APPENDIX G

CULTURAL RESOURCES INVENTORY REPORT,

SHPO AND TRIBAL CONSULTATION

SWCA®
ENVIRONMENTAL CONSULTANTS

CULTURAL RESOURCE INVENTORY FOR THE McCALL MUNICIPAL AIRPORT IMPROVEMENT PROJECT, VALLEY COUNTY, IDAHO

Prepared for

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INTRODUCTION/ PROJECT UNDERTAKING

The City of McCall Idaho (City) and the Federal Aviation Administration (FAA) have proposed improvements to the McCall Municipal Airport in McCall, Valley County, Idaho. The City recently completed a master plan for McCall Municipal Airport that identified several deficiencies, according to FAA standards. These deficiencies include runway/taxiway separation for the existing east parallel taxiway at the McCall Municipal Airport.

WHPacific, Inc., on behalf of the City and the FAA, initiated a cultural resource assessment of the project area in compliance with Section 106 (36 CFR 800) of the National Historic Preservation Act (NHPA), the Idaho State Historic Preservation Office (SHPO), and the appropriate federally recognized Tribes.

In November 2008, SWCA Environmental Consultants (SWCA) performed an intensive-level cultural resource survey of approximately 35 acres of land for the proposed airport improvement project. This report documents the results of the inventory, conducted for WHPacific Inc., for the proposed McCall Municipal Airport improvement project. SWCA performed the study in compliance with Section 106 of the NHPA, as amended, and its implementing regulations. Within this process, the FAA is the lead federal agency in consultation with the Idaho SHPO, Tribes, and all other agencies and private parties.

The work was directly supervised and performed by SWCA professionals in archaeology and architectural history who meet the professional qualifications and standards of the Secretary of Interior's guidelines for archaeology and historic preservation. SWCA archaeologists, Mini Sharma and Celia Moret-Ferguson, conducted the fieldwork. SWCA's architectural historian, Jason Allen, was consulted for aboveground resources. All field notes and photographs are on file at the offices of SWCA under project number 15072.

The study included a review of historic maps and documents on file at the Idaho SHPO to identify previously recorded cultural resources, previous cultural resource surveys, and areas noted as having potentially significant historic-period resources. Although several surveys have been conducted in the vicinity of the current project area and cultural resources have been recorded in the general vicinity, the project area has not been previously inventoried and no resources had been recorded within the current project area prior to SWCA's survey.

In all, two cultural resources were identified and recorded during the present study. These resources consist of one aboveground resource (15072-1) and one historic-period archaeological isolated find (15072-2IF). Resource 15072-1 is a historic-period canal and irrigation system, and isolate 15072-2IF is a small historic-period debris scatter. Both resources were adequately recorded in the field, and requisite forms have been completed. SWCA recommends that while isolate 15072-2IF is not eligible for listing in the NRHP, resource 15072-1 is recommended to be eligible for listing in the NRHP as a contributing element to a possibly NRHP-eligible (although hitherto unevaluated) irrigation district. However, at the time of survey, both site 15072-1 and 15072-2IF were identified within the then-proposed project area. Since the survey, the proposed project boundaries have been modified and now exclude both sites. Consequently, sites 15072-1 and 15072-2IF will not be impacted by the McCall Municipal Airport Improvement Project.

PROJECT LOCATION

The proposed McCall Municipal Airport improvement project lies in northwestern Valley County, Idaho. The total proposed area of potential effect (APE) is approximately 35 acres. The project is within Sections 16 and 21, Township 18 North, Range 3 East, Boise Meridian. The project APE includes a north-south-trending corridor, which is approximately 100 meters (m), or 328 feet, wide, that overlaps the existing taxiway as well as a strip of an agricultural field east of the taxiway. This corridor extends from just south of the existing airport hangars to the southern end of the taxiway. Brown's Pond, located 253 m (830 feet) south-southeast of the taxiway, and Cook Lateral (also known as Stringer Ditch), located 264 m (866 feet) southeast of the taxiway are outside the current APE and no development is proposed in these area in the purview of the current project (Figure 1 and Figure 2).

The McCall project area is recognized as territory that the Nez Perce ceded in the Treaty of 1855. At the Walla Walla Council of 1855, the Nez Perce signed a treaty ceding most of their 13-million-acre ancestral territory to the U.S. government in exchange for money and a guarantee that 7.5 million acres of their lands would remain intact as a reservation (Walker 1998: 434).

The project area consists of lands that have been used for multiple purposes, including but not limited to agriculture, irrigation, fishing, and airport-related construction activities. Most of the area is open and marshy, with varying vegetative groundcover. The City owns the airport as well as the property east of the taxiway. The primary access to all areas of the project area is through the northern entrance of the airport, along Deinhard Lane, just west of its junction with Highway 55.

ENVIRONMENTAL SETTING

The project area is within Valley County, which is in the higher elevations of the Great Basin physiographic province of central Idaho. This province occupies a small area of Idaho, west of the Rocky Mountains, just east of the Columbia Plateau, at the northern extent of the Great Basin. In the province, primary high elevation mountain ranges generally trend north-south with small valleys nestled between them. Water for irrigation and farming is plentiful in these valleys, and foothills are often conducive for grazing. The APE for the McCall Airport project is within the northern end of Long Valley (see Figure 1 and Figure 2). The airport lies approximately one mile south of Payette Lake towards the southern end of the town of McCall. Long Valley extends for approximately 30 miles south of McCall. Grasses, shrubs, and pine forests dominate the landscape. The North Fork of the Payette River meanders along the western fringe of Long Valley and flows approximately 0.8 kilometer (km), or 0.5 mile, west of the current APE. Just west of the North Fork of the Payette River lies Copeland Flats, a low terrace overlooking the valley. Elevation within the project area is approximately 1,524 m (5,000 feet)

The project area lies within the Lake Irrigation District. The current project area includes a long north-south-trending grassy strip of land that is contiguous with and parallel to the eastern edge of the existing taxiway (Figure 3).

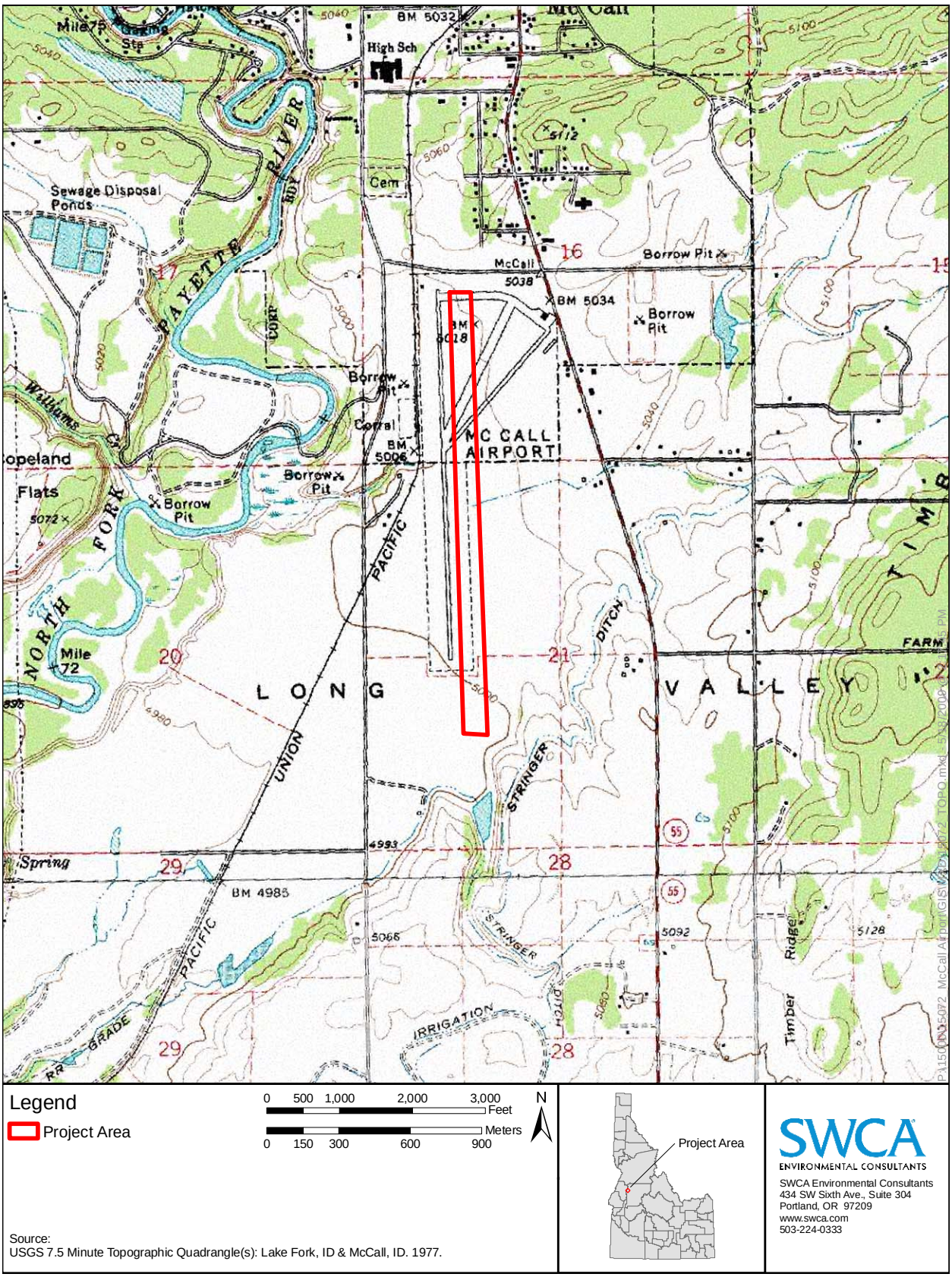

Figure 1. Proposed McCall Municipal Airport improvement project location.

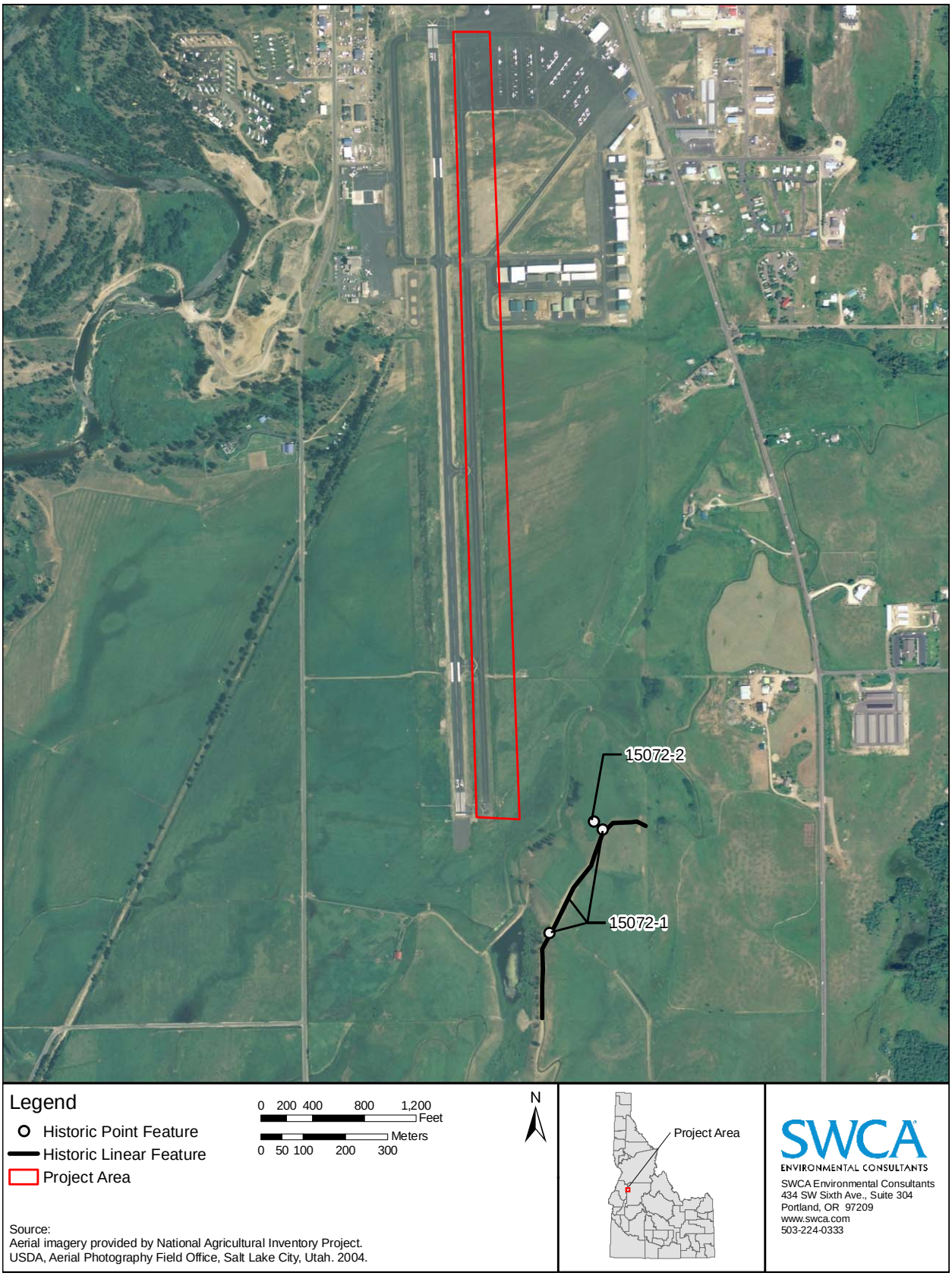

Figure 2. Identified cultural resources outside proposed McCall Municipal Airport improvement project.

Figure 3. Overview of McCall airport from southeastern portion of the area of potential effect, facing northwest.

Geology

The McCall Airport improvement project area is in the higher elevations of the Great Basin physiographic province of central Idaho. The dominant geologic signature of the area is a glacial feature dating from the Wisconsin period (26,000 to 13,300 years ago), which includes an outwash plain (sediments deposited by meltwater discharged from glaciers) and moraine deposits (composed of unsorted rounded glacial sediments) with some floodplain and fan deposits. Long Valley can be characterized as a large block fault feature formed during the Miocene (23.03 to 5.33 million years before present [B.P.]). However, the present landforms are the result of the Pleistocene alpine glaciations of the Wisconsin period. These glaciations deepened existing valleys, extending south into Long Valley. As the mountains west of Long Valley rose, Long Valley subsided, accumulating a depth of as much as 2,134 m (7,000 ft) in the valley (Arnold 1984). Payette Lake was formed behind terminal moraines of the Bull Lake and Pinedale episodes of the Wisconsin period (Toothman-Orton 1995). Geomorphically the current project area is on recent glacially modified areas. The natural setting of the project area; however, has been significantly modified by construction activities related to the building of the airport, berms, and irrigation ditches.

Soils

Soils observed within the McCall Airport project area generally consist of a fairly loose medium brown, coarse sandy loam with around 20 to 30 percent subrounded quartz and basalt pebbles and cobbles. The soil is a mixture of alluvium sediments and outwash derived from granite with

soil depths of loamy coarse sand reaching over 101.6 centimeters (cm), or 60.0 inches (NRCS 2007). Bedrock is at variable depths, though it is typically fairly deep below the ground surface. Large angular bedrock cobbles can be seen in small outcrops along hillsides and in diversion ditches. Bioturbation by small rodents and grazing cattle was also noted in several areas within the proposed project area. From the visual inspection conducted during the current survey, it appears that the mineral soils within the APE have been substantially depleted owing to previous ground disturbances stemming from airport modifications, irrigation, and cattle grazing.

