# 500 Overland Road Cultural Resource Inventory



## USACE Permit No. NWW-2025-00036 Idaho SHPO No. 2025-373 ARH Project No. 2025-001

March 11, 2025

By:

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> Prepared for: Western States Equipment Company



# Abstract

In February of 2025, ARH Archaeology and Architectural History (ARH) was contracted by Western States Equipment Company (WSECO) to assist in cultural resource needs for the 500 Overland Road project in Meridian, Idaho. The project involves the expansion of an existing parking lot in the WSECO facility at 500 Overland Road. As part of the project, WSECO will be piping a 404 foot (ft.) portion of the Eightmile Lateral to make room for additional parking. This action requires a United States Army Corps of Engineers (USACE) 404-permit application under the US Clean Waters Act (CWA) obligating WSECO to fulfill requirements under Section 106 of the National Historic Preservation Act (NHPA, as amended).

One cultural resource, the Eightmile Lateral (10AA3969) was recorded during the inventory. The project area is along a portion of a 1045 ft. segment of the Eightmile Lateral, a linear canal 10 ft. wide and 4 ft. deep. At the time of the inventory, the proponent had excavated approximately 255 ft. of the southern portion of the lateral. In this area, the canal was excavated ca. 5 ft. below its original canal surface in preparation for concrete piping and culvert installation. The Eightmile Lateral had been previously recommended eligible for the National Register of Historic Places (NRHP) under Criterion A. Based on historic aerials and maps, the segment of the lateral within the project area is likely an original alignment and is a contributing element to the NRHP under Criterion A.

Western States Equipment Company plans to pipe the entire length of the Eightmile Lateral along the project area. This action will impact the integrity of the resource resulting in the **Adverse Effect** to this eligible resource. Considering that a significant portion of the lateral was excavated prior to mitigation, it is recommended that WSECO, USACE, and the Idaho State Historic Preservation Office (Idaho SHPO) negotiate appropriate mitigation measures for the project.

# Certification of Results

I certify that this investigation was conducted and documented according to the Secretary of Interior's Standards and guidelines and that the report is complete and accurate to the best of my knowledge.

Signature of Principal Investigator

3/11/2025

Date



# Key Information

# PROJECT NAME

500 Overland Road Cultural Resource Inventory

## PROJECT NUMBER(S)

ARH # 2025-001 USACE Permit # D241219

## LOCATION

Meridian, Idaho

## USGS QUADS

Meridian, ID 7.5

## LEGAL LOCATION OF SURVEY

T3N, R1E Section 18

## **PROJECT AREA**

0.8 acres

#### AREA SURVEYED

0.8 Acres Intensive Survey

#### **PROJECT DATA**

1 Previously recorded cultural resource

## AUTHORS

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## FEDERAL AGENCY

US Army Corps of Engineers

## REPORT PREPARED FOR

Western States Equipment Companies, Inc.

## REPOSITORY

ARH Archaeology and Architectural History, LLC, Boise, Idaho

## PRINCIPAL INVESTIGATOR

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## DATE

3/11/2025



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# **Project Description**

In February of 2025, ARH Archaeology and Architectural History (ARH) was contracted by Western States Equipment Companies (WSECO) to assist in cultural resource needs for the 500 Overland Road project in Meridian, Idaho (Appendix A, Map 1). The project involves the expansion of an existing parking lot in the WSECO facility at 500 Overland Road and piping of the Eightmile Lateral (Appendix B: Final Plans). This action requires a United States Army Corps of Engineers (USACE) 404-permit application under the US Clean Waters Act (CWA) obligating WSECO to fulfill requirements under Section 106 of the National Historic Preservation Act (NHPA, as amended). Western States Equipment Companies will be replacing the existing, open lateral with a 12 x 5 foot (ft.) concrete box culvert along a 404 ft. segment of the lateral between Overland Road (south) and Interstate 84 (north) (Appendix B: Pipping Plan). Prior to installing the culvert, the lateral will be excavated 255 ft. below the existing surface using a track hoe. Additional work includes construction of curbs, asphalt paving, drainage facilities, and landscaping.

