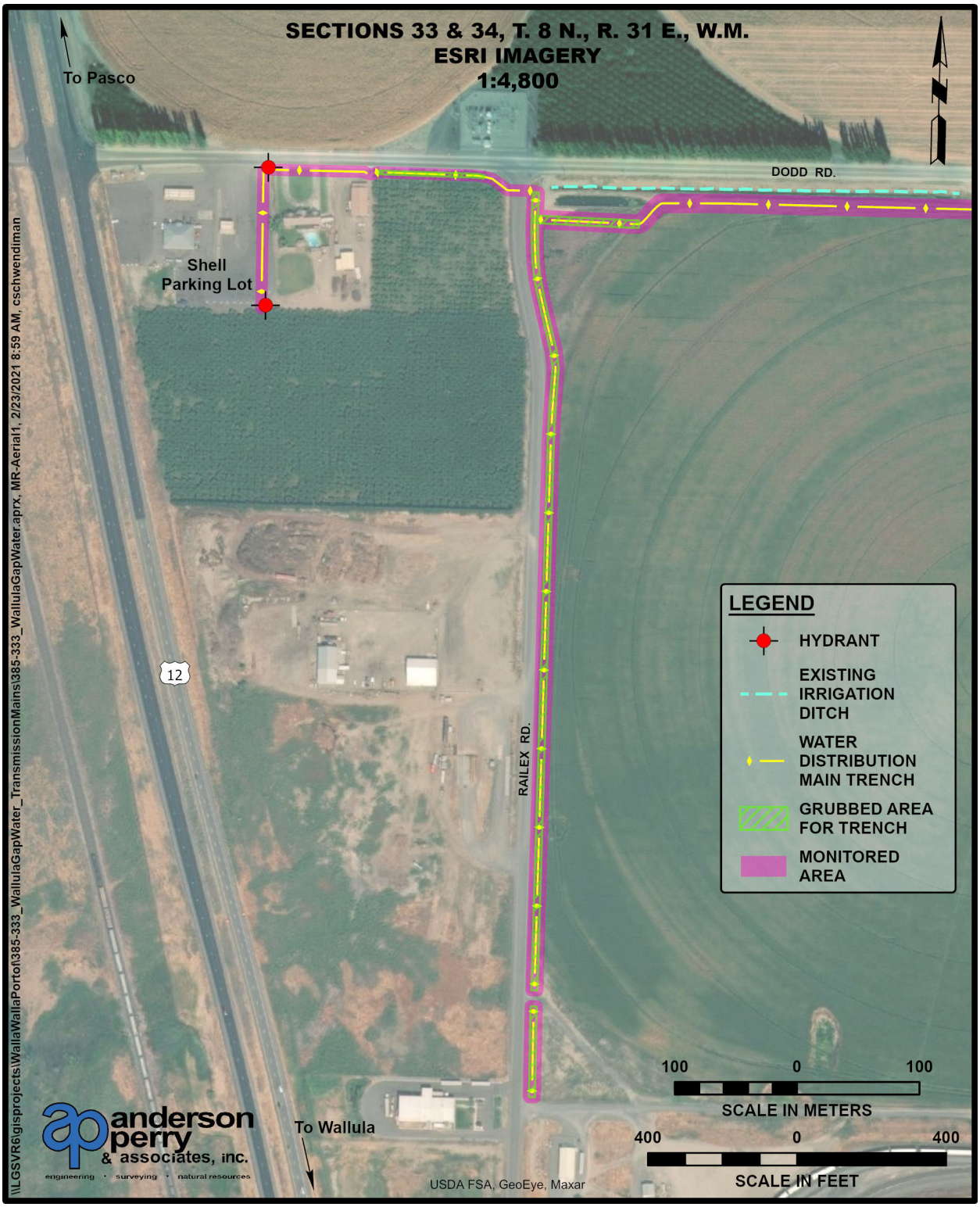

Figure 7. Monitored activities distribution mains west.