Vegetation

Native vegetation within Long Valley cannot be clearly distinguished due to the impacts that European settlement has had in the area over the last 100 years. Due to the damming of the North Fork of the Payette River, the area is much drier, and so Ponderosa pine (*Pinus ponderosa*) and lodgepole pine (*P. contorta*) are more common than the Douglas fir (*Pseudotsuga menziesii*), grand fir (*Abies grandis*), and western larch (*Lari occidentalis*) that once dominated the moist lower elevations (Brockman 1968). Native plant populations were reduced by irrigation and agricultural farming by settlers; however, some plants that are culturally significant to the Native American groups of the region can still be found in the valley. Craighead et al. (1963) and Davis (1952) noted that these culturally significant and still-encountered plants include roots such as wild onion (*Allium cernuum*) and camas (*Camassia quamash*) and berry shrubs such as serviceberry (*Amelancheir alnifolia*), chokecherry (*Prunus melanocarpa*), and huckleberry (*Vaccinium ovalium*).

Vegetation within the project area has been significantly altered due to airport construction, grazing, and irrigation. The open field east of the taxiway appears to have been used for cattle grazing in the recent past. Small diversion ditches and wetland areas include tall grasses and forbs as well as brush such as mullein (*Verbascum thapsus*), wild rose (*Rosa acicularis*), and cattail (*Typha latifolia*). The southern end of the project area include sparse lodgepole pine surrounded by low grasses and brush surrounding the wetland areas (Figure 4).

Wildlife

The wildlife of Long Valley correlates with the vegetation and climate of the area. Before European settlement and the damming of the Columbia and Payette Rivers, Long Valley was more of a marsh habitat, favorable for waterfowl and grazing (Kingston 1932:172). Distributions of animals have changed dramatically as a result of changes in habitat. The grizzly bear (*Ursus horribilis*), the timber wolf (*Canis lupus*), and most importantly the bison (*Bison bison*) no longer inhabit the region (Lambeth 1977:8). Currently, the dominant wildlife in the area are elk (*Cervus canadensis*), mule deer (*Odocoileus hemionus*), and whitetail deer (*O. verginianus*); however, in prehistoric times, bighorn sheep (*Ovis canadensis*) and mountain goat (*Oreamnos americanus*) were the dominant forms of wildlife (Arnold 1984:12). Before being dammed, the North Fork of the Payette River had sizeable runs of steelhead salmon (*Oncorhynchus mykiss*), sockeye salmon (*O. nerka*), and Chinook salmon (*O. tshawytscha*). Rainbow trout (*O. mykiss*) and mountain whitefish (*Prosopium williamsoni*) are among the resident fish species (Craig 1941:4).

Figure 4. Vegetative ground cover within project area, facing northwest.

CULTURAL CONTEXT

Prehistoric Overview

The McCall Municipal Airport improvement project area lies within the northern Great Basin cultural area, which is contained within the northern Great Basin province. The northern Great Basin province has been defined by the works of Lyman et al. (1983), Ellis et al. (2002), Lebow et al. (1990), and Jenkins et al. (2000). For the northern Great Basin, regional chronologies have been developed primarily through limited survey and data recovery efforts. The conclusive evidence from Arnold's (1984) artifact typology for the area shows a gradual shift from an early mixed Plateau and Great Basin affiliation to a later predominately Great Basin orientation.

The archaeological record suggests that populations living in the region had high levels of residential mobility during the Paleoindian and Early Archaic periods, which are characteristic of a foraging pattern. Permanent village sites appear during the Middle Archaic period, and nucleated village sites are common during the Late Archaic period. Archaeological evidence of mobile foragers is often limited due to a general absence of substantial habitation structures, storage features, or discrete activity areas. Increased sedentism is often represented by evidence of semipermanent and permanent village sites with a high diversity of material culture, but may also include resource storage and procurement sites distributed over the local and regional landscape (Jenkins et al. 2000:62).

Paleoindian Period

The Paleoindian period in the region dates between 12,000 and 10,500 B.P. No archaeological sites from this period have been identified in the general project location. Based on the archaeological record, Paleoindian land and resource use patterns were oriented toward small, highly mobile hunter-gatherer bands focused on the procurement of large, now-extinct land mammals (Lebow et al. 1990).

Early Archaic Period

There is little to no evidence of Native American occupation in the general project location during the Early Archaic period, dating between 10,500 and 7000 B.P., despite substantial evidence for such occupation in the overall region. Although Early Archaic groups were similar to their predecessors from the Paleoindian period in terms of being highly mobile, their economy shifted from a focus on large mammals to a greater reliance on smaller game, especially rabbit (Connolly 1999; Ellis et al. 2002; Lebow et al. 1990; Oetting 1997a; Schalk et al. 1995).

Middle Archaic Period

The period from approximately 7000 to 2000 B.P. has often been referred to as the Middle Archaic (Connolly 1999; Lebow et al. 1990). The Middle Archaic (particularly from 6000 B.P. and later) is the earliest and most common occupation era seen throughout the region's site typologies. Sites in the vicinity of the project area are well represented in the archaeological record by diagnostic projectile points, with lanceolate and large side-notched points being common (Oetting 1992). It is thought that people of the Weiser River area came into Long Valley on a regular basis during the time period around 5000 to 4000 B.P. (Arnold 1984:140). Later (4000 to 3000 B.P.) the artifact record starts to resemble the Great Basin material culture, dominated by side-notched and triangular points. Inter- and intra-regional exchange networks developed, which provided access to greater ranges of resources (Connolly 1999; Ellis et al. 2002; Lebow et al. 1990; Oetting 1997b).

Late Archaic Period

The period from approximately 2000 B.P. to the time of Euro-American contact is generally referred to as the Late Archaic. Populations in the general project area generally decrease with the influx of European settlers; decline of the indigenous population is likely associated with agricultural use of the general project area as part of European settlement and the depletion of bison and large game. Permanent locations for hunting and gathering or processing of specific resources, particularly roots, berries, and nuts dwindled. Several areas that were traditionally used for resource gathering began to be transformed into a more seasonal use area. The predominance of small, narrow-necked, side and corner notched projectile points is interpreted as indicating the prevalence of smaller game and the introduction of the bow and arrow (Oetting 1992). Regional exchange networks expanded and inter-group conflict increased in surrounding areas during this period (Ellis et al. 2002; Lebow et al. 1990; Schalk et al. 1995).

Ethnographic Overview

Beginning around 7000 B.P. through European contact, three tribes were associated with the

project area: Nez Perce, Northern Shoshone (especially the Weiser Shoshoni) and Northern Paiute. The Nez Perce had various winter camps from the lower Salmon River area to the upper waters of the Weiser River in the vicinity of the project area (Murphy 1986:287). The Northern Shoshone (Weiser Shoshoni) occupied the tributaries of the Payette and Weiser rivers near the project area (Corless 1990:24; Dominick 1964:131). The Paiute and Nez Perce tribes repeatedly frequented the Long Valley area during the summer for food-gathering, fishing, and trading (Arnold 1984:17–49). The high-desert lifeways of the Northern Paiute as well as the resource constraints of the desert regions required that they migrate frequently. Distinctions among these three tribes were not absolute, and such designations were often imposed. For instance, during the mid and late nineteenth century, the traditional territories of the Northern Paiute and Northern Shoshone bands were regularly in flux. The Bannock tribe, whose members spoke a Northern Paiute dialect, were interspersed in the lower Payette and Weiser River valleys (Liljeblad 1959:48,52; Murphy and Murphy 1986:284). The languages of the Northern Paiute and the Shoshone were closely related; bilingualism and intermarriage further blurred boundaries among these tribes (Fowler and Liljeblad 1986:435). Despite close relationships such as this, the Nez Perce, Northern Shoshone, and Northern Paiute tribes are discussed separately below.

Nez Perce

The Nez Perce territory was centered on the Clearwater and middle Snake rivers and the northern portion of the Salmon River in central Idaho, as well as portions of Oregon and Washington (Walker 1998:420). The Nez Perce speak a Sahaptian dialect of the Penutian language family. Nez Perce villages were primarily located along secondary streams that emptied into major river tributaries. The political organization of the villages consisted of bands composed of families and extended kinship groups. Each autonomous village or band had a headman who could speak only for his own group (Walker 1998:424–425).

Primary subsistence activities included fishing, hunting, and gathering vegetables from spring through fall. Surplus food was stored for the winter, at which time the Nez Perce were known to cohabitate with the Cayuse in villages composed of large, multifamily mat lodges. During the spring, when the salmon runs started, the Nez Perce employed a variety of fishing methods including the use of spears, harpoons, handheld and weighted nets, and weirs. Hunted large game included elk, deer, and mountain sheep, while smaller game such as rabbit, badger, squirrel, and marmot were taken as needed. A variety of birds were hunted, including ducks, geese, and grouse, and birds of prey were taken for ceremonial purposes (Walker 1998:420).

In the spring, Nez Perce women used sharp digging sticks to dislodge roots called *kouse*. The roots were ground and boiled to make soup or shaped into cakes and stored for later consumption. During the summer, a wide variety of plant foods were gathered, including wild onions, wild carrots, bitterroot, blackberries, strawberries, huckleberries, and nuts (Walker 1998:421). In late summer, the various Nez Perce bands rejoined to gather camas bulbs, which were steamed and made into a dough or gruel.

Before the Nez Perce acquired horses in the early 1700s, they lived principally in mat-covered, double lean-to, longhouses found widely in the Plateau (Walker 1998: 427). Horses changed the lifestyle of the Nez Perce, allowing them to trade with neighboring tribes and travel to the Great Plains to hunt game animals (Walker 1998:420). The increased contact with tribes of the Great

Plains and the Pacific Coast also led to new forms of housing such as hide-covered tipis. The abundant grasslands within the Nez Perce territory enabled the tribe to raise some of the largest horse herds of any Native American group, and the Nez Perce became known as skilled horse breeders and trainers (Walker 1998: 427).

As the number of white settlers in the Northwest increased through the middle 1800s, the Nez Perce avoided many of the conflicts that plagued other tribes. Treaties of 1855, 1863, and 1868 were pivotal developments in the trajectory of Nez Perce history. With the treaty of 1855 negotiated by Gov. Isaac I. Stevens at Walla Walla, the Nez Perce were secured in their ownership of a reservation with guarantees of continued off-reservation rights of hunting, fishing, gathering, and travel (Walker 1998:434). The McCall project area lies within the recognized territory that the Nez Perce ceded in the Treaty of 1855. The area is also recognized as Nez Perce traditional territory by the Indian Claims Commission.

In the early 1860s, gold was discovered on Nez Perce lands and, in violation of the 1855 treaty, Euro-American settlers rushed in and laid claim to key lands and minerals. These settlers and their supporters soon began pressuring the U.S. government to open more tribal territory for mining and settlement. In 1863, the Nez Perce were approached by the U.S. government about giving up more tribal lands. Although many Nez Perce leaders refused to negotiate, several others signed a new treaty. This treaty reduced the Nez Perce reservation to 780,000 acres from the original 13 million acres (Walker 1985).

Upon the death of Old Chief Joseph in 1871, his son, Young Chief Joseph, took over leadership of the Wallowa band. In 1873, the government tried to create a Wallowa reservation for Joseph's band, but abandoned the attempt two years later. Representing his people in a meeting with General Oliver Howard at the Lapwai Council of 1876, Chief Joseph refused to honor the 1863 treaty. The Wallowa Band of the Nez Perce was ordered to move to the Nez Perce Reservation as defined by the 1863 Treaty. During the move, a conflict occurred between the U.S. Cavalry, a group of white ranchers, and some young Nez Perce warriors. This is considered as the beginning of the Nez Perce War of 1877. Eventually, Chief Joseph and the Nez Perce surrendered to the U.S. Cavalry (Walker 1998:434–437).

Since the 1960s the Nez Perce have pursued a policy of cultural and economic recovery and expansion through legislative and legal means (Walker 1998: 437).

Northern Shoshone

The Northern Shoshone comprised a number of Shoshonean or Numic-speaking bands that traditionally occupied portions of the Great Basin across the state of Idaho, south of the Salmon River. Shoshonean bands shared similar cultures with each other, and membership could be fluid across bands, but each operated as a relatively autonomous group. The Shoshone groups were highly adaptable to environmental conditions; they were also egalitarian and open to others.

As noted by Corless (1990:24) and Dominick (1964:131) the Weiser Shoshoni occupied the tributaries of the Payette and Weiser rivers in the vicinity of the project area. This band was often referred to as the *Sheepeaters* or *Tukudika*, meaning "eaters of mountain sheep." The

Sheepeaters held their way of life the longest throughout European encroachment of the valley. They were highly respected for their peaceful, industrious nature and skills in big game hunting (especially of mountain sheep) and construction of fishing weirs. Much of the Sheepeater culture was derived from the Nez Perce with whom they had frequent contact (Arnold 1984:16).

The Shoshone of the upper reaches of the Payette and Weiser rivers occupied an environment with bountiful fish, mild climate, and good grasses. Salmon was the most important of the fish but was usually restricted to the lower reaches of the rivers. Near the upper reaches of the Payette River, trout, perch, and other fish could be found (Murphy 1986:288). Platform fishing by harpoon was common as were weirs built of brush across smaller streams. Wild roots, most importantly camas (*Camassia quamash*), were a major vegetable source; women used sharpened sticks to dig them from the ground (Murphy 1986:298). Grasses supported the raising of horses and therefore greater mobility for travel to gather resources further south in the summers (Murphy 1986:289).

Single families dwelled in small conical lodges made of sagebrush, grass, or woven willow branches. Spring and fall subsistence was dependent on salmon runs and hunting in the mountains to the west of their winter camps in the valley. During the spring and summer seasons, large winter bands tended to split into smaller foraging groups.

This way of life fostered instability and shifting alliances, as it was a simple matter to move camps and attach oneself to a new leader. The power of Northern Shoshone chiefs was hindered by the tribe's egalitarian outlook and the role of band councils. Councils were made up of important hunters who took a prominent role in decision making. Most marriages were monogamous, but polygamy was possible (Murphy 1986:292). Premarital residency and intermarriage among social groups was common as was divorce. There was an absence of systematic social stratification between most members and sexes. Due to the Northern Shoshone's migratory nature, they lacked any ownership ties to land, including fishing and gathering sites (Steward 1938:54). Regular trade between the Plateau groups and the Northern Shoshone commenced along the Weiser River, in the region of the project area (Murphy 1986:295).

The earliest impact (albeit indirect) of Euro-Americans on the Northern Shoshone was the introduction of the horse in the late seventeenth century. As European populations increased in the plains region, hunting territories and horses were fought over; tensions were worsened by fur trappers and traders in the early nineteenth century. Most of the turmoil ended with the Bannock War of 1878. Treaty making with the Native Americans began in the 1860s and in 1867 Fort Hall Reservation was established. Reservation lands became smaller over time due to the building of railroads, and the Dawes Severalty Act of 1887, allotting portions of reservation land to individual Native American families. This act was terminated in 1934 due to the inability of arid reservation lands to support even subsistence farming. This same year the Indian Reorganization Act and the New Deal initiative recognized the importance of autonomy and preservation of Native American culture (Murphy 1986:300,302–303).

Northern Paiute

During the mid and late nineteenth century, the traditional territories of the Northern Paiute bands were regularly in flux. The groups that traditionally used the northernmost sector of the Northern Paiute territory were those that subsisted along drainage systems of the Columbia and Snake rivers.

The Northern Paiute bands were organized through groupings of families or households that shared a common territory. These families or households moved among seasonal camps although camp locations may have varied from season to season or year to year (Ellis et al. 2002). A few times a year, the various bands would gather into a larger clustering of camps. Each band had a headman who served as an advisor to the band, but bands also had task leaders who directed subsistence activities requiring group effort and cooperation. However, during most of the year, bands operated independently (Ellis et al. 2002).

The bands within this region subsisted primarily on various fish, roots and bulbs, and large game as the country is relatively high in elevation with small wetlands and tributaries. Fishing methods included both platform and weir fishing. Meat was dried and stored for winter use in bark- or grass-lined pits; seeds and other plant products were commonly collected year-round (Fowler and Liljeblad 1986:441).