# Project Area of Potential Effect

The project area is located along a 1045 ft. segment of the Eightmile Lateral between Overland Road and Interstate 84, Meridian, Idaho. The area surrounding the lateral is developed, consisting of parking lots for Western States Equipment Companies and Swire Coca-Cola Distribution. The area abutting the canal has been landscaped with recent deciduous trees. Considering that the adjoining lots have recently constructed buildings, the visual and direct Area of Potential Effect (APE) are considered the area of disturbance for the piping of the lateral (0.8 ac., Appendix A, Map 1).

# **Environmental Setting**

The project is located within the lower Boise River subbasin of a greater topographic depression known as the western Snake River Plain. The Snake River Plain is divided into Eastern and Western sections because of extreme differences in the geology and topography. Within the vicinity of Boise, the Columbia Plateau and the Snake River Plain converge. Generally, the area between Boise and Ontario, Oregon is within the Weiser embayment which is an eastern lobe of the Colombia Plateau which consists of basalt that erupted approximately 15 million years ago (Alt and Hyndman 1989). To the west between Meridian and Mountain Home, basalt flows are much younger and are associated with the flows of the Snake River Plain that formed approximately 13 million years ago (Alt and Hyndman 1989). The region is surrounded by the Cascade Mountains to the west, Owyhee Mountains to the south, and the Northern Rockies to the east. The project area is relatively flat with an elevation of 2,635 feet above sea level.

# Hydrology



The project area is situated within the Boise River drainage area. The Boise River is located 6 miles north of the project area and flows west to the Snake River. One waterway, the Eightmile Lateral, is present within the project area. It was constructed in 1896 as a portion of the Ridenbaugh Canal system.

# Geology

The project area is within the Boise Ridge Section of the Idaho Batholith subdivision, and the geology generally consists of a series of northwest striking normal faults that cut across Ada County, and part of the western Snake River Plain graben. To the south are extensive Quaternary gravel deposits that overlay Quaternary basalt. Recent cinder cones line the Snake River near Swan Fall (Alt and Hyndman 1989). Fan shaped deposits on the lower portions of Dry Creek, Woods Gulch, Little Gulch and Big gulch appear to be dissected, recently terraced, sands and gravels, originally built out into the valley to the south. Similar and pronounced sand and gravel terraces lie on the south side of the Boise Valley. Recent faulting and erosion of their north facing slopes have served to emphasize these terraces (Savage 1958).

Sediments are primarily an Elijah silt loam. Elijah sediments are typically a silt loam overlying silty clay loam. Durapan is generally present at about 20 to 40 inches below the surface and overlies extremely gravelly sand (Natural Resources Conservation Service 2025).

# **Cultural and Historic Context**

# Pre-Colonial Overview

The project area is within the Snake River Plain. Archaeological studies in southern Idaho indicate the area was accessed by prehistoric groups with cultural similarities to the Great Basin and Great Plains (Butler 1978, 1986; Henrikson 2008; Plew 2008; Scheiber and Finley 2011) was more akin to the Great Basin than to the Great Plains. Lithic sourcing studies along the Snake River (Black 2014; Willson 2007) indicate that while interactions between Snake River groups and groups in the Northern Great Basin took place, they were limited. Considering this, the following context draws mostly from Idaho sources and is supplemented with work completed to the west.

Recent work (e.g., Beck and Jones 2012; Davis et al. 2012, 2022; Smith et al. 2020) in southeastern Oregon and Northern Idaho has punctuated the antiquity of Native American's presence in what is now northwestern North America. Investigations at Coopers Ferry, Paisley Caves, and Red Rimrock Rockshelter clearly document a human presence on the continent by at least 18,000 years ago, coinciding with the Glacial maximum (Smith et al. 2020; Smith and Barker 2017). Locally, the Diversion Dam Cave (10AA99) and, possibly, Dry Creek Rockshelter (10AA86) contain datable features to ca. 10,000 B.P. (Yohe 2006).

The cultural chronology of the area stems from Butler's (1978, 1986) and has recently been summarized by Plew (2008). Five cultural phases are identified for the Snake River Plain. These are the Paleo-Indian (ca. >8000 cal B.P.), Early Archaic (ca. 8000-5000 cal B.P.), Middle Archaic (ca. 5000-2000 cal B.P.), Late Archaic (ca. 2000-600 cal B.P.) and Late Prehistoric (ca. 700 B.P. to



Historic era). These phases are based on projectile point sequences developed by Hester (1973) and Holmer (2009). Work at Bauchman Cave and summaries by Plew (2008) the timing of the phases reflects a long chronology (c.f., Holmer 2009) instead of a long chronology (c.f., Thomas 1981) for projectile points.