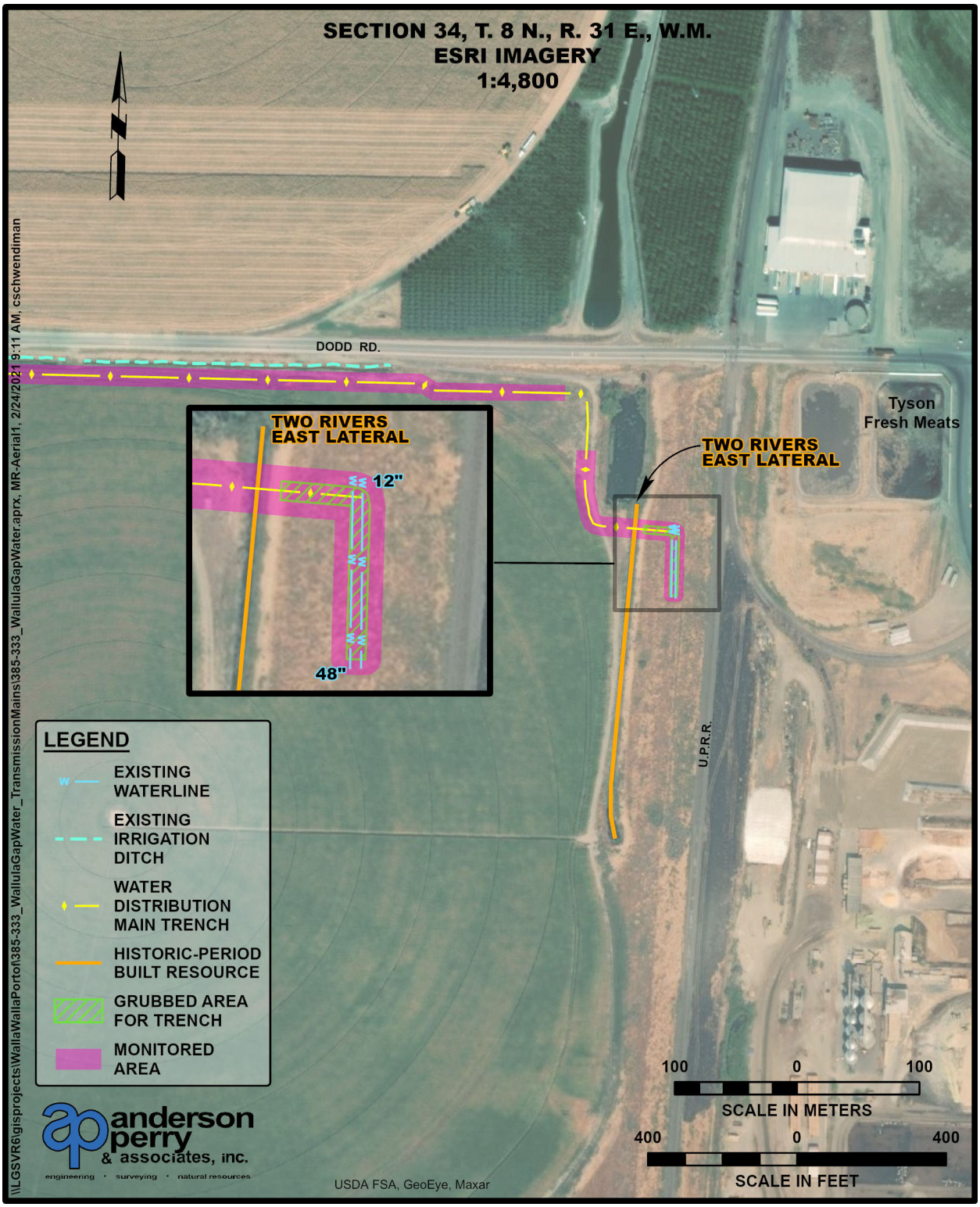

Figure 8. Monitored activities distribution mains east.

APPENDIX II
Photographs Of Monitored Area

Figure 1. Scraping and widening of the existing E. Attalia Road, view to the southwest.