During the mid to late Ethnographic period, bands erected winter camps consisting of dwellings that were constructed of a conical framework of willow poles and covered with grasses or tules with a single family occupying each house (Ellis et al. 2002). Ethnographically recorded winter camps usually consisted of two or three clusters of houses with up to approximately 50 residents. These houses were abandoned in the summer months, when families would use brush windbreaks or sun shelters in dispersed camps. One or two families would often make up a summer camp (Fowler and Liljeblad 1986:443).

In the 1840s and 1850s, the influx of Euro-American settlement and the discovery of gold in California threatened the fragile ecosystem, including native subsistence resources, particularly seed plants and large game, were affected. Ranchers also restricted the Northern Paiute's movement and access to resources in their territory. Some groups took on the ranch lifestyle but still had spokesmen or chiefs. Due to the continued displacement, reserved lands were set aside for the Northern Paiute people by the federal government in 1859 (Fowler and Liljeblad 1986:455). Malheur Reservation was initially established to contain all the Paiute bands in southeastern Oregon but in the end it was only occupied between 1871 and 1878, when it was abandoned by the bands to participate in the Bannock War of 1878 (Fowler and Liljeblad 1986:458). The Northern Paiute bands became allied with their kin, the Bannock, during this war of 1878 and were subsequently sent to a prisoner of war camp in Yakima, Washington (Duck Valley Shoshone Paiute Tribes 2009). Upon their release, the survivors were returned to their homelands. In 1886, U.S. President Grover Cleveland expanded the Duck Valley Reservation for the Northern Paiute, which was initially established for the Western Shoshone (Duck Valley Shoshone Paiute Tribes 2009).

Expected Prehistoric Site Types

The background research for the McCall Municipal Airport project area indicates that the study area may have been traditionally used for gathering resources and subsequent processing of these resources during the Ethnographic period. Archaeological resources would most likely be located atop flat areas along ridgelines, proximal to water. Temporary campsites associated with hunting or gathering expeditions could also be encountered within the project area. Lithic tool production from natural materials available in the general area may also leave behind lithic debitage sites and lithic scatters. It would be expected that these prehistoric scatters would be located near drainages or on flat alluvial benches. However, since the general project area has been impacted considerably from continuous activities, it was likely that several prehistoric sites may have been disturbed or obliterated.

Historic Overview

The earliest Euroamerican presence in the area of McCall was during the opening decades of the nineteenth century, when the area was first explored and exploited for beaver pelts. Among those early trappers and explorers were Francois Payette, Peter Skene Ogden, Alexander Ross, and Jedediah Smith, who trapped in the area of Payette Lake (referred to by its early name, Ward's Lake, possibly so named for a member of Smith's party) in the early 1820s (Morgan 1964:186, 226). Trapping in the area continued into the 1830s, notably including a party of American trappers led by Milton Sublette, who provides the first record of having spent time in the immediate vicinity of what would eventually become McCall. In 1832, his journals describe ascending the Payette River to Payette Lake, where they camped while trapping in the vicinity. By the 1840s, a sharp decline in the beaver population as a result of heavy trapping brought an end to this early phase of Euroamerican presence on the upper Payette River (Woods 2002:37,40).

More permanent Euroamerican settlement did not occur in this area until the later decades of the nineteenth century. After the initial discoveries of gold in the mountains of central Idaho in the 1860s, somewhat informal mining settlements began to appear, such as that at Lake City, a short-lived gold mining camp near present-day McCall (possibly on the shore of Little Payette Lake, a few miles to the east), and Warren, 30 miles to the northeast, which developed into a permanent community. It quickly became apparent that the gold to be found in the Payette River was alluvial, and it was panned out within a few months. While mining in the mountains to the north of Long Valley was somewhat more successful, that in the vicinity of McCall was short-lived, and active gold exploration in Long Valley dwindled in a few short years (Woods 2002:44–45).

Settlement of Long Valley (of which McCall, Payette and Little Payette lakes form the northern extent) began in earnest in the 1880s. These settlers were interested in creating homes, rather than exploiting mineral resources, and they created an agricultural and timber industry that formed the basis of permanent settlement and improvement. By 1888, it was estimated that between 200 and 300 families were settled in Long Valley, and the following year the valley had been divided into two school districts, Districts 15 and 16 (Woods 2002:118–119).

The earliest settler in the vicinity of McCall was a man named Sam Devers. Devers arrived on the property in the late 1880s and built a cabin near the present location of the McCall Hotel.

Devers acquired rights to approximately 160 acres of land on the shore of Payette Lake by *squatting*, or preempting, a method of claiming land that was legal until 1891, by which one could claim previously unclaimed land by establishing a cabin on it, and occupying it before any one else claimed it and before the land was officially surveyed by the General Land Office (GLO) surveyors. Once a squatter's claim had been recorded by the surveyor, he could buy the land directly from the government before land speculators were able to drive up the price. Little is known about Devers, and his tenure on the property only lasted a few years before his claim and right to the property were transferred to Tom McCall in 1889, 1890, or 1891 (sources vary on this date) in exchange for a wagon and a team of horses (Woods 2002:192,291).

While McCall's homestead would quickly become the nucleus of the town that would bear his name, McCall was not the first town to develop on the south rim of Payette Lake. Approximately one mile to the west was the town of Lardo, situated on the road from the towns of Weiser, Council and Meadows to the mining camp at Warren. In 1896, Tom McCall built a sawmill in Lardo to replace the small mill he had purchased two years before from the Warren Dredge and Mining Company, with which he milled the lumber to build his hotel, McCall House. That sawmill was joined by an adjacent flour mill, both of which were then sold. During these early years of the twentieth century, the timber industry expanded in the area at a very rapid pace, fueled by the demand for timber in the desert areas to the south, where timber was scarce (Woods 2002:292). In time, Lardo and McCall would come to signify the western and eastern portions, respectively, of essentially the same community, with the Payette River considered the dividing line (Woods 2002:295).

In 1905 the sawmill burned down, and the owners (Theodore Hoff and Carl Brown) decided to build their new sawmill on McCall's land. This operation, begun as Brown and Hoff, and later known as the Brown Tie and Lumber Company, became the largest single employer in McCall for 70 years until its closure in the 1970s (Derig 1996:199). The same year the new mill was erected on McCall's property, an engineer engaged in surveying the route of the Oregon Short Line railroad from Boise to McCall's property (likely looking to connect to the new mill there) was hired to survey a four-block plat of small lots, which McCall immediately began to sell. Building began immediately, assisted by McCall's entrepreneurial nature, which led him to donate lots for a school and church; in 1909, he even paid for the shipping costs and construction of a new headquarters building for the Idaho National Forest, on condition that they agree to relocate there. In 1917, the town was officially incorporated (Woods 2002:293–296).

When the Oregon Short Line arrived in 1914, some controversy began when the railroad chose to pass through McCall and erect its depot approximately one mile to the east along the edge of the lake, on land they owned. The railroad company proposed to call the depot "Lakeport," which caused the residents of McCall to nearly revolt. Petitions and letters flooded the railroad's headquarters until they relented, moving the proposed depot to downtown McCall and naming it for the town (Statesman 1940).

Beginning in the 1920s, with the widespread embrace of the automobile fully underway, McCall became a popular recreational destination, being situated on the shore of attractive Payette Lake, and with easy access to timbered hills for hiking at a time when interest in outdoor recreation was expanding nationwide. The outdoor recreational industry continued to develop through the

rest of the twentieth century, and following the closing of the local lumber mills and collapse of the timber industry in the 1970s, outdoor recreation became the dominant local industry.

McCall Airport

Air travel by small planes in this part of Idaho has a long history, and stretches back to well before the establishment of the airport at McCall. In 1927, airplanes were used to transport men and supplies to the construction camps at the Deadwood Dam, a U.S. Bureau of Reclamation project on the headwaters of the Deadwood River, southwest of Cascade, Idaho. These early flights were conducted from airfields in Boise and Cascade. By 1930, air service was providing mail and supply delivery (especially groceries) to the isolated mining communities in the back country such as Stibnite and Yellow Pine (Cascade News 1946).

The McCall Airport was established in April 1940, and in 1943, a smokejumper base was opened, staffed by five jumpers trained in Missoula, Montana. In 1947, the smokejumper operation at McCall was expanded and training center was opened at the airport by the U.S. Forest Service, training 50 smokejumpers during the first season. In order to accommodate them, a number of structures built by the Civilian Conservation Corps were moved to the airport. Between 1958 and 1964, the operations expanded again, and fourteen new buildings were constructed, including barracks, kitchen and mess hall, trailer housing (for married jumpers), laundry, and a new loft facility. In 1979, when the smokejumper base in Boise was closed, the number of smokejumpers stationed at McCall expanded to about 80, and in 1988 a new training facility was built (McCall Smokejumpers 2008).

Agriculture and Irrigation Canals

Agriculture in Long Valley began with the first permanent settlers in the late 1880s and 1890s, who engaged in subsistence farming, including vegetables and fodder for livestock. Large portions of Long Valley and the uplands surrounding it were initially used for ranging cattle and sheep, an enterprise supported by the mining camps. Cattle and sheep ranging continued into the early twentieth century in the more marginal, upland areas. By the early decades of the twentieth century, with the increased availability of food (both fresh and preserved) from outside areas, agriculture in the valley floor began to be devoted more toward cash crops, such as grains (including timothy hay, wheat, rye, oats, and barley) and hardy vegetables suited to the cooler, shorter growing season (including cabbage cauliflower, lettuce, peas and potatoes). A 1907 real estate brochure described the area as being suited for potatoes, grains, berries, and orchard fruits without the need for irrigation (Woods 2002:369). Although the claims of yields in this brochure are likely inflated, its statement of the variety of produce cultivated there is likely accurate. The claims that these crops thrived without the need for irrigation is contradicted by the aggressive irrigation campaign of the 1910s and 1920s.

Expected Property Types

Since the general project area has been an active center of agriculture and trade activities for several decades, it was expected that historic-period archaeological sites would not be uncommon within the current project area. It was expected that these historic-period sites would represent farming-related activities, such as irrigation canals, and possibly include some debris scatters, primarily of metal cans but frequently with glass and ceramic artifacts as well.

However, background research also indicated that most evidence of historic-period occupation of the project area would have been obliterated by the extent of previous disturbances to the project area.

ARCHIVAL RESEARCH

On November 17, 2008, an archaeological site files search was conducted at the Idaho SHPO in Boise. Information concerning the legal locations or public land system sections containing the McCall Airport project area was searched. These records were also reviewed to locate reports for previous cultural resource surveys in the area and previously documented cultural resources. In addition to this record search, research was conducted at the Idaho Historical Society in Boise, where archives were searched for newspaper clippings and photographs of McCall and the project area. A deed search was also initiated here. Several maps, including Carey Act maps, were reviewed to obtain information on the project area, prior to beginning the fieldwork. Additionally, the McCall Public Library was searched for historic photographs and newspaper clippings of the airport and surrounding areas. Based on local informant information, a visit was made to the Ridley's General Store, a repository of historic-period photographs of the City of McCall. Lastly, several maps of the proposed project area sourced from the Payette National Forest office in McCall were reviewed.

The Idaho SHPO geographic information system (GIS) database search indicated that 10 inventories had been previously conducted within a 1-mile radius of the McCall Municipal Airport improvement project area (Table 1). Fifteen cultural resources have been recorded within a 1-mile radius of the current project area (Table 2). However, no systematic cultural resources survey has been previously conducted within the McCall Municipal Airport improvement project area, and no resources had been recorded prior to this study.

Based on research conducted using GLO maps of the area, it appears that the earliest detailed map of the area is that created by the cadastral surveyors of the GLO, who surveyed the area between 1879 (exterior township lines only) and 1894 (interior section lines). The resulting cadastral survey plat map was filed in 1896, and because the current project area within the interior of the township, the features indicated on the map can be considered to represent the condition of the area in 1894, when the interior was surveyed (GLO 1896).

The map indicates that at that time the only developments in or near the current APE were wagon roads, connecting the settlements of lower Long Valley with those at Payette Lake and beyond into the hills to the north. One road entered Section 21 on the west side of the northwest quarter, and bending to the north, headed directly to McCall House, the hotel operated by Tom McCall. The other road entered Section 21 at the south and passed through the section, exiting at the north. This road is closely followed by the present path of State Highway 55. Neither of these roads appears to have entered the present APE. A log house is indicated in the northeast corner of Section 21, well outside of the APE. No details on ownership are provided by the map or in the surveyor's notes (GLO 1896). A review of land patent records indicates that a patent for the northeast quarter of Section 21 was first issued to Leonadis C. Cooper in 1906 (BLM 2009). It is unclear whether the log cabin observed by the GLO surveyor was Cooper's, as land patents were often issued years after a property had been claimed and settled.

Table 1. Previous Inventories in the Vicinity of the Project Area

SHPO#	Survey *Principal Investigator, Year, Affiliation*	Location[1]	Methods	Results	Distance to Project Area
1994/1077	**Supervisor's Office New Construction PNF,** *Lawrence Kingsbury, 1994, Payette National Forest*	Section 8, T18S, R3E	Pedestrian survey at 30-m intervals	Negative	0.1 mile to west
2001/576	**Elo Road and Johnson Road Turn Bays,** *Nicholas Petersen, 2001, Idaho Transportation Department*	Section 28, T18S, R3E	Pedestrian survey at 5- to 10-m intervals	Negative	0.3 mile to southwest
1998/936	**Kids Fishing Pond at Riverside Park, McCall Payette NF,** *Lawrence Kingsbury, 1998, Payette National Forest*	Section 17, T18S, R3E	Pedestrian survey at 30-m intervals	Positive	0.3 mile to west
2001/572	**Deinhard Lane Alternative, McCall (East-West Loop Road),** *Mary Keith, 2001, Idaho Transportation Department*	Section 17, T18N, R3E	Pedestrian survey at 5-m intervals	Positive	0.4 mile to west
1996/141	**Payette Lake Trail Pathways and McCall Bike Trail,** *William Statham, 1995, Idaho Transportation Department*	Section 16, T18N, R3E	No method specified	Positive	0.6 mile to northwest
1994/565	**McCall Water System Improvements 1994–1996,** *William Statham, 1994, Toothman-Orton Engineering Company*	Section 17, T18S, R3E	Pedestrian survey	Positive	0.7 mile to northwest
2005/822	**SH-55 McCall Alternate Route,** *L. Bennett, Bennett Management Services, LLC, 2005, Idaho Transportation Department*	Section 28, T18S, R3E	Pedestrian survey at 15-m intervals	Positive	0.8 mile to southwest
1996/866	**City of McCall Wastewater Facility Pipeline Survey #1,** *Claudia Druss 1995, Claudia Druss*	Section 17, T18S, R3E	Pedestrian survey of single transect	Negative	0.8 mile north
1989/1719	**CRRN, Smokejumper Housing Development,** *Jeffrey Fee, 1986, Payette National Forest*	Section 8, T18S, R3E	No method specified	Positive	1.0 mile to northwest
1999/726	**Cultural Resources Survey of the McCall Wastewater Treatment Storage Lagoons and Pipeline,** *Sarah Walker, 1998, Archaeological and Historical Services, Eastern Washington University*	Section 17, T18S, R3E	Pedestrian survey at 30-m intervals	Positive	1.0 mile to northwest

[1] All inventories were conducted within Valley County, and all survey locations can be found on the McCall 7.5-minute quadrangle (USGS 1973).