# Ethnographic Overview

As noted above, Native Americans have occupied southwestern Idaho for at least the past 18,000 years. The region has historically been home to both Northern Shoshone-Bannock, who through the ethnographic record have provided a window onto past lifeways. The peoples of the western Snake River Plain have linguistically been identified as Shoshone and Bannock, with the Idaho-Oregon border forming the boundary. Named groups in the boundary area were commonly identified as Koa'gaiduka or Agaidkua, meaning "Salmon Eaters" (Steward and Wheeler-Voegelin 1974). The Snake River was a thoroughfare, often used by the Bannock, Northern Shoshone, Nez Perce, Cayuse, Wallawalla, and other tribes, and the area was not occupied exclusively by any particular group (Steward and Wheeler-Voegelin 1974:231).

Along the Snake and its tributaries, groups were engaged in a more semi-sedentary settlementsubsistence pattern based on the intensive exploitation of salmon and various highly productive root crops such as camas, lomatium, and yampah (Murphy and Murphy 1960). Winter villages were located along the Snake River, where dried salmon was stored in large boulder caches for the winter. In these ways, their lives, cultures, and settlement patterns were more closely aligned with those of the Plateau to the north and west (Jenkins et al. 2004; Murphy and Murphy 1960).

Among these groups, the nuclear and extended family formed the basic organizational structure and was based on the seasonal harvesting of widely scattered resources. Highly productive resource areas, such as upland spring root camps and fishing sites, were important not only for the food they provided, but because people congregated there, coming from great distances. During these times, the various groups engaged in root digging, socializing, and the trade of goods including horses, furs, buckskins, blankets, beads, roots, and obsidian (Fowler and Liljeblad 1986:437).

Steward (Steward 1938:172–173) notes that the Northern Paiute were present along both banks of the Snake River between the Powder River near Baker City, Oregon (north) and a point along the Snake River due south of Boise. They occupied the lower reaches of the Weiser, Payette, Owyhee, and Boise Rivers, sharing these streams in mixed villages along their eastern boundary with the Shoshone. Salmon and roots, especially camas, were primarily subsistence resources for both the Northern Paiute and Shoshone. The Northern Paiute, who occupied the lower Weiser, Payette, and Boise Rivers, were called "Groundhog Eaters," while the Shoshone to the south and east were called Agaidkua (Steward 1938:172–173).

Various plant resources were important staples to both the Northern Paiute and Shoshone diet. Biscuitroot, (Lomatium spp.), camas (Camassia quamash), yampa (Perideridia spp.), bitterroot (Lewisia Rediviva), onion (Allium spp.), and sego lily (Calochortus macrocarpus) were among the most abundant and valued resources sought during the spring and early summer seasons. Roots were dug with sticks from shallow, rocky soils and were then washed, peeled, and dried for later use or prepared fresh for immediate consumption. Biscuitroot was eaten raw, boiled, dried, or sliced and



baked in underground ovens. Roots and tubers were also dried in the sun and stored for winter use. Once dried, they were ground into flour with stone manos and metates and made into bread-like cakes (Couture et al. 1986).

# Historic Overview

Considering the limited extent of the project area, the following overviews are confined to the development of Meridian, Idaho and the development of the Ridenbaugh Irrigation System, of which the Eightmile Lateral is a part.

# History of Meridian, Ada County, Idaho

The town of Meridian was established in 1893, after a homesteader, C. G. Zenger, filed a plat for a new town located on the Idaho Central Railway line between Boise and Nampa. The town was named "Meridian," after its location on the Boise Meridian (TAG Historic Research and Consulting). The surveyor's meridian line is positioned north to south along Meridian Road as it passes through town. By the time of establishment, the area already had a schoolhouse and post office (TAG Historic Research and Consulting 2014).