Figure 2. Deep scraper cuts that connect the improved E. Attalia Road and Sundance Road, view to the southwest.

Figure 3. Profile of E. Attalia Road east wall, view to the east.

Figure 4. Construction on the new Peterson, Sundance, and Nunn Roads, view to the northwest.

Figure 5. Overview of high density polyethylene pipe installation under Sundance Road, view to the northwest.

Figure 6. Grubbing operations for the B-Line, facing southwest.

Figure 7. Completed grubbing/grading for a segment of the A-Line, view to the west.

Figure 8. Beginning of potholing for the two Marathon Pipe Line LLC liquid petroleum lines, view to the southeast.

Figure 9. Beginning excavation of the 17-foot trench that connects the A-Line and B-Line, view to the south.

Figure 10. Completed trenching for the mid-segment of the A-Line, view to the west.

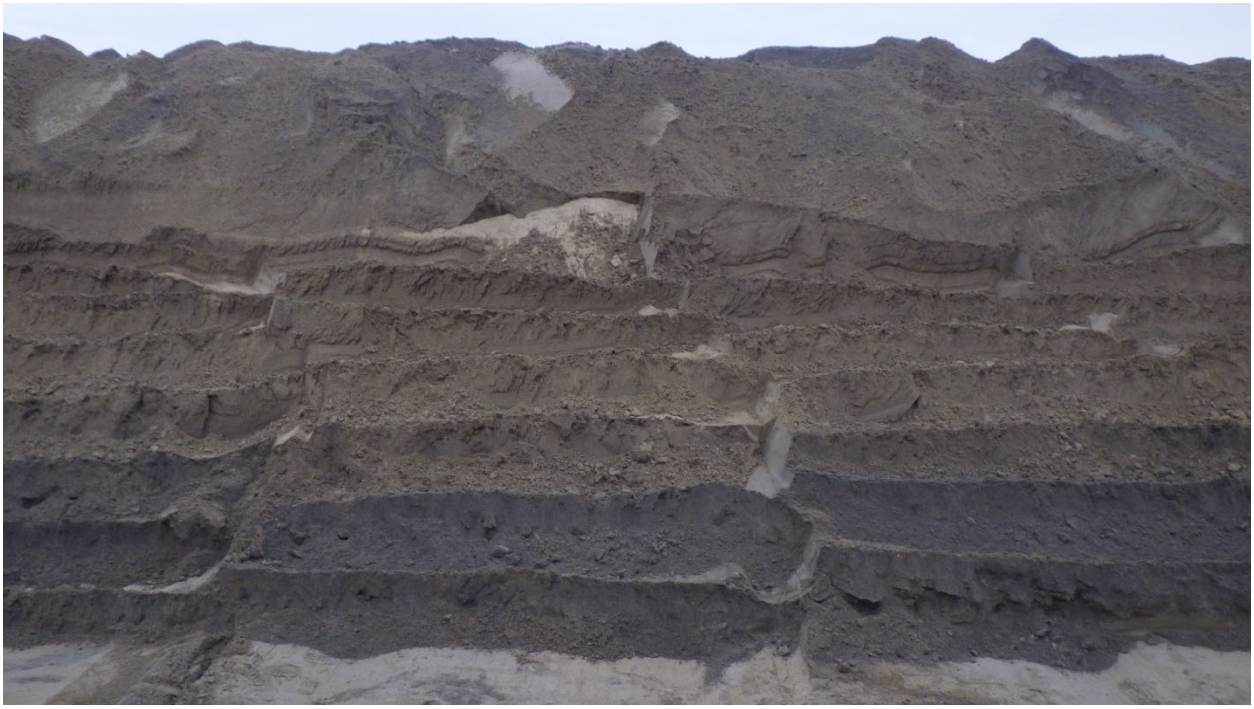

Figure 11. Profile of the A-Line south wall, with dark coarse sand at lower levels, view to the south.

Figure 12. Completed trenching for the south section of the B-Line, view to the north.