Table 2. Previously Recorded Resources in the Vicinity of the Project Area

Site Number	Resource Type *Recorded By, Year*	Description	Location[1]	Methods	Distance from Project Area
10VY481	**Sheep Herder Camp,** *United States National Forest-Payette, 1983*	Two camp areas used by sheep herders; trash midden, shed remains	Section 16, T18S, R3E	Surface survey	0.1 mile to west
10VY482	**Union Pacific Railroad Grade,** *United States National Forest-Payette, 1983;* **Union Pacific Railroad's Idaho Northern Branch Line** *Renewable Technologies, Inc., 1991*	Grade and bed of UPRR alignment	Sections 16, 20, 21, T18S, R3E	Surface surveys	0.1 mile to west
10VY483	**Stock Corrals,** *United States National Forest-Payette, 1983*	Holding corral complex	Section 16, T18S, R3E	Surface survey	0.1 mile to west
10VY486	**UPRR Pump House,** *United States National Forest-Payette, 1983*	Pump house/ storage shed	Section 16, T18S, R3E	Method not specified	0.1 mile to west
10VY484	**Crushed Quartz Pile,** *United States National Forest-Payette, 1983*	Frame shed remains, pile of crushed quartz rock, dumping hopper, ramp, miscellaneous wood and metal	Section 16, T18S, R3E	Surface survey	0.2 mile to northwest
10VY487	**Old McCall Dump,** *United States National Forest-Payette, 1983*	Former City of McCall dump location	Sections 16, 17, T18S, R3E	Method not specified	0.2 mile to northwest
10VY485	**Asphalt Plant,** *United States National Forest-Payette, 1983*	Possible abandoned asphalt plant	Section 16, T18S, R3E	Surface survey	0.3 mile to northwest
10VY1293	**Lake Irrigation District Canal,** *Bennett Management Services, LLC, 2003*	Canal	Section 28, T18S, R3E	Surface survey	0.4 mile to south
10VY007	**Payette Oxbow Site,** *Idaho Archaeological Services 1958, 1984;* **Oxbow Payette,** U.S. Army Corps of Engineers, 2000	Lithic scatter, pottery, house depressions; cabin; historic debris	Section 17, T18S, R3E	Surface surveys	0.5 mile to west
10VY1192	**Historic North Long Valley Livestock Driveway** *Idaho Transportation Department, 2000*	Livestock driveway	Section 17, T18S, R3E	Surface survey	0.6 mile to west
10VY1214	**Historic Corral,** *Idaho Transportation Department, 2001*	Corral	Section 20, T18S, R3E	Surface survey	0.7 mile to west

Table 2 (continued). Previously Recorded Resources in the Vicinity of the Project Area

Site Number	Resource Type *Recorded By, Year*	Description	Location[1]	Methods	Distance from Project Area
10VY1215	**Historic Refuse Scatter,** *Idaho Transportation Department, 2000*	Two porcelain bowl fragments	Section 17, T18S, R3E	Surface survey	0.8 mile to northwest
10VY556	**USDA Payette National Forest Administrative Site Adjacent to the Krassel District Office,** *United States National Forest-Payette, 1998*	Smokejumper training facilities	Section 8, T18S, R3E	Method not specified	1.0 mile to north
10VY1282	**Boise Payette Lumber Railroad,** *Bennett Management Services, LLC, 2002*	Grade and landing, historic debris	Section 30, T18S, R3E	Surface survey	1.0 mile to southwest
10VY1325	**McCall Former Landfill Site,** *URS Corporation, 2007*	Former landfill; metal and concrete visible	Section 9, T18S, R3E	Surface survey	1.0 mile to north

[1] All inventories were conducted within Valley County, and all survey locations can be found on the McCall 7.5-minute quadrangle (USGS 1973).

FIELD METHODS

Field investigations for the McCall Airport Improvements project was conducted in one field session. The field crew consisted of SWCA archaeologists Mini Sharma, M.S., R.P.A., and Celia Moret-Ferguson, B.S. The survey was conducted on November 18, 2008. SWCA field personnel conducted the cultural resources inventory according to the methods and standards required under the Idaho SHPO guidelines for conducting cultural resource surveys in Idaho.

In consultation with WHPacific and the FAA, a pedestrian survey was conducted for the entire project area. Surface survey transect intervals were spaced at no greater than 20-m (66-foot). In order to achieve full coverage of the project area, the pedestrian survey was conducted by the crew walking transects parallel to the linear elements of the site boundary (for example, the taxiway). The area parallel to the existing taxiway was surveyed using north-south transects. Because the project areas to the south of the airport varied in size and were irregular in shape, transects were designed to maximize the survey efficiency.

The site boundary was provided to SWCA by WHPacific in the form of GIS maps and Universal Transverse Mercator (UTM) coordinates. The GIS data were used to provide the field crew with the site boundary on both United States Geological Survey (USGS) topographic quadrangle maps and high-resolution aerial photographs. In the field, UTM coordinates were located using hand-held global positioning system (GPS) devices, in which shape files of the areas to be surveyed were uploaded as background files.

The SWCA field crew used maps that indicated areas within the site boundary that had a high probability for prehistoric or historic-period resources combined with poor ground-surface visibility.

As mentioned above, the pedestrian survey was to be conducted using transects spaced at 20-m (66-foot) intervals. In virtually all portions of the project area, these transect intervals were used. The only areas where the transect intervals varied was in the vicinity of cultural resources. Once identified, a resource area was intensively examined using irregular transects spaced at less than 5-m (16-foot) intervals.

Once identified and the area intensively examined, resources were assigned temporary site numbers that consisted of the SWCA project number and a consecutive resource number. In the event that the resource was an isolate (less than 10 individual artifacts), the resource number included the suffix *IF* to identify it as an isolated find. Artifacts from each site or isolate location were recorded and photographed in the field, and the resource was mapped using aerial photographs and GPS. Aboveground resources (i.e., buildings potentially 50 years or older) were extensively photographed, and details were recorded in the field. Artifacts observed on the surface were documented in the field but were not collected.

Perhaps the most important variable regarding the effectiveness of the pedestrian survey and recommendations for additional study was the ground-surface visibility. The vast majority of the site boundary consisted of previously modified areas. The resultant vegetative patterns within the APE appeared to have been significantly altered due to airport construction, grazing, and irrigation. The open field east of the taxiway appears to have been used for cattle grazing in the recent past and offered approximately 80 percent mineral soil visibility. Tall grasses and forbs provided substantial ground cover in the areas towards the southern end of the APE. A few stands of lodgepole pines surrounded by dense cover of low grasses reduced the ground surface visibility around the pond to the south of the existing airport to approximately 10 percent.

An inventory of associated artifacts and features was completed for each resource. Historic archaeological artifacts were recorded by material type (e.g., glass, ceramic, or metal) and object class (e.g., bottle, crockery, or can). Measurements and diagnostic attributes, especially maker's marks, were described where identifiable. Stringer Ditch and its associated elements were recorded using a GPS unit with TerraSync software, and information such as size of ditch and amount of vegetation present were recorded in field notes. All cultural resources were also photographed.

No collection of surface archaeological or related material during the cultural resources survey was permitted during this project, and no subsurface tests or probes were conducted.

RESULTS OF FIELD STUDIES

During the 2008 field investigations, SWCA surveyed approximately 35 acres that had not been included in previous cultural resource studies. The current survey resulted in the identification of a total of two cultural resources (Table 3). However, due to modifications in the project design, these two cultural resources are located outside the current project area and will not be affected by the McCall Municipal Airport Improvement project. Nevertheless, the two resources were adequately recorded during the survey. These include one aboveground resource (15072-1) and one historic-period archaeological isolate (15072-2IF). Individual eligibility and recommendation plans for both resources are discussed below. Resource record forms for both resources were also completed (Appendix A).

Table 3. Summary of Cultural Resources

Resource No.	Type	Description	Recommendation
15072-1	Aboveground	Canal and Irrigation system	OUTSIDE CURRENT APE. NRHP eligible as a contributing element to a possibly eligible irrigation district. Not eligible as an individual resource
15072-2IF	Historic-period isolate	Refuse scatter	OUTSIDE CURRENT APE. Not eligible for NRHP

Aboveground Resource 15072-1, Cook Lateral

Temporary Number: 15072-1 (Also known as Stringer Ditch or Lateral 8)
Resource Type: Historic-period aboveground canal and irrigation system
Recommendations: OUTSIDE CURRENT PROJECT APE.
NRHP eligible as a contributing element to a possibly eligible irrigation district. Not eligible as an individual resource.

The canal recorded by SWCA is a part of Lateral 8 of the Lake Irrigation District's Reservoir-Canal and Lateral System. This system has its roots in an earlier irrigation system operated as the Clara Foltz Irrigation District. The Clara Foltz Irrigation District was organized in 1909. The district was named for Clara Foltz, a famous late-nineteenth century lawyer and businesswoman who appears to have had some commercial interests in the area, including part-ownership in a mine named for her, the Clara Foltz Mine, located approximately 10 miles southeast of McCall. This system drew water from the outfall of Little Payette Lake in Section 13 and diverted it via a relatively modest-sized canal to the southwest, irrigating the area between the North Fork Payette River (on the west) and the Lake Fork Payette River (on the east). A 1909 map drawn to illustrate the proposed Clara Foltz Irrigation District boundaries and canals indicates that the canal built to serve as the main canal for the Clara Foltz Irrigation District later served as the Main Canal for the Lake Irrigation District system. Indeed, a 1922 map drawn to illustrate the proposed Lake Irrigation District indicates the "Main Canal" as also being called "Old Falk Ditch." ("Falk" is almost certainly a misrendering of "Foltz.") The legend of the 1909 map includes a mention that the map indicated both proposed and existing ditches and does not differentiate between the two, though it does provide a cross section of "proposed enlargement" of the Clara Foltz Canal, clearly indicating that that canal already existed, though in more modest proportions, before 1909. The indicated path of the Clara Foltz Ditch on the 1909 map varies somewhat from the present path of the Main Canal, suggesting that when the Lake Irrigation District was developed, some of the Main Canal was redesigned and rerouted. The indicated paths of the ditches in Section 21 were either not built as planned, or were not built at all during the Clara Foltz Irrigation District's administration of the system.

The portion of this lateral that was surveyed is indicated on the 1921 map as a proposed lateral ditch called "Cook Lateral" branching off of the Main Canal in Section 28 and extending north into Section 21. The name was derived from Warren Cook, on whose property the lateral branched from the Main Canal. This proposed alignment is substantially the same as now exists. A 1922 map noting land ownership indicates that at that time the southwest quarter of Section 21 was owned by "A. Krukku." This is likely the same individual indicated on the 1921 map as

“Adolpheina Kruukki.” The northwest quarter of Section 21, including the remainder of the runway, was owned by Frank Rapp, who also owned other parcels in the vicinity (Faris 1922). On a 1925 map, the Cook Lateral is referred to as Lateral 8 (Sloan 1925). On more recent maps, including the current USGS quadrangle maps, the ditch is referred to as “Stringer Ditch.”

Cook Lateral was recorded in the field on November 18, 2008 by SWCA archaeologists Ms. Sharma and Ms. Moret-Ferguson. The lateral was recorded as consisting of five features. Feature 1 is the lateral itself, Feature 2 is a large pump designed to draw water out of the lateral, Feature 3 is a slide gate, Feature 4 is a small pond, known as Brown’s Pond, and Feature 5 is a small wooden diversion gate. These features are described in detail below.

Feature 1: Cook Lateral

This feature consists of the lateral itself and the low berms that line the sides of it (Figure 5). The lateral is a shallow, earthen canal with no lining. The sloping interior walls are grass-covered, especially near the bottom, and grass extends onto the lateral’s floor. The lateral has a flat bottom, rounded by erosion of the sidewalls over time, and it was without flowing water at the time of the field survey. Some pockets of frozen water were observed. A two-track road extends along the west side of the lateral, on top of the berm. Portions of this berm appear to have been recently re-graded, and in those locations has no or very limited vegetation growth. Feature 1 is approximately 3 m (10 feet) wide across the upper walls, measured from the inside, and approximately 1 m (3 feet) deep, though apparent reconstruction of some of the berms has increased that depth to approximately 2 m (7 feet) in some locations. The overall length of the portion of Cook Lateral surveyed by SWCA is approximately 593 m (1,946 feet), though it extends in both directions for some distance.

Figure 5. Overview of Cook Lateral (Feature 1), facing south.

Feature 2: Pump

This feature consists of a water pump and the steel support structure on which it is mounted. The frame spans the width of the lateral, and is constructed of L-flange steel bars (Figure 6). The leg structures are narrow, A-frames with crossbeams spanning the top and base of the legs. The pump is mounted in the center of the base's cross-braces, with a basketed intake extending from the bottom to the water-level of the lateral (although the lateral was dry at this time). The pump itself is a General Electric Model 5K6247XCIA water pump, cylindrical in shape. The whole structure (with pump) appears to have been marketed as a single purchasable unit, as the model numbers for the pump, frame, and unit as a whole appear on an identification plate bearing the name PUMP, POWER & PIPE CO., PORTLAND, OREGON. The structure is approximately 207 m (679 feet) north of the southern boundary of Section 21, measured along the path of the lateral. Extending from the pump is a large, approximately 12-inch pipe that extends over the hill to the east, and a second, smaller pipe (approximately 4-inch) that extends down the slope to the west, toward Brown's Pond.

Figure 6. Pump (Feature 2), facing northeast.

Feature 3: Slide Gate

This feature is a standard steel slide gate with a screw wheel mounted at the top, and a threaded rod extending down through the narrow steel frame to a steel door that lifts when the wheel is operated (Figure 7). The slide gate is located on a bend in the lateral and so it is on the lateral's west/north wall. It allows water to flow through the lateral into a side ditch that extends off to the north. The slide gate is located approximately 482 m (1,581 feet) north of the southern boundary of Section 21, measured along the path of the lateral.

Figure 7. Slide gate (Feature 3), facing east.

Feature 4: Brown's Pond

This feature is located approximately 45 m (148 feet) to the west of the lateral, and it covers approximately 2.7 acres (Figure 8). The pond is stocked with trout, and it is a popular local fishing location. The pond is apparently unassociated with Cook Lateral, although the small pipe that extends from the pump (Feature 2) appears to be occasionally used to draw water from the lateral, keeping the water level stable. The pond does not appear to be naturally occurring. Of the maps reviewed for this study, the 1973 USGS quadrangle is the earliest map showing this feature, although the actual date of construction is not clear. Although the pond was recorded as a feature of Cook Lateral in the field (its use at that point was unknown), it does not appear to be associated with the lateral or the larger irrigation system, and it should not be considered to be a contributing element to the irrigation network, though for continuity it is reported here with its field feature number.

Feature 5: Wooden Diversion Gate

This feature is a small wooden structure, embedded in the banks of a shallow diversion ditch to the north of Cook Lateral (Figure 9). It is located on the opposite side of the north/west embankment of the lateral, off the south side of the small diversion ditch accessed by the slide gate (Feature 3). The diversion gate is composed of 2 by 6, 4 by 4, and 2 by 4 lumber, and has interior rails that appear to accept an insert to close it. Although the purpose is not clear, the gate leads to an open, dished area, and it may be used to disperse overflow from the small diversion ditch on which it is located.

Figure 8. Brown's Pond (Feature 4), facing southwest.

Figure 9. Wooden diversion gate (Feature 5), facing north.

National Register of Historic Places Eligibility Evaluation

The Lake Irrigation District Irrigation System has not been formally evaluated for eligibility for listing in the National Register of Historic Places (NRHP). Typically, determinations of eligibility for irrigation networks is dependent on the historical association that an irrigation network has with the development of agriculture in the area that it was designed to serve (NRHP Criterion A), a demonstrable association with historical people notably active in the development of irrigation networks, or with the development of the area that the network was designed to serve (NRHP Criterion B), or systems that employ novel or unusual design characteristics (NRHP Criterion C). NRHP Criterion D (concerning the potential to yield additional information not available in the documentary record) does not typically apply to irrigation networks. In addition to these criteria, an irrigation network typically must maintain integrity of design, alignment, and setting, and most often must be in continued use for its designed purpose.