Farming played a large role in the development of Meridian. In 1903, the town was incorporated as a village. Between being established in 1893 and being incorporated in 1903, the town of Meridian became a dairy center for Idaho, as well as a large fruit producer. Early farming mainly consisted of fruit orchards and large-scale apiaries that supplied orchards with bee populations for pollination. The convenience of the Interurban Electric Railway helped in the growth of the dairies and apiaries in Meridian by allowing for an easy means of shipping milk, cream, and fruit to the markets (TAG Historic Research and Consulting 2014). The Interurban Trolley line connected Meridian with other towns in 1908 and provided access to public transportation and local shipping until 1928, when service to South Boise and Nampa-Caldwell was discontinued (Moore 2010).

Meridian has continually been the fastest growing city in Idaho since 1994. From the 1990s to the early 2000s, the town nearly tripled in size. Meridian has quickly become a center for commercial development, due to the city's convenient access to I-84, Highway 55, and the railroad. Yet, in 2021 both Caldwell and Nampa, Meridian's surrounding cities, had the same percentage of population growth as Meridian (Ravikumar 2022). Farming still remains an economic staple in the area; however, many old farmsteads are selling for commercial development.

# Irrigation in the Boise Valley

The Ridenbaugh Canal system was one of the largest and earliest irrigation projects in the Boise Valley. Construction began in 1877 when an early settler named William Morris claimed 17,076 acres under the Desert Land Act. Morris proceeded to find buyers for the land who he would then supply with water. Morris used local farm crews, and he planned for his ditch to carry lumber and run sawmills as well as for irrigation. Morris died suddenly in 1878 and some of the settlers, wishing to keep their land and unable to develop it without water, continued the work. In 1878, Morris' nephew William Ridenbaugh took over the system, but it was sold again within two years. The Ridenbaugh canal was finally completed in 1879. The seven-mile-long ditch irrigated approximately 1,200 acres of land south of Boise. The canal changed ownership throughout the years, until the Idaho Central Canal and Land Company purchased the rights in 1888. The Idaho Central Canal and Land Company

made improvements to the canal, including making the canal wider and deeper to allow a higher volume of water to pass through. By 1889, the canal had expanded 12 miles towards the city of Nampa. In 1890, the Boise City and Nampa Irrigation, Land and Lumber Company took over ownership of the canal (Stevens 2015). By 1891, there were 100 miles of main ditches and 153 of laterals within the system, with ten lakes and reservoirs stretching all the way to Deer Flat south of Caldwell (Idaho Daily Statesman 1891). It irrigated 22,000 acres and provided Boise with power for lights. By 1900, it supplied water to 80,000 acres, 49,000 of which were under cultivation. There were 700 consumers of the irrigation water from the Ridenbaugh system, and the value of their farms and homes was over \$3,000,000 (Idaho State Historical Society 1974; Stevens 2015).

The Nampa Meridian Irrigation District was formed in 1904, and in 1906 the district bought the Ridenbaugh Canal for \$285,000 (Idaho Statesman July 22, 1905). The Nampa-Meridian Irrigation District was formed for the purpose of consolidating the ownership of the Ridenbaugh and Settlers canals (US Bureau of Reclamation 1911) and planned to expand the Ridenbaugh canal to fulfill new water rights in unimproved areas in the Boise Valley (Stevens 2015).

In 1908, the Boise Project, one of the largest Federal water reclamation projects of the U.S. Reclamation Service (now the Bureau of Reclamation) began excavation of several laterals, including the construction of a few new laterals from the Ridenbaugh Canal. The Boise Project was one of the first projects under the Reclamation Act of 1902, also known as the Newlands Reclamation Act, which funded irrigation projects in the American West. The Boise Project included new reservoirs, enlargement of the existing canal, a dam across the Boise River, headgates, right of ways, and new laterals (Stevens 2015). Through negotiations between Nampa and Meridian Irrigation District Board members and the Reclamation Service, it was decided that the Boise Project would not take over control of the Ridenbaugh Canal, but rather it would be used up to its present capacity to serve old lands. Those lands that were not served by the canal would secure their water supply from the new government project (Stevens 2015)