Figure 13. Profile of the B-Line west wall, with dark coarse sand at higher levels, view to the west.

Figure 14. A-Line to swale installation near the concrete reservoir, view to the northeast.

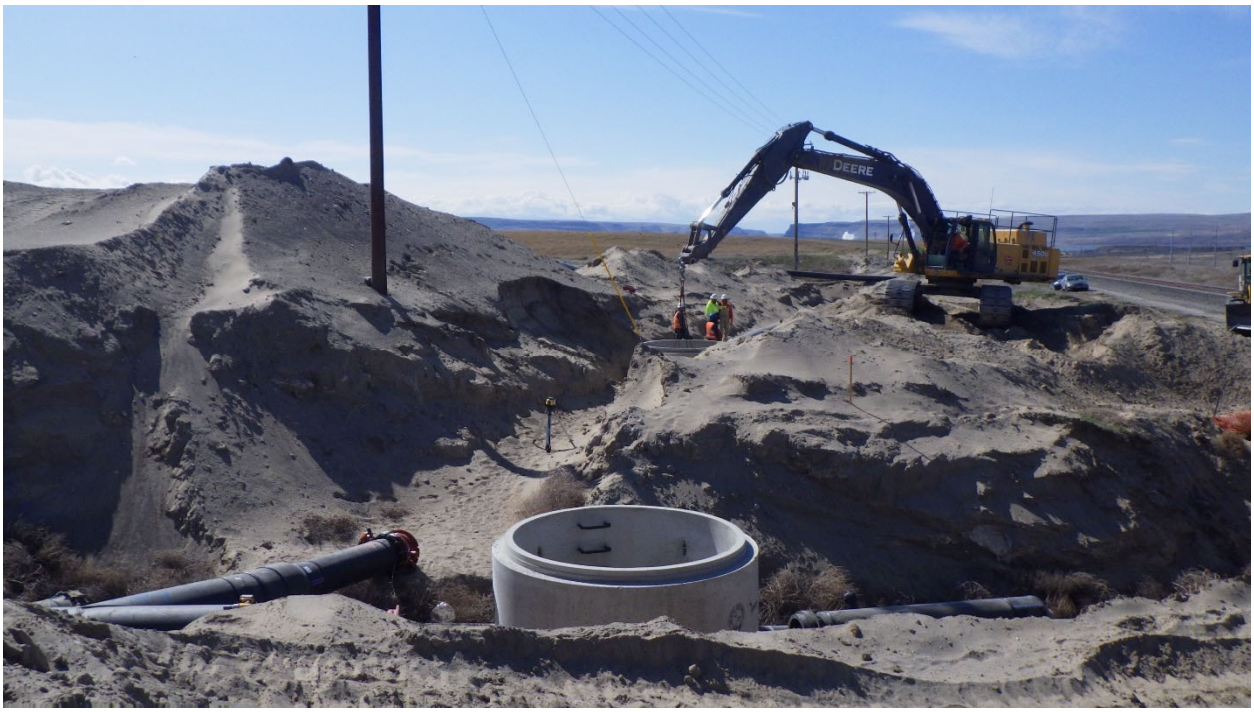

Figure 15. Installation of two manholes at the A-Line and B-Line connection point, view to the south.

Figure 16. Overview of the grubbed area along Railex Road for the Shell and Tyson distribution mains, facing north.

Figure 17. Overview of the grubbed area along Dodd Road for the Shell and Tyson distribution mains, facing west.

Figure 18. Trenching and installation of 18-inch (in) distribution main along Railex Road, facing north.

Figure 19. Trenching and installation of 8-in distribution main in Shell parking lot, facing south.

Figure 20. Trenching and installation of distribution main along Dodd Road, facing west.

Figure 21. Trenching and installation of distribution main between Two Rivers East Lateral and Tyson Fresh Meats, facing west.

APPENDIX III
Washington Archaeological Isolate Form

APPENDIX IV
Washington Archaeological Site Inventory Forms

APPENDIX V
Washington Historic Property Form