Due to the limited scope of this project, which was constrained within the project's APE, the whole of the Lake Irrigation District irrigation network was not recorded, nor is it evaluated here. This evaluation is therefore limited to the portion of the lateral ditch extending through the project APE, as it was defined at the time of fieldwork, being a portion of "Cook Lateral," variously referred to as "Lateral 8." During the field survey portion of this project, the portion of Cook Lateral that passes through the then-defined APE was recorded with the temporary field number 15072-1. An Archaeological Survey of Idaho Site Inventory Form has been prepared for this resource (see Appendix A). At the time of survey, site 15072-1 was identified within the then-proposed project area. Since the survey, the proposed project boundaries have been modified and now exclude this site. Consequently, this site will not be adversely affected by the proposed development.

Application of the NRHP criteria for assessing the significance of this lateral irrigation ditch finds that while the ditch likely does meet Criterion A through its association with the early twentieth century development of agricultural irrigation networks in the State of Idaho and, more specifically, in this portion of Valley County, the system does not appear to meet the requirements set forth under Criteria B and C, as it does not appear to be directly linked to any people of special significance, nor does it appear to represent any special engineering feats or features. Satisfaction of only one of the criteria set forth for determining significance does not, of course, disqualify a resource for listing in the NRHP; however, it does present the resource as being especially dependent on the retention of integrity as a determining factor. The portion of Cook Lateral that was surveyed by SWCA appears to conform to the originally designed alignment for the lateral, and as such it appears to retain sufficient integrity to be considered to be eligible for listing in the NRHP as a contributing element to a possibly NRHP-eligible Lake Irrigation District Irrigation Network.

It is important to note, however, that although Cook Lateral is recommended to be eligible for listing in the NRHP as a contributing element to a possibly eligible irrigation district, it would not be considered to be eligible for listing in the NRHP as an individual cultural resource. This recommendation in no way extends to the remainder of the Lake Irrigation District network. If the Lake Irrigation District were to be evaluated as a whole, and found to be eligible for listing in the NRHP, then Cook Lateral would likely need to be evaluated in its entirety as a contributing or non-contributing element to the larger network. In that case, the portion surveyed by SWCA that has been altered could likely be a contributing element, though portions of the lateral outside

SWCA's survey area (and thus not observed or documented as part of this project) would need to be evaluated at that time. Although it is outside of the scope of work for the present project, preliminary observations based on comparison of the alignments indicated on the 1921 design map with current aerial photographs suggest that large portions of Cook Lateral have been substantially altered by the development of the McCall Airport, and the lateral may not retain sufficient integrity as a whole to be considered to be a contributing element.

Historic-Period Isolated Find 15072-2IF

Temporary Number:	15072-2IF
Resource Type:	Historic-period isolate
Recommendations:	OUTSIDE CURRENT PROJECT APE. Not eligible for listing in the NRHP. No additional work recommended.

Isolate 15072-2IF is a small historic-period artifact scatter that includes a total of four artifacts. The artifact assemblage consists of two pieces of undecorated white ware, one piece of aqua glass, and one piece of clear glass. All four artifacts were found near Feature 3 (slide gate) of site 15072-1 (Cook Lateral).

Geomorphically, the site is located on a recent glacially modified area (Figure 10). The natural setting surrounding the site has been significantly modified by building of the airport, berms, irrigation ponds, and smaller diversion ditches. Soils observed in the vicinity of McCall Airport project area and within the location of this isolated find generally consist of a fairly loose medium brown, coarse sandy loam with around 20 to 30 percent subrounded quartz and basalt pebbles and cobbles (Figure 11). Bioturbation by small rodents and cattle grazing disturbances are evident in the vicinity of the isolated find.

This historic-period artifact scatter (Figure 12 and Figure 13) is not eligible for listing in the NRHP as it cannot be directly tied to any event in history, cannot be affiliated with any significant person(s), has no distinct characteristics, and is not likely to yield information important in history. Although it is possible that the resource is affiliated with site 15072-1 (Cook Lateral), there is no direct evidence that can link the two resources.

At the time of survey, isolate 15072-2IF was identified within the then-proposed project area. Since the survey, the proposed project boundaries have been modified and now exclude this isolated find. Consequently, this isolate will not be affected by the proposed development.

Figure 10. General location of Isolate 15072-2IF, facing southwest.

Figure 11. Mineral soil visibility at the location of Isolate 15072-2IF, facing northeast.

Figure 12. Aqua glass fragment identified as part of Isolate 15072-2IF.

Figure 13. Ceramic white-ware fragment identified as part of Isolate 15072-2IF.

CONCLUSIONS AND RECOMMENDATIONS

SWCA completed a cultural resource inventory of approximately 35 acres of land proposed for improvements at the McCall Municipal Airport in Valley County, Idaho. SWCA performed the study to meet the FAA's requirement for a cultural resource inventory to assist in federal permit review for the proposed development by WHPacific, on public and privately owned lands.

The current survey resulted in the identification of two cultural resources, each of which was evaluated for its significance and eligibility to be listed in the NRHP. These resources included one aboveground resource (15072-1) as well as a historic-period archaeological isolated find (15072-2IF). Both resources were adequately recorded in the field, and requisite forms have been completed (see Appendix A). SWCA recommends that 15072-1 is eligible for listing in the NRHP as a contributing element to a possibly eligible irrigation district, but it is not deemed eligible as an individual resource. However, Isolated Find 15072-2IF is not eligible for listing in the NRHP, and no additional studies are recommended. At the time of survey, both site 15072-1 and 15072-2IF were identified within the then-proposed project area. Since the survey, the proposed project boundaries have been modified and now exclude both resources. Consequently, sites 15072-1 and 15072-2IF will not be affected by the McCall Municipal Airport Improvement Project.

The project area has been severely impacted by previous disturbances, including impacts from airport-related construction, grazing and irrigation. The historic-period cultural resources that have been identified are in accordance with SWCA's expectations for site types.

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APPENDIX A
RESOURCE FORMS

ARCHAEOLOGICAL SURVEY OF IDAHO
SITE INVENTORY FORM
Part A – Administrative Data

1. State No._____
2. Agency No._____
3. Temporary No.____15072-1_____
5. County___Valley_____

4. Site name(s)_Lake Irrigation District, Cook Lateral (aka Lateral 8, Stringer Ditch)

6. Class:
- ❑ Prehistoric
- ■ Historic
- ❑ Traditional Cultural Property
- ❑ Undetermined

7. Land owner_Lake Irrigation District_____ **8. Federal admin. unit**_____

9. Project___McCall Municipal Airport Improvement Project_____ **10. Report No.**_____

11. Recorder(s)____Jason M. Allen, M.A., Mini Sharma, M.S., Celia Moret-Ferguson, B.S._____

12. Organization___SWCA Environmental Consultants_____ **13. Date**___12/29/2008_____

14. Attachments and associated records:
- ■ Topographic map (required)
- ■ Site map (required)
- ■ Photos with labels/log (required)
- ❑ Artifact illustrations
- ❑ Feature drawings
- ❑ Stratigraphic profiles
- ❑ Rock art attachment
- ❑ Historical records
- ❑ Assoc. IHSI forms_____
- ❑ Other_____

15. Elevation (site datum)__4,980_**(ft)**

16. Site dimensions:___593.5_**m X** ___3____**m** **Area**_roughly 1781 **m²**

17. UTM at site datum: Zone_11_ 571482 **m Easting** 4969816 **m Northing to**
571239 **m Easting** 4969363 **m Northing using NAD 1927 (Linear Resource).**

18. UTM source:
- ■ Corrected GPS/rectified survey (<5m error)
- ❑ Uncorrected GPS
- ❑ Map template
- ❑ Other explained under comments

19. Township__18 N__**, Range**__3 E_____**, Section**__21___**;** _NE, SW, SE__**1/4 of** _SE_____**1/4 of** __SW_____**1/4**
_____SE__**1/4 of** _NE_____**1/4 of** __SW_____**1/4**

Additional legals listed on an attachment. ☐

20. USGS 7.5' map reference___McCall, ID (1973)_____

Additional maps listed on an attachment. ☐

21. Access_____From downtown McCall, drive 0.9 mile south along Highway ID-55/ 3rd St. Turn right (west) on Deinhard Lane. Drive 0.1 mile and access the airport to the south through a small secured gate. One must have permission from the Airport Manager's office to enter by vehicle. If permitted, drive south down the taxiway of the airport until it ends and walk 844 feet (257 meters) to the southeast to access the closest point of the site.

22. Site description____(see continuation sheets)_____

Site type:

- ❑ Historic building*
- ■ Historic structure*
- ❑ Historic object*
- ❑ Prehistoric residential
- ❑ Rockshelter/cave
- ❑ Stacked/placed rocks
- ❑ Quarry/lithic source
- ■ Linear
- ❑ Mortuary
- ❑ Rock art
- ❑ Feature(s)
- ❑ Artifact(s)
- ❑ Faunal
- ❑ Culturally modified trees
- ❑ Other_____

*Following definition for the National Register of Historic Places.

24. Specify themes and time periods:

Themes		Time Periods	
❑ Prehistoric archaeology	❑ Military	❑ Prehistoric-general	❑ Settlement: 1855-1890
■ Agriculture	❑ Mining industry	❑ Paleoindian	❑ Phase 1 statehood: 1890-1904
❑ Architecture	❑ Native Americans	❑ Archaic-general	■ Phase 2 statehood: 1904-1920
❑ Civilian Conservation Corps	❑ Politics/government	❑ Early Archaic	❑ Interwar: 1920-1940
❑ Commerce	❑ Public land management	❑ Middle Archaic	❑ Premodern: 1940-1958
❑ Communication	❑ Recreation/tourism	❑ Late Archaic	❑ Modern: 1958-present
❑ Culture and society	❑ Settlement	❑ Late Prehistoric-general	❑ Historic/Modern-general
❑ Ethnic heritage	❑ Timber industry	❑ Protohistoric/Contact	❑ Unknown
❑ Exploration/fur trapping	❑ Transportation	❑ Historic Native American	
❑ Industry	❑ Other _____	❑ Exploration: 1805-1860	

25. National Register of Historic Places (NRHP) evaluation: *

❑ Individually eligible ❑ Contributing in a district ❑ Not eligible ■ Insufficient information to evaluate

*Evaluation subject to review by SHPO.

26. NRHP criteria used:

■ A: Event ❑ B: Person ❑ C: Design and construction ❑ D: Information potential

27. Comments on significance__This portion of Cook Lateral may be a contributing element to a possible Lake Irrigation District Irrigation Network, if this network were to be evaluated as a whole and found to be eligible for listing in the NRHP (see continuation sheets).

28. If not eligible, explain why__The examined and recorded segment of this irrigation ditch is not in and of itself individually eligible for listing in the NRHP, though it retains sufficient integrity that it could be considered to be a contributing element (see continuation sheets).

29. Condition (prehistoric component):

❑ Excellent ❑ Good ❑ Fair ❑ Poor

Condition (historic component):

❑ Excellent ■ Good ❑ Fair ❑ Poor

30. Impact agents:

- ❑ Agricultural use
- ❑ Building alteration
- ❑ Deflation
- ❑ Demolished
- ■ Development project
- ❑ Erosion
- ❑ Grazing
- ❑ Looting
- ❑ Mining/quarrying
- ❑ No information
- ❑ Recreation use
- ❑ Research excavation
- ❑ Road/highway
- ❑ Rodent damage
- ❑ Structural decay
- ❑ Timber harvest
- ❑ Vandalism
- ❑ Other_____

Comments on impact agents__Continued development and expansion of the McCall Airport will likely continue to further impact the integrity of this resource.

31. Surface collection:

■ None ❑ Previously collected ❑ Grab sample ❑ Designed sample ❑ Complete

32. Sediments:

❑ Absent ■ 0-20 cm ❑ 21-100 cm ❑ >100 cm ❑ Suspected but not tested

Explain how this was determined___Historic artifacts not associated to the site were found on the surface; however, potential exists for shallow deposits.

33. Excavation status:

- ■ Unexcavated
- ❑ Surface scrape
- ❑ Auger/probe
- ❑ Shovel test
- ❑ Test unit
- ❑ Block excavation
- ❑ Backhoe, etc.

Describe collection/testing/excavation_____

34. Excavation volume (indicate liters or cubic meters) _____ **Screen mesh**_____

35. Additional comments_____

Part B – Environmental Data

36. Distance to permanent water 1,793 **m**

37. Water source:

❑ Spring, seep ■ River/stream ❑ Lake ❑ Other_____

38. On-site vegetation (estimate percentage of total vegetation for each class and identify species):

Trees: 2 **%** **Species:** Lodgepole pine (*Pinus contorta)*

Shrubs: 2 **%** **Species:** Wild rose (*Rosa acicularis)*

Forbs: 15 **%** **Species:** Unknown, Cattail *(Typha latifolia*)

Grasses: 30 **%** **Species:** Unknown

Lichens/mosses: _____ **%** **Species:**_____

Describe Grasses and low forbs existed in and along the sides of the irrigation ditch. Few trees and bushes existed along the southwestern edge of the ditch where recorded.

39. Visible surface area:

❑ 0% ❑ 1-25% ■ 26-50% ❑ 51-75% ❑ 76-100%

40. Landform (Describe, including lithology, form, and soil, using locally or regionally appropriate terms, eg. arroyo, playa, moraine, etc.) Geomorphically the entire ditch is located upon recent glacially modified areas. The natural setting surrounding the ditch has been significantly modified by building of the airport, berms, irrigation ponds, and smaller diversion ditches.

Soils observed in the vicinity of McCall Airport generally consist of a fairly loose medium brown, coarse sandy loam with around 20 to 30 percent subrounded quartz and basalt pebbles and cobbles. The soil is a mixture of alluvium sediments and outwash derived from granite with soil depths of loamy coarse sand reaching over 101.6 centimeters (60.0 inches) (NRCS 2007). Bedrock is at variable depths, though typically fairly deep below the ground surface. Large angular bedrock cobbles can be seen in small outcroppings along hillsides and in diversion ditches. Bioturbation by small rodents and cattle grazing disturbances are evident in the lower elevations silt loam surfaces where the water table tends to range from about 15.2 to 30.5 centimeters (6.0 to 12.0 inches) below the surface. Large portions of the valleys original soils have been removed, disturbed, or filled due to airport modifications, irrigation, and cattle grazing.

Part C – Prehistoric Sites

41. Phase/period_____

42. How classified_____

43. Maximum artifact density_____**m²**

44. Individual artifacts:

Count	Category	Description

45. Lithic Debitage – Estimated Quantity:

❑ None ❑ 1-9 ❑ 10-25 ❑ 25-100 ❑ 100-500 ❑ 500+

Flaking Stages (not present, rare, common, or dominant):

Decortication_____ **Secondary**_____ **Tertiary**_____ **Shatter**_____

46. Material types_____

_____

_____

47. Additional description_____

48. Features:

Count	Category	Description

49. Additional description_____

Part D – Historic Sites

50. Cultural affiliation__Euroamerican_____

51. Oldest date__1909_____ **Recent Date**__1920_____

52. How determined___Documentary Research__(see continuation sheet)_____

53. Maximum artifact density____**N/A**_____**m²**

54. Individual artifacts:

Count	Category	Description

55. Additional description_____

56. Features:

Count	Category	Description
1		Irrigation Canal (Feature 1)
1		Water Pump (Feature 2)
1		Slide gate (Feature 3)
1		Pond (Feature 4)
1		Diversion Gate (Feature 5)

57. Additional description_____(see continuation sheets)_____

22. Site Description

Cook Lateral (also known as Lateral 8, Stringer Ditch) is located in upper Long Valley, Valley County, Idaho. Long Valley is a stretch of fertile bottom lands, centered on the Payette River, and bounded on the west by a north-south ridge of hills called Red Ridge, and on the east by the western foothills of the Salmon River Mountains. At the north, Long Valley is bounded by Payette and Little Payette lakes, and at the south, it terminates at a dish of low lands commonly referred to as Round Valley, which has as its southern boundary an arm of the North Fork Range. The lateral is a part of the Lake Irrigation District's irrigation network, which serves the bottom lands between the Payette River on the west and the Lake Fork Payette River on the east. Within the area surveyed, the lateral consists of an earthen ditch, with several associated features.