# History of the Ridenbaugh Canal:

Construction of the Ridenbaugh Canal began in 1877 by William Morris, an early settler of the Boise area. After constructing approximately seven miles of the canal and passing away in 1878, ownership of the canal was reverted to Morris' nephew, William Ridenbaugh, for whom the canal is named. Over the next 13 years, the ownership of the project passed through eight private investment companies, with little work occurring on the canal due to poor economic conditions. In 1890, the Boise City and Nampa Irrigation, Land and Lumber Company took over ownership of the canal (Stevens 2015). Work proceeded rapidly on the canal system, with an Idaho Statesman article from 1891 reporting that "one hundred and five miles of the Boise & Nampa canal, including the main canal and the laterals have been completed and are carrying water" (Idaho Daily Statesman 1891). The Eight Mile Lateral first appeared on a map of the Boise & Nampa Irrigation & Power Company's system that was drawn around 1896 (Idaho State Archives). This company was the predecessor to the Nampa Meridian Irrigation District (NMID), who took over ownership of the Ridenbaugh Canal System in 1904 and continues to manage the system and its related infrastructure, including the Eight Mile Lateral, today. The Ridenbaugh Canal, and its network of ditches and laterals, is one of the earliest and largest pre-federal projects in the Boise Valley, as well as an early example of gravity irrigation in the area (Idaho State Historical Society). In 1902, Congress passed the Reclamation Act which



funded irrigation projects for arid lands in the western United States and created the U.S. Reclamation Service, known today as the Bureau of Reclamation (BOR). By 1914, the BOR had contracted with the NMID, the Pioneer Irrigation District (PID), and other cooperatives to reclaim thousands of acres of irrigated desert land that had become "waterlogged" as a consequence of the rapidly expanded irrigation practices in the Boise Valley around the turn of the century (Stevens 2015). Early laterals, such as Eightmile, were significantly altered in length and depth in order to make delivery and drainage of water more efficient through the BOR's Boise Project (Demo and Kennedy 2008). For most of the 20th century, the Eightmile Lateral served agricultural lands in the western part of Ada County, Idaho. However, due to residential development and expansion of the town of Meridian, Idaho in the late 1970s, much of the land that the lateral transverses has been converted to residential subdivisions, golf courses, and commercial development and several new transportation corridors have been built through the area, which has minorly altered a few segments of the lateral (Hein 2019).

# Pre-Field Research

# Archival Information

In addition to the ICRIS results, Archival sources were consulted, including an 1875 GLO Plat map, GLO land patents, a 1938 Metsker map of T.3N R.1E, historic aerial photographs, and newspaper archives. The 1875 GLO map does not show any Structures or named features in the immediate vicinity of the project area. It does have the nearby Fivemile and Tenmile Creeks labelled. In 1893 Robert I. Daly for (Lot 4 of Section 18, T.3N, R.1E), and Walter T Evans for the (S ½ of the SE ¼ of Section 18 of T.3N R.1E) filed land patents. Walter T Evans Served on the board of directors of the Nampa-Meridian Irrigation District for 28 years, and was credited as a pioneer farmer in Ada County in his obituary (The Idaho Statesman 1954). No additional information could be found on Robert I. Daly.

The 1938 Metsker map does not show the Eightmile Lateral in or around the project area. The Metsker map shows two structures near the project area. One to the west on land owned by Roy R. Turner and one to the East on a parcel that is simply labeled "78". Historic aerial photographs from 1951 show the structures depicted on the Metsker map. The structures were demolished sometime between 1981 and 1992.

# **ICRIS Results**

A record search of previous surveys and sites within 1-mile of the project area was conducted using the Idaho Cultural Resource Information System (ICRIS). The record search showed seven previous cultural resource investigations (Table 1) have been conducted.