Due to the limited scope of this project, which was constrained within the project's APE, the whole of the Lake Irrigation District irrigation network was not recorded, nor is it evaluated here. The project APE was subsequently reduced further, leaving the subject resource entirely outside the project's final APE. This evaluation is therefore limited to the portion of the lateral ditch that extended through the project APE at the time of the survey, being a portion of "Cook Lateral," variously referred to as "Lateral 8" and "Stringer Ditch," and recorded with the temporary field number 15072-1.

27. Comments on Significance

The Lake Irrigation District Irrigation System has not been formally evaluated for eligibility for listing in the National Register of Historic Places (NRHP). Typically, determinations of eligibility for irrigation networks is dependent on the historical association that an irrigation network has with the development of agriculture in the area that it was designed to serve (NRHP Criterion A), a demonstrable association with historical people notably active in the development of irrigation networks, or with the development of the area that the network was designed to serve (NRHP Criterion B), or systems that employ novel or unusual design characteristics (NRHP Criterion C). NRHP Criterion D (concerning the potential to yield additional information not available in the documentary record) does not typically apply to irrigation networks. In addition to these criteria, an irrigation network typically must maintain integrity of design, alignment, and setting, and most often must be in continued use for its designed purpose.

While the ditch likely does meet Criterion A through its association with the early twentieth century development of agricultural irrigation networks in Idaho and, more specifically, in this portion of Valley County, the system does not appear to meet the requirements set forth under Criteria B and C, as it does not appear to be directly linked to any people of special significance, nor does it appear to represent any special engineering feats or features. Satisfaction of only one of the criteria set forth for determining significance does not, of course, disqualify a resource for listing in the NRHP, however, it does present the resource as being especially dependent on the retention of integrity as a determining factor. The portion of Cook Lateral that was within the project APE at the time it was recorded in the field appears to conform to the originally designed alignment for the lateral, and as such it appears to retain sufficient integrity to be considered to be eligible for listing in the NRHP as a contributing element to a possibly NRHP-eligible Lake Irrigation District Irrigation Network.

It is important to note, however, that although Cook Lateral is recommended to be eligible for listing in the NRHP as a contributing element to a possibly eligible irrigation district, it would not be considered to be eligible for listing in the NRHP as an individual cultural resource. This recommendation in no way extends to the remainder of the Lake Irrigation District network. If the Lake Irrigation District were to be evaluated as a whole, and found to be eligible for listing in the NRHP, then Cook Lateral would likely need to be evaluated in its entirety for its contribution to the larger network. Although it is outside of the scope of work for the present project, preliminary observations based on comparison of the alignments indicated on the 1921 design map with current aerial photographs suggest that large portions of Cook Lateral have been substantially altered by the development of the McCall Airport, and the lateral may not retain sufficient integrity as a whole to be considered to be a contributing element (Wood 1921).

52. How determined?

Historical Context

Settlement of Long Valley (of which McCall and Payette and Little Payette Lakes form the northern extent) began in earnest in the 1880s. These settlers were interested in creating homes, rather than exploiting mineral resources, and they created an agricultural and timber industry that formed the basis of permanent settlement and improvement. By 1888, it was estimated that between 200 and 300 families were settled in Long Valley, and the following year the valley had been divided into two school districts, Districts 15 and 16 (Woods 2002:118–119).

Agriculture in Long Valley began with the first permanent settlers in the late 1880s and 1890s, who engaged in subsistence farming, including vegetables and fodder for livestock. Large portions of Long Valley and the uplands surrounding it were initially used for ranging cattle and sheep, an enterprise supported by the mining camps. Cattle and sheep ranging continued into the early twentieth century in the more marginal, upland areas. By the early decades of the twentieth century, with the increased availability of food stuffs (both fresh and preserved) from outside areas, agriculture in the valley floor began to be devoted more toward cash crops, such as grains (including timothy hay, wheat, rye, oats, and barley) and hardy vegetables suited to the cooler, shorter growing season (including cabbage cauliflower, lettuce, peas and potatoes). A 1907 real estate brochure (the claims of which should be regarded with some level of skepticism) described the area as being suited for potatoes, grains, berries, and orchard fruits without the need for irrigation (Woods 2002:369). Although the claims of yields in this brochure are likely inflated, its statement of the variety of produce cultivated there is likely accurate. The claims that these crops thrived without the need for irrigation is contradicted by the aggressive irrigation campaign of the 1910s and 1920s.

57. Additional Description

15072-1 Cook Lateral (aka Stringer Ditch, Lateral 8)

The canal that was recorded during the field survey is a part of Lateral 8 of the Lake Irrigation District's Reservoir-Canal and Lateral System. This system has its roots in an earlier irrigation system operated as the Clara Foltz Irrigation District. The Clara Foltz Irrigation District was organized in 1909. The district was named for Clara Foltz, a famous late-nineteenth century lawyer and businesswoman who appears to have had some commercial interests in the area, including part-ownership in a mine named for her, the Clara Foltz Mine, located approximately 10 miles southeast of McCall. The system drew water from the outfall of Little Payette Lake in Section 13 and diverted it via a relatively modest-sized canal to the southwest, irrigating the area between the North Fork Payette River (on the west) and the Lake Fork Payette River (on the east). A 1909 map drawn to illustrate the proposed Clara Foltz Irrigation District boundaries and canals indicates that the canal built to serve as the main canal for the Clara Foltz Irrigation District later served as the Main Canal for the Lake Irrigation District system. Indeed, a 1922 map drawn to illustrate the proposed Lake Irrigation District indicates the "Main Canal" as also being called "Old Falk Ditch." "Falk" is almost certainly a misrendering of "Foltz" (Faris 1922; Milliken 1909). The legend of the 1909 map includes a mention that the map indicated both proposed and existing ditches, and does not differentiate between the two, though it does provide a cross section of "proposed enlargement" of the Clara Foltz Canal, clearly indicating that that canal already existed, though in more modest proportions, before 1909. The indicated path of the Clara Foltz Ditch on the 1909 map varies somewhat from the present path of the Main Canal, suggesting that when the Lake Irrigation District was developed, some of the Main Canal was redesigned and rerouted. The indicated paths of the ditches in Section 21, including in the vicinity of the APE, were either not built as planned, or were not built at all during the Clara Foltz Irrigation District's administration of the system.

The portion of this lateral that was recorded during the field survey is indicated on the 1921 map as a proposed lateral ditch called "Cook Lateral" branching off of the Main Canal in Section 28 and extending north (Wood 1921). The name was derived from Warren Cook, on whose property the lateral branched from the Main Canal. This proposed alignment is substantially the same as now exists through the surveyed area. A 1922 map noting land ownership indicates that at that time the southwest quarter of Section 21 (including the pond and canal and the southern portion of the runway APE) was owned by "A. Krukku." This is likely the same individual indicated on the 1921 map as "Adolpheina Kruukki." The northwest quarter of Section 21 was owned by Frank Rapp, who also owned other parcels in the vicinity (Faris 1922). On a subsequent 1925 map, the Cook Lateral is referred to as Lateral 8 (Sloan 1925). On more recent maps, including the current USGS quadrangle maps, the ditch is referred to as "Stringer Ditch."

Cook Lateral was recorded in the field on November 18, 2008 by SWCA archaeologists Mini Sharma and Celia Moret-Ferguson. At the time of the survey, Cook Lateral was

within the project APE, though subsequent changes to the APE have left the subject resource entirely outside the APE. The lateral was recorded as consisting of five features. Feature 1 is recorded as the lateral itself, Feature 2 is a large pump designed to draw water out of the lateral, Feature 3 is a slide gate, Feature 4 is a small pond, known as Brown's Pond, and Feature 5 is a small wooden diversion gate. These features are described in detail below.

Feature 1: Cook Lateral

This feature consists of the lateral itself and the low berms that line the sides of it. The lateral is a shallow, earthen canal with no lining. The sloping interior walls are grass-covered, especially near the bottom, and grass extends onto the lateral's floor. The lateral has a flat bottom, rounded by erosion of the sidewalls over time, and it was without flowing water at the time of the field survey. Some pockets of frozen water were observed. A two-track road extends along the west side of the lateral, on top of the berm. Portions of this berm appear to have been recently re-graded, and in those locations has no or very limited vegetation growth. Feature 1 is approximately 3 meters (10 feet) wide across the upper walls, measured from the inside, and approximately 1 meter (3 feet) deep, though apparent reconstruction of some of the berms has increased that depth to approximately 2 meters (7 feet) in some locations. The overall length of Cook Lateral within the surveyed area is approximately 593 meters (1,946 feet), though it extends outside the surveyed area in both directions for some distance.

Feature 2: Pump

This feature consists of a water pump and the steel support structure on which it is mounted. The frame spans the width of the lateral, and is constructed of L-flange steel bars. The leg structures are narrow, A-frames with crossbeams spanning the top and base of the legs. The pump is mounted in the center of the base cross-braces, with a basketed intake extending from the bottom to the water-level of the lateral (although the lateral was dry at this time). The pump itself is a General Electric Model 5K6247XCIA water pump, cylindrical in shape. The whole structure (with pump) appears to have been marketed as a single purchasable unit, as the model numbers for the pump, frame, and unit as a whole appear on an identification plate bearing the name PUMP, POWER & PIPE CO., PORTLAND, OREGON. The structure is located approximately 207 m (679 feet) north of the southern boundary of Section 21, measured along the path of the lateral. Extending from the pump is a large, approximately 12-inch pipe that extends over the hill to the east, and a second, smaller pipe (approximately 4-inch) that extends down the slope to the west, toward Brown's Pond.

Feature 3: Slide Gate

This feature is a standard steel slide gate with a screw wheel mounted at the top, and a threaded rod extending down through the narrow steel frame to a steel door that lifts when the wheel is operated. It is located on the west/north wall of the lateral (the slide gate is located on a bend in the lateral), and allows water to flow through the side of the lateral into a side ditch that extends off to the north. The slide gate is located

approximately 482 m (1,581 feet) north of the southern boundary of Section 21, measured along the path of the lateral.

Feature 4: Brown's Pond

This feature is located approximately 45 meters (148 feet) to the west of the lateral, and covers approximately 2.7 acres. The pond is stocked with trout, and is a popular local fishing location, apparently unassociated with Cook Lateral, although the small pipe that extends from the pump (Feature 2) appears to be occasionally used to draw water from the lateral, keeping the water level stable. The pond does not appear to be naturally occurring. Of the maps reviewed for this study, the 1973 USGS quadrangle is the earliest map showing this feature, although the actual date of construction is not clear. Although the pond was recorded as a feature of Cook Lateral in the field (its use at that point unknown), it does not appear to be associated with the lateral or the larger irrigation system, and it should not be considered to be a contributing element to the irrigation network, though for continuity it is reported here with it's field feature number.

Feature 5: Wooden Diversion Gate

This feature is a small wooden structure, embedded in the banks of a shallow diversion ditch to the north of Cook Lateral. It is located on the opposite side of the north/west embankment of the lateral, off the south side of the small diversion ditch accessed by the slide gate (Feature 3). The diversion gate is composed of 2×6, 4×4, and 2×4 lumber, and it has interior rails that appear to accept an insert to close it. Although the purpose is not clear, the gate leads to an open, dished area, and it may be used to disperse overflow from the small diversion ditch on which it is located.

References Cited

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Milliken, Robert
1909 Map of the Clara Foltz Irrigation District, Boise County, Idaho. On file, Idaho State Historical Society, Public Archives and Research Library, Boise, Idaho.

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Sloan, W.G.
1925 Lake Irrigation District Plan of Reservoir-Canal and Lateral System. Map. On file, Idaho State Historical Society, Public Archives and Research Library, Boise, Idaho.

U.S. Geological Survey (USGS)
1973 McCall Quadrangle, Idaho. Map. 7.5-minute, 1:24,000-scale topographic quadrangle. U.S. Geological Survey, Reston, Virginia.

Wood, W.H.
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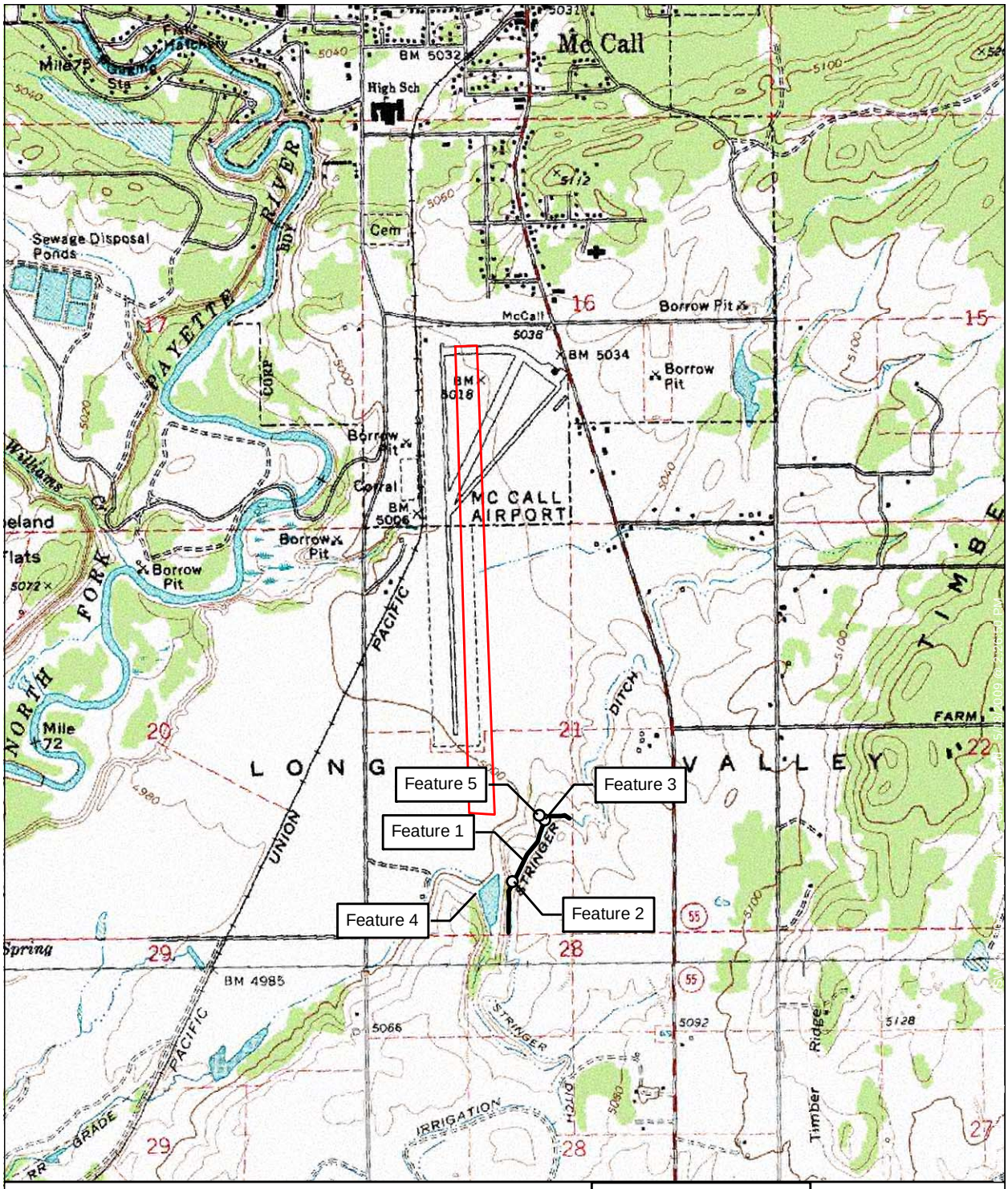
Woods, Shelton (ed.)
2002 *Valley County, Idaho: Prehistory to 1920.* Action Publishing, Donnelly, Idaho.



Legend

- Historic Point Feature
- Historic Linear Feature
- Project Area

0 500 1,000 2,000 3,000 Feet

0 200 400 800 Meters

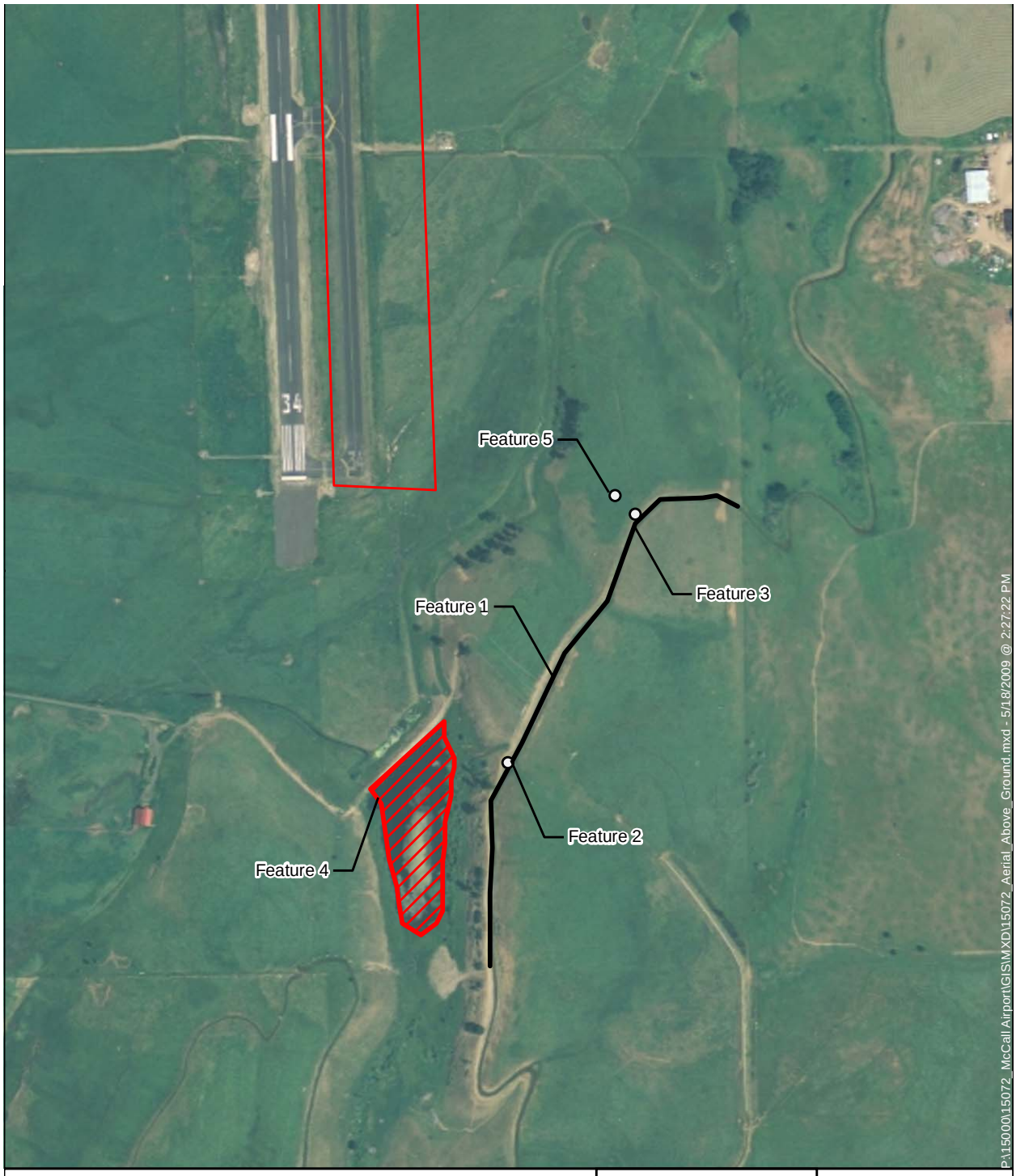
N

SWCA ENVIRONMENTAL CONSULTANTS

SWCA Environmental Consultants
434 SW Sixth Ave., Suite 304
Portland, OR 97209
www.swca.com
503-224-0333

Source:
Aerial imagery provided by National Agricultural Inventory Project.
USDA, Aerial Photography Field Office, Salt Lake City, Utah. 2004.

Figure 1. Site 15072-1 (Cook's Lateral) with Features 1-5



Legend

- Historic Point Feature
- Historic Linear Feature
- Historic Area Feature
- Project Area

0 100 200 400 600 Feet

0 50 100 200 Meters

N

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SWCA Environmental Consultants
434 SW Sixth Ave., Suite 304
Portland, OR 97209
www.swca.com
503-224-0333

Source:
Aerial imagery provided by National Agricultural Inventory Project.
USDA, Aerial Photography Field Office, Salt Lake City, Utah. 2004.

Figure 2. Site 15072-1 (Cook's Lateral) with Features 1-5.

Figure 3. Overview of Cook Lateral (Feature 1). The view is to the south.

Figure 4. Pump (Feature 2). The view is to the northeast.

Figure 5. Slide gate (Feature 3). The view is to the east.

Figure 6. Brown's Pond (Feature 4). The view is to the southwest.


Figure 7. Wooden diversion gate (Feature 5). The view is to the north.

ARCHAEOLOGICAL SURVEY OF IDAHO
SITE INVENTORY FORM
Part A – Administrative Data

1. **State No.**_____
2. **Agency No.**_____
3. **Temporary No.** 15072-2IF
4. **Site name(s)** Historic-period Artifact Scatter
5. **County** Valley

6. Class:
☐ Prehistoric ■ Historic ☐ Traditional Cultural Property ☐ Undetermined

7. Land owner Lake Irrigation District **8. Federal admin. unit**_____

9. Project McCall Municipal Airport Improvement Project **10. Report No.**_____

11. Recorder(s) Mini Sharma,M.S., R.P.A., Celia Moret-Ferguson, B.A.

12. Organization SWCA Environmental Consultants **13. Date** 1/08/2008

14. Attachments and associated records:
■ Topographic map (required)
■ Site map (required)
■ Photos with labels/log (required)
☐ Artifact illustrations
☐ Feature drawings
☐ Stratigraphic profiles
☐ Rock art attachment
☐ Historical records
☐ Assoc. IHSI forms_____
☐ Other_____

15. Elevation (site datum) 5057 **(ft)**

16. Site dimensions: 33 **m X** 31 **m** **Area** 803.46 **m²**

17. UTM at site datum: Zone 11 571359 **m Easting** 4969832 **m Northing using NAD 1927**

18. UTM source:
■ Corrected GPS/rectified survey (<5m error) ☐ Uncorrected GPS ☐ Map template ☐ Other explained under comments

19. Township 18 N **, Range** 3 E **, Section** 21 **;** , SE **1/4 of** NE **1/4 of** NW **1/4**
Additional legals listed on an attachment. ☐

20. USGS 7.5' map reference McCall, ID (1973)
Additional maps listed on an attachment. ☐

21. Access From down town McCall, drive 0.9 mile south along Highway ID-55/ 3rd St. Turn right (west) on Deinhard Ln. Drive 0.1 mile and access the airport to the south through a small secured gate. One must have permission from the Airport Managers office to enter by vehicle. If permitted, drive south down the taxiway of the airport until it ends and walk 974 ft (297 m) to the east to reach the site.

22. Site description This site is a small historic-period artifact scatter and includes a total of four artifacts. The artifact assemblage consists of two pieces of undecorated white ware, one piece of aqua glass, and one piece of clear glass. All four artifacts were found near Feature 3 (slide gate) of site 15072-1 (Stringer Ditch).

Site type:
☐ Historic building* ☐ Rockshelter/cave ☐ Mortuary ☐ Faunal
☐ Historic structure* ☐ Stacked/placed rocks ☐ Rock art ☐ Culturally modified trees
☐ Historic object* ☐ Quarry/lithic source ☐ Feature(s) ☐ Other_____
☐ Prehistoric residential ☐ Linear ■ Artifact(s)

*Following definition for the National Register of Historic Places.

24. Specify themes and time periods:

Themes				Time Periods	
❑ Prehistoric archaeology	❑ Military			❑ Prehistoric-general	❑ Settlement: 1855-1890
■ Agriculture	❑ Mining industry			❑ Paleoindian	■ Phase 1 statehood: 1890-1904
❑ Architecture	❑ Native Americans			❑ Archaic-general	■ Phase 2 statehood: 1904-1920
❑ Civilian Conservation Corps	❑ Politics/government			❑ Early Archaic	❑ Interwar: 1920-1940
❑ Commerce	❑ Public land management			❑ Middle Archaic	❑ Premodern: 1940-1958
❑ Communication	❑ Recreation/tourism			❑ Late Archaic	❑ Modern: 1958-present
❑ Culture and society	■ Settlement			❑ Late Prehistoric-general	❑ Historic/Modern-general
❑ Ethnic heritage	❑ Timber industry			❑ Protohistoric/Contact	❑ Unknown
❑ Exploration/fur trapping	❑ Transportation			❑ Historic Native American	
❑ Industry	❑ Other _____			❑ Exploration: 1805-1860	

25. National Register of Historic Places (NRHP) evaluation: *

❑ Individually eligible ❑ Contributing in a district ■ Not eligible ❑ Insufficient information to evaluate

*Evaluation subject to review by SHPO.

26. NRHP criteria used:

❑ A: Event ❑ B: Person ❑ C: Design and construction ❑ D: Information potential

27. Comments on significance_____

28. If not eligible, explain why___The historic-period artifact scatter is not in and of itself individually eligible for listing in the NRHP as it cannot be directly tied to any event in history, cannot be affiliated with any significant person(s), has no distinct characteristics, and is not likely to yield information important in history. Although it is possible that the site is affiliated with site 15072-1 (Stringer Ditch), there is no direct evidence that can link the two sites, and therefore no significant contributions that can be made.

29. Condition (prehistoric component):

❑ Excellent ❑ Good ❑ Fair ❑ Poor

Condition (historic component):

❑ Excellent ❑ Good ■ Fair ❑ Poor

30. Impact agents:

❑ Agricultural use	■ Development project	❑ Mining/quarrying	❑ Road/highway	❑ Vandalism
❑ Building alteration	■ Erosion	❑ No information	❑ Rodent damage	❑ Other_____
❑ Deflation	❑ Grazing	❑ Recreation use	❑ Structural decay	
❑ Demolished	❑ Looting	❑ Research excavation	❑ Timber harvest	

Comments on impact agents__Future development and expansion of the McCall Airport will likely continue to further impact the integrity of the site. Use of the berm, near which this resource was identified, provides easy access to 15072-2 and most likely further impact the site. Less severe impacts include erosion of the site into Stringer Ditch (Site 15072-1).

31. Surface collection:

■ None ❑ Previously collected ❑ Grab sample ❑ Designed sample ❑ Complete

32. Sediments:

❑ Absent ■ 0-20 cm ❑ 21-100 cm ❑ >100 cm ❑ Suspected but not tested

Explain how this was determined___All artifacts were identified on the surface. However the potential for shallow cultural deposits exists due to slow erosional deposition.

33. Excavation status:

■ Unexcavated	❑ Auger/probe	❑ Test unit	❑ Backhoe, etc.
❑ Surface scrape	❑ Shovel test	❑ Block excavation	

Describe collection/testing/excavation_____

34. Excavation volume (indicate liters or cubic meters) _____ **Screen mesh**_____

35. Additional comments_____

Part B – Environmental Data

36. Distance to permanent water 1,746 **m**

37. Water source:

❑ Spring, seep ■River/stream ❑ Lake ❑ Other_____

38. On-site vegetation (estimate percentage of total vegetation for each class and identify species):

Trees: _____**%** **Species:**_____

Shrubs: _____**%** **Species:**_____

Forbs: 5 **%** **Species:** Unknown

Grasses: 30 **%** **Species:** Unknown

Lichens/mosses: _____**%** **Species:**_____

Describe Grasses and low forbs grow in and along the sides of the irrigation ditch. Few trees and bushes were noted along the southwestern edge of the ditch.

39. Visible surface area:

❑ 0% ❑ 1-25% ■26-50% ❑ 51-75% ❑ 76-100%

40. Landform (Describe, including lithology, form, and soil, using locally or regionally appropriate terms, eg. arroyo, playa, moraine, etc.) Geomorphically, the site is located upon a recent glacially-modified area. The natural setting surrounding the site has been significantly modified by building of the airport, berms, irrigation ponds and smaller diversion ditches.

Soils observed in the vicinity of McCall Airport project area generally consist of a fairly loose medium brown, coarse sandy loam with around 20-30 percent sub-rounded quartz and basalt pebbles and cobbles. The soil is a mixture of alluvium sediments and outwash derived from granite with soil depths of loamy coarse sand reaching over 101.6 centimeters (60.0 inches) (NRCS 2007). Bedrock is at variable depths, though typically fairly deep below the ground surface. Large angular bedrock cobbles can be seen in small outcroppings along hillsides and in diversion ditches. Bioturbation by small rodents, and cattle grazing disturbances are evident in the lower elevations silt loam surfaces where the water table tends to range from about 15.2 to 30.5 centimeters (6.0 to 12.0 inches) below the surface. Large portions of the valley's original soils have been removed, disturbed, or filled due to airport modifications, irrigation, and cattle grazing.

Part C – Prehistoric Sites

41. Phase/period_____

42. How classified_____

43. Maximum artifact density_____**m²**

44. Individual artifacts:

Count	Category	Description

45. Lithic Debitage – Estimated Quantity:

❑ None ❑ 1-9 ❑ 10-25 ❑ 25-100 ❑ 100-500 ❑ 500+

Flaking Stages (not present, rare, common, or dominant):

Decortication_____ **Secondary**_____ **Tertiary**_____ **Shatter**_____

46. Material types_____

_____

_____

47. Additional description_____

48. Features:

Count	Category	Description

49. Additional description_____

Part D – Historic Sites

50. Cultural affiliation__Euroamerican_____

51. Oldest date__circa 1880_____ **Recent Date**__Present_____

52. How determined___Artifact Typology

53. Maximum artifact density____4_____**m^2**

54. Individual artifacts:

Count	Category	Description
2	White-ware	Small, non-descript, undecorated white-ware fragments
1	Aqua Glass	Very small fragment
1	Clear Glass	Very small fragment, does not appear to be window glass