Survey No.	Project No.	Title	Author	Year	Agency	Survey Class
2023/570	2024- 114	I-84, Meridian Road Interchange to Eagle Road Interchange. Bionomics Environmental, Inc.	Scuderi, Zoe	2023	Idaho SHPO	Architecture
2022/425	2022- 503	Locust Grove, Victory Rd to Overland Rd and Locust Grove and Victory Road Roundabout. TAG Historical Research & Consulting.	Bauer, Barbara Perry	2021	Army Corps of Engineers	Architecture
2020/616		Historic Survey of Roads in Idaho's State Highway System Volume 1: Historic Context and Volume 2: Application of the National Register of Historic Places Criteria for Evaluation.	Mead & Hunt	2019	Idaho Transportation Department	Other
2019/353	2005- 1320	Meridian Reconnaissance Survey Phase I. Prepared for City of Meridian Historic Preservation Commission.	Peeso, Emily	2005		Architecture
2018/414	2018- 570	Class III Cultural Resource Inventory and Visual Impact Assessment for the ROARING WALOWES SC - A Communication Facility Project, Ada County, Idaho. Cannon Heritage Consultants, Inc.	Santarone, Paul, Ron Sladek, Houston Martin & Kenneth P. Cannon	2018	Federal Communications Commission	Class III
2018/214	2007- 1158	2007 City of Meridian Impact Area Re-Survey. Prepared for Meridian Historic Preservation Commission. Madeline Buckendorf Consulting, LLC.	Buckendorf, Madeline	2007		Architecture
2000/1033	1999- 47	Nampa-Meridian Irrigation District Proposed Fee Title and Rights-of- Way Transfer; Ada and Canyon Counties, Idaho. Ogden Environmental and Energy Services, Boise, ID.	Ogden Environmental and Energy Services	2000	Bureau of Reclamation	Class III

## Table 1. Cultural Resources Projects within One-mile of the APE.

that have resulted in 28 previously recorded sites (appendix A: Map 2, Table 2) in the search area. Of these sites, seven are eligible for listing on the National Register of Historic Places. One site, the Eight Mile Lateral canal (10AA3969), is partially within the project area.

## Table 2. Cultural Resources Within One-mile of the APE.

Smithsonian No.	IHSI No.	Туре	Name	Eligibility	In APE?
10VY1866	03-18091, 27-20675, 15- 17932, 85-18167	Linear Resource	State Highway 55	Eligible	No
39-18207, 07-17938, 67-           10CU237, 10CU216,           10BL39, 10BK272,           10BK309           14909, 77-17112, 29-           16010, 27-20517, 75-           14957, 01-22003, 47-		Linear Resource	Old US Hwy 30 alignment, US 30 Highway	Eligible	No



Smithsonian No.	IHSI No.	Туре	Name	Eligibility	In APE?
	17672, 83-19245, 05- 18613, 31-13688				
10AA10947		Building	1880 Cadillac Dr	Not Eligible	No
10AA9795	01-25406	Building	S. Locust Groce Rd., 2640 - House	Not Eligible	No
10AA9794	01-25405	Building	S. Locust Grove Rd., 2145 - House	Not Eligible	No
10AA9793	01-25404	Building	Locust Grove School	Not Eligible	No
10AA9792	01-25403	Building	S. Locust Grove Rd., 2280 - House	Not Eligible	No
10AA9791	01-25402	Building	S. Locust Grove Rd., 2150, House	Not Eligible	No
10AA9790	01-25401	Building	S. Locust Grove Rd., 2230 - House	Not Eligible	No
10AA9783	01-25400	Building	S. Locust Grove Rd., 2055 - Farmstead	Not Eligible	No
10AA9777	01-25389	Structure	Meridian Speedway	Eligible	No
10AA6297	01-22067	Building	Doufas Property	Not Eligible	No
10AA6294	01-22065, 27-20237	Linear Resource	Five Mile Creek Drain	Eligible	No
10AA6251	01-22022	Structure	Ten Mile Creek Irrigation Dam	Not Eligible	No
10AA6142	27-19583, 01-21913	Linear Resource	Tenmile Creek Drain - Pioneer Irrigation District Drainage System	Eligible	No
10AA6116	01-21888	Building	Home Federal Bank	Not Eligible	No
10AA6072	01-21846	Building	Stinker Station/Sinclair	Not Eligible	No
10AA5257	01-21069	Linear Resource	Hunter Lateral	Not Eligible	No
10AA5256	01-21068	Building	Osterheus Property	Not Eligible	No
10AA3969	01-19879	Linear Resource	Eightmile Lateral	Eligible	Yes
10AA3968	01-19878, 27-18986	Linear Resource	Kennedy Lateral	Eligible	No
10AA3873	01-19786	Building	Walter T. Evans house (non- extant)	Not Eligible	No
10AA1569	01-13718	Building	105 E. 3rd (non-extant)	Unevaluated	No
10AA1568	01-13717	Building	E. Franklin Rd. house - 32	Not Eligible	No
10AA1567	01-13716	Building	44 E. Franklin	Unevaluated	No
10AA1566	01-13715	Building	216 E. 3rd	Unevaluated	No
10AA1565	01-13714	Building	Colwell Miller House	Unevaluated	No
10AA1564	01-13713	Building	205 E. 3rd	Unevaluated	No

# Table 2. Cultural Resources Within One-mile of the APE.



# Expected Cultural Resources

All sites in the record search are historic. The Eightmile Lateral (10AA3969) is within the project area. Potential resources associated with the lateral may include historic debris.

# Field Methodology

ARH conducted a Class III pedestrian survey following Idaho State Historic Office guidelines. Survey coverage was achieved using a crew of two people walking parallel transects along the lateral.

Field crews included A. Craig Hauer (Principal Investigator) and Brady McGirr.

Date of survey: February 21, 2025.

Isolated resources were defined as a single artifact.

Archaeological sites were defined through close interval survey. Site boundaries, loci, concentrations, features, and diagnostic artifacts were mapped using sub-meter accurate Global Positioning Units. In addition, archaeological sites were recorded on modified resource forms, and diagnostic artifacts photographed. All artifacts were described. All other tools are described morphologically.

In order to simplify NRHP eligibility determinations and facilitate analysis a site typology was employed using the following criteria in Table 3.

Idaho SHPO Site Type	ARH Sub-Type	Characteristics	Artifacts and Features Present
Transportation	Historic Road/Trail	Roadbed with associated generalized historic debris. Road should be near those depicted in historic documentation.	Road grades, retaining walls, culverts, cans, bottles, automotive or wagon parts
Residential	Historic Habitation Site	Tent platform(s) or dugout(s) with domestic debris.	Depression, cans, bottles, ceramics, personal items.
SettlementHistoric SettlementAssociated habitation sites with centralized debris scatter and possibly roads.		Domestic debris, personal items, construction materials, and structures foundations	
Agricultural	Historic Agricultural Site	Cleared fields, corrals, holding pens, granaries, barns, with or without historic debris.	Cans, bottles, tools, wire, rock alignments, fence posts, agricultural equipment
Water Storage and Conveyance	Water Infrastructure	Dams, diversion features, retaining ponds, canals, laterals, and large ditches constructed for land development	dams, constructed ditches or channels, check dams, water diversion features,
Ranching Historic Ranching Debris scatter with associated ranching related artifacts or features		Food/beverage-related debris with items such as sheep bells, brands, sheep dip troughs, or corrals.	

# Table 3. Site Type Definitions Used During the Inventory.



Idaho SHPO Site Type	ARH Sub-Type	Characteristics	Artifacts and Features Present
Temporary Historic Site	Unassociated Trash Scatter	Historic artifact concentrations not characteristic of a theme or function.	Cans, Bottles, Metal

# Table 3. Site Type Definitions Used During the Inventory.

# NRHP Evaluation and Integrity

National Register of Historic Places (NRHP) eligibility recommendations are developed for archaeological sites using the appropriate aspects of the cultural background developed above. Site eligibility is based on property type, resource(s) present, and association with Time, Place, and Themes important to local, state, or national history.

The Keeper of the Register (National Park Service [NPS]) noted, "The significance of a historic property can be judged and explained only when it is evaluated within its historic context. Historic contexts are those patterns or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately its significance) within history or prehistory is made clear" ((Andrus and Shrimpton 2002:Part V, No. 1). A historic property is:

any prehistoric or historic district, site, building, structure, or object included in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and the national register criteria (Advisory Council on Historic Preservation 2004:36CRF800.16 (i) 1).

As defined in 36 CFR Part 60.4 and stipulated in the NPS guidelines for a site to be eligible for the NRHP, a property must be at least 50 years old and meet at least one of four criteria (Andrus and Shrimpton 2002:Part II). Specifically, they state:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of significant persons in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That has yielded or may be likely to yield, information important in history or prehistory.



**Integrity of a property** – the ability of a resource to convey its importance – is also considered to determine eligibility. There are seven aspects of integrity (Andrus and Shrimpton 2002: Part VIII):

**Location** is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened.

**Design** is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials.

**Setting** is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical role.

**Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. A property must retain the key exterior materials dating from its historic period.

**Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components.

**Feeling** is a property's expression of the aesthetic or historic sense of a particular period. It results from the presence of physical features that, taken together, convey the property's historic character.

**Association** is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

Because Feeling and Association depend on individual perceptions, their retention alone is never sufficient to support the eligibility of a property for the NRHP. If an archaeological resource meets the above criteria, it is termed a "historic property".

# Results

The under taking will impact the Eightmile Lateral (Appendix A: Map 3). At the time of the inventory, 255 ft. of the southern portion of the lateral had been mechanically excavated to the depth of 5 ft. below the original surface. This area of disturbance was noted and mapped (Appendix A: Map 4). Examination of excavated fill stored on site did not reveal any additional cultural materials. The intact portion of the lateral was recorded and photographed.



# **Resource Descriptions**

# 10AA3969 Eightmile Lateral

This is a 1045 ft. segment of the Eightmile Lateral (10AA3969) between Overland Road and Interstate 84. Both sides of the lateral have been landscaped, and sediments are a sandy loam.

At the time of recordation, construction had already begun and the southern 500 ft. of the lateral had been mechanically excavated approximately 5 ft. below the existing channel. The northern half of the segment remained undisturbed. Based on the undisturbed portion of the lateral, the segment was approximately 15 ft wide with a 10ft. wide gravel lined base. The eastern edge of the lateral is slightly bermed and landscaped with grass and trees. The area of disturbance has exposed a cross-section of the original channel. In this exposure, the gravel base is approximately 10-15 cm thick. Underlying this is a platy, partially cemented clay loam. These sediments exhibit laminae likely caused by the intermittent flow of water. At the northern and southern ends of the segment are modern box culverts. At the southern end of the segment, near the culvert is a pile of concrete debris inside the channel. The pieces are roughly 3-4 ft. wide and 1 ft. thick and of unknown origin.

The lateral was originally constructed around 1896, as part of the Ridenbaugh Canal System, which began its construction around 1877. The lateral diverts water from the Ridenbaugh Canal, approximately half a mile southeast of the intersection of Locust Grove Road and Victory Road in southeastern Meridian, Idaho, and extends approximately nine miles northwest to its terminus at Five Mile Creek, south of Star, Idaho.

# NRHP

The Eightmile Lateral has been determined eligible to the NRHP under Criterion A. The recorded segment is contributing to the overall NRHP determination because it appears to be an original alignment of the Eightmile Lateral. This lateral was constructed early in the development of Redenbaugh Canal System and played a significant role in the development of agriculture on a local level (eligible under Criterion A). The lateral was constructed using common techniques and is not unique, nor is there a potential to gather additional information that can contribute to pertinent research questions beyond the current recordation (not eligible under criteria C and D).

The currently recorded segment, an undisturbed section of the lateral, retains integrity of location, design, materials, workmanship, and association; however, aspects of setting and feeling have been compromised by the construction and development of the area. The portion of the lateral excavated now lacks all aspects of integrity except location.

# Management Recommendations and Conclusions

In February 2025, ARH completed an inventory for a proposed parking lot expansion by WESCO. This expansion will include the piping of 404 ft. of the Eightmile lateral. Construction will excavate up to 5 ft. below the original lateral channel in order to place concrete piping. The USACE and Idaho



SHPO requested that the segment of the Eightmile Lateral be updated by a qualified architectural historian. The resource had been previously determined eligible to the NRHP under Criterion A.

Construction began prior to the updating of the site segment. Construction equipment has excavated approximately 255 ft. of the 404 ft. segment. This has destroyed the historic fabric of the segment and is an Adverse Effect to the segment, but the resource as a whole retains eligibility to the NRHP. It is recommended that project affects be mitigated. Possible mitigation measures may include a contribution to the Canyon County Historic Preservation Commission, production of interpretive material detailing the history of the Eightmile Lateral, to be published and made available to the public online.



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# Appendices



Appendix A: Maps





Map 1. APE Map.











Map 3. Results Map.





Map 4. Detail of Site and Disturbance.



Appendix B: Plans











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