55. Additional description_____

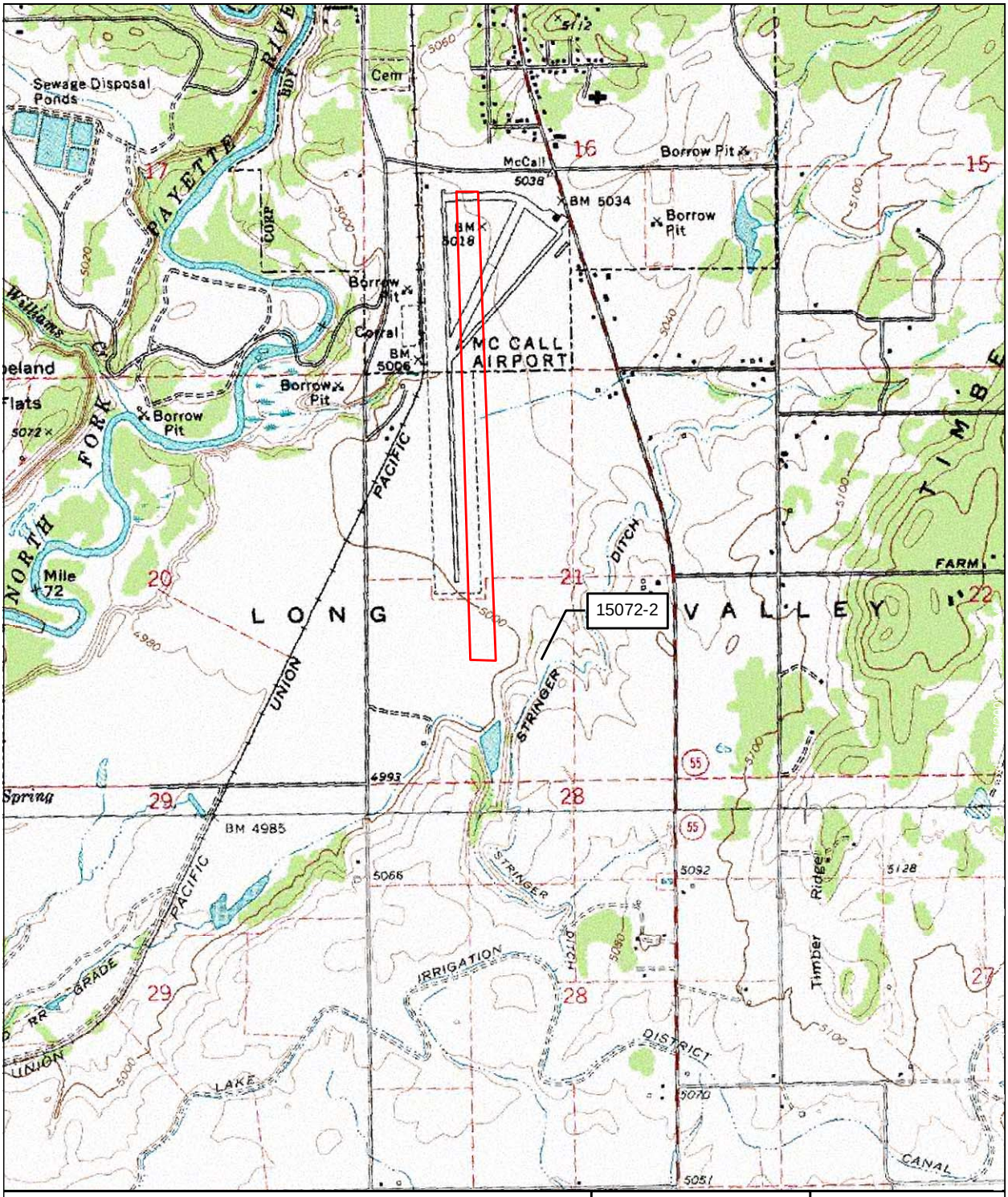
56. Features:

Count	Category	Description

57. Additional description_____

References Cited

Natural Resources Conservation Service (NRCS)
2007 Physical soil properties, Valley County, Idaho. Available at: http://soildatamart.nrcs.usda.gov/County.aspx?State=ID. Accessed December 1, 2008.



Legend

Project Area

0 500 1,000 2,000 3,000 Feet

0 150 300 600 900 Meters

N

SWCA ENVIRONMENTAL CONSULTANTS

SWCA Environmental Consultants
434 SW Sixth Ave., Suite 304
Portland, OR 97209
www.swca.com
503-224-0333

Source:
USGS 7.5 Minute Topographic Quadrangle(s): Lake Fork, ID & McCall, ID. 1977.

Figure 1. Isolated Find 15072-2IF.

Legend

Datum

Site_Boundary

0 50 100 200 300 Feet

0 10 20 40 60 80 Meters

N

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SWCA Environmental Consultants
434 SW Sixth Ave., Suite 304
Portland, OR 97209
www.swca.com
503-224-0333

Source:
Aerial imagery provided by National Agricultural Inventory Project.
USDA, Aerial Photography Field Office, Salt Lake City, Utah. 2004.

Figure 2. Isolated Find 15072-2IF, within boundaries for Feature 3 of Site 15072-1.

Figure 3. General location of Isolate 15072-2IF, facing southwest.

Figure 4. Mineral soil visibility at the location of Isolate 15072-2IF, facing northeast.

Figure 5. Aqua glass fragment identified as part of Isolate 15072-2IF.

Figure 6. Ceramic white-ware fragment identified as part of Isolate 15072-2IF.

U.S. Department
of Transportation
Federal Aviation
Administration

Seattle Airports District Office
1601 Lind Avenue, S.W., Suite 250
Renton, Washington 98055-4056

June 10, 2009

Ted Howard
Tribal Cultural Resources Director
Shoshone-Paiute Tribes of the Duck Valley Indian Reservation
P.O. Box 219
Owyhee, Nevada 89832

McCall Municipal Airport Improvement Project
Valley County, Idaho

Dear Mr. Howard:

The Federal Aviation Administration (FAA) would like to initiate consultation with you in accordance with Section 106 of the National Historic Preservation Act of 1966, and implementing regulations 36 CFR Part 800 for the aforementioned project. We are also initiating consultation in accordance with Executive Order 13175, Consultation and Coordination with Indian and Tribal Governments and FAA Order 1210.20, American Indian and Alaska Native Tribal Consultation Policy and Procedures.

A Cultural Resources Inventory has been prepared by SWCA Environmental Consultants. The report concludes that the proposed developments will have no effect on historic properties, and no additional investigations are recommended. Accordingly, we find that our federal undertaking will have no effect on historic properties and request your concurrence.

An Environmental Assessment (EA) is also being prepared for this project in accordance with the National Environmental Policy Act. We anticipate having a draft EA available to the public in the late summer.

Should you have any questions or wish to discuss aspects of the project in further detail, please do not hesitate to contact me at (425) 227-2641.

Sincerely,

Paul Holmquist
Airports Program Specialist
Seattle Airports District Office

(1) Enclosure

cc: Sarah Lucas, W&H Pacific
Josiah Pinkham, Nez Perce Tribe
Alonzo Coby, Shoshone-Bannock Tribes of Fort Hall
Suzi Neitzel, Idaho State Historic Preservation Office

U.S. Department
of Transportation
**Federal Aviation
Administration**

Seattle Airports District Office
1601 Lind Avenue, S.W., Suite 250
Renton, Washington 98055-4056

June 10, 2009

Josiah Pinkham
Tribal Historic Preservation Officer
Nez Perce Tribe Cultural Resource Program
P.O. Box 365
Lapwai, ID

McCall Municipal Airport Improvement Project
Valley County, Idaho

Dear Mr. Pinkham:

The Federal Aviation Administration (FAA) would like to initiate consultation with you in accordance with Section 106 of the National Historic Preservation Act of 1966, and implementing regulations 36 CFR Part 800 for the aforementioned project. We are also initiating consultation in accordance with Executive Order 13175, Consultation and Coordination with Indian and Tribal Governments and FAA Order 1210.20, American Indian and Alaska Native Tribal Consultation Policy and Procedures.

A Cultural Resources Inventory has been prepared by SWCA Environmental Consultants. The report concludes that the proposed developments will have no effect on historic properties, and no additional investigations are recommended. Accordingly, we find that our federal undertaking will have no effect on historic properties and request your concurrence.

An Environmental Assessment (EA) is also being prepared for this project in accordance with the National Environmental Policy Act. We anticipate having a draft EA available to the public in the late summer.

Should you have any questions or wish to discuss aspects of the project in further detail, please do not hesitate to contact me at (425) 227-2641.

Sincerely,

Paul Holmquist
Airports Program Specialist
Seattle Airports District Office

(1) Enclosure

cc: Sarah Lucas, W&H Pacific
Ted Howard, Shoshone-Paiute Tribes of the Duck Valley Indian Reservation
Alonzo Coby, Shoshone-Bannock Tribes of Fort Hall
Suzi Neitzel, Idaho State Historic Preservation Office

U.S. Department
of Transportation
**Federal Aviation
Administration**

Seattle Airports District Office
1601 Lind Avenue, S.W., Suite 250
Renton, Washington 98055-4056

June 10, 2009

Alonzo Coby
Chairman
Shoshone-Bannock Tribes
Fort Hall Business Council
P.O. Box 306
Fort Hall, Idaho 83203

McCall Municipal Airport Improvement Project
Valley County, Idaho

Dear Mr. Coby:

The Federal Aviation Administration (FAA) would like to initiate consultation with you in accordance with Section 106 of the National Historic Preservation Act of 1966, and implementing regulations 36 CFR Part 800 for the aforementioned project. We are also initiating consultation in accordance with Executive Order 13175, Consultation and Coordination with Indian and Tribal Governments and FAA Order 1210.20, American Indian and Alaska Native Tribal Consultation Policy and Procedures.

A Cultural Resources Inventory has been prepared by SWCA Environmental Consultants. The report concludes that the proposed developments will have no effect on historic properties, and no additional investigations are recommended. Accordingly, we find that our federal undertaking will have no effect on historic properties and request your concurrence.

An Environmental Assessment (EA) is also being prepared for this project in accordance with the National Environmental Policy Act. We anticipate having a draft EA available to the public in the late summer.

Should you have any questions or wish to discuss aspects of the project in further detail, please do not hesitate to contact me at (425) 227-2641.

Sincerely,

Paul Holmquist
Airports Program Specialist
Seattle Airports District Office

(1) Enclosure

cc: Sarah Lucas, W&H Pacific
Josiah Pinkham, Nez Perce Tribe
Ted Howard, Shoshone-Paiute Tribes of the Duck Valley Indian Reservation
Carolyn Smith, Shoshone-Bannock Tribes of Fort Hall
Suzi Neitzel, Idaho State Historic Preservation Office

U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Seattle Airports District Office
1601 Lind Avenue, S. W.
Renton, Washington 98055-4056

June 9, 2009

Ms. Suzi Neitzel
Compliance Coordinator
Idaho State Historic Preservation Office
210 Main Street
Boise, Idaho 83702

Dear Ms. Neitzel:

Archaeological and Historic Survey Report
McCall Municipal Airport – Taxiway Relocation Project

The Federal Aviation Administration, in accordance with Section 106 of the National Historic Preservation Act of 1966, and implementing regulations 36 CFR Part 800, would like to invite the Idaho State Historic Preservation Office to participate in consultation for the aforementioned project.

A Cultural Resources Inventory has been prepared by SWCA Environmental Consultants. The report concludes that the proposed developments will have no effect on historic properties, and no additional investigations are recommended. Accordingly, we find that our federal undertaking will have no effect on historic properties and request your concurrence.

An Environmental Assessment (EA) is also being prepared for this project in accordance with the National Environmental Policy Act. We anticipate having a draft EA available to the public in the late summer.

FAA requests your concurrence with the findings in the report. Please do not hesitate to contact me at 425-227-2641 if you have any questions.

Sincerely,

Paul Holmquist
Airports Program Specialist

cc: Sarah Lucas, WHPacific
Ted Howard, Shoshone-Paiute Tribe
Josiah Pinkham, Nez Perce Tribe
Alonzo Coby, Shoshone-Bannock Tribes of Fort Hall

(1) Enclosure

IDAHO STATE HISTORICAL SOCIETY
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C.L. "Butch" Otter
Governor of Idaho

Janet L. Gallimore
Executive Director

Administration
2205 Old Penitentiary Road
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Fax: (208) 334-2774

Archaeological Survey of Idaho
210 Main Street
Boise, Idaho 83702-7264
Office: (208) 334-3847
Fax: (208) 334-2775

Historical Museum and Education Programs
610 North Julia Davis Drive
Boise, Idaho 83702-7695
Office: (208) 334-2120
Fax: (208) 334-4059

Historic Preservation Office
210 Main Street
Boise, Idaho 83702-7264
Office: (208) 334-3861
Fax: (208) 334-2775

Historic Sites Office
2445 Old Penitentiary Road
Boise, Idaho 83712-8254
Office: (208) 334-2844
Fax: (208) 334-3225

Public Archives and Research Library
2205 Old Penitentiary Road
Boise, Idaho 83712-8250

Public Archives
Office: (208) 334-2620
Fax: (208) 334-2626

Research Library
Office: (208) 334-3356
Fax: (208) 334-3198

Oral History
Office: (208) 334-3863
Fax: (208) 334-3198

RECEIVED
JUL 22 2009
By

DATE: July 16, 2009
TO: Paul Holmquist, FAA, Renton, WA
FEDERAL AGENCY: FAA
PROJECT NAME: Taxiway Relocation Project, McCall Municipal Airport, McCall, Idaho. Archaeological survey report dated May 2009 by Mini Sharma of SWCA in Portland, Oregon.

Section 106 Evaluation

X	The field work and documentation presented in this report meet the Secretary of the Interior's Standards.
X	No additional investigations are recommended; project can proceed as planned.
	Additional information is required to complete the project review. (See comments.)
	Additional investigations are recommended. (See comments.)

Identification of Historic Properties (36 CFR 800.4):

	No historic properties were identified within the project area.
	Property is not eligible. Reason:
	Property is listed in National Register of Historic Places.
	Property is eligible for listing in the National Register of Historic Places. Criterion: A B C D Context for evaluation:
X	*No historic properties* will be affected within project area.

Assessment of Adverse Effects (36 CFR 800.5):

	Project will have *no adverse effect* on historic properties.
	Project will have an *adverse effect* on historic properties; further consultation is recommended.

Comments:

Thank you for contracting with an archaeologist and requesting our office's comments while in the planning stages of the project and prior to construction. We appreciate the considerations the project designers made in regard to historic properties, in particular, redesigning the length of the taxiway to avoid the Stringer Ditch and associated Brown's Pond. If the design plans change, please submit the changes to our office for review. As with any ground disturbing activities, there is a potential to unearth archaeological remains. Should such remains be discovered during the project activities, all work must halt immediately in the area of discovery and our office contacted. If I can answer any questions or be of further assistance, please contact me at (208) 334-3847 ext. 107 or Shelby Day at ext. 109.

Susan Pengilly

Susan Pengilly, Deputy SHPO
State Historic Preservation Office

16 July 2009
Date

Nez Perce Tribe

CULTURAL RESOURCE PROGRAM

RECEIVED
AUG 17 2009
By

August 8, 2009

Mr. Paul Holmquist
Airports Program Specialist
Seattle Airports District Office
1601 Lind Avenue, S.W., Suite 250
Renton, WA 98055-4056

Mr. Holmquist,

Thank you for submitting the report *Cultural Resource Inventory for the McCall Municipal Airport Improvement Project, Valley County, Idaho*, by SWCA Environmental Consultants to the Nez Perce Tribe for review as part of the Section 106 consultation actions. Several questions need to be answered about the report and the FAA's consultation process before the Nez Perce Tribe can agree to the No Effect to Historic Properties determination.

1. Please explain the process FAA used to determine the Area of Potential Effect for the project. Did FAA consult with the Nez Perce Tribe to determine what the APE should be? The consultation process should begin before the cultural resource inventory is conducted, not after it has been completed and the report finalized.

2. Please describe the efforts of FAA to identify Historic Properties of Cultural and Religious Significance to Indian Tribes (HPCRSIT). It appears that the FAA is expressing a very different level of concern for archaeological and architectural properties than for HPCRSITs. The first group apparently deserves pre-field background research and a pedestrian survey of the property. The latter apparently deserves only a letter to the Tribe after the project is completed asking for additional information.

SWCA

3. The archaeological report focuses on Northern Paiute and Shoshone use of the area, suggesting that the Nez Perce as occasional summer visitors (p 9). This is highly problematic, as the McCall area is recognized as territory that the Nez Perce Ceded in the Treaty of 1855, and is recognized as Nez Perce traditional territory by the Indian Claims Commission.

SWCA

4. Few of the references cited in the report are appropriate to Nez Perce cultural or history. Instead, the references focus on the Great Basin and Northern Paiutes and Shoshone tribes. This has probably contributed to number 3.

SWCA

NEZ PERCE TRIBE TREATY OF 1855

P.O. Box 365 ~ Lapwai, Idaho 83540-0365 ~ 208.843.7400 ~ Fax 208.843.7419

Please let me know how the FAA will address these concerns and how we can work to avoid these problems in the future.

Sincerely,

Patrick Baird
Tribal Historic Preservation Officer/ Archaeologist
(208) 621-3851

April 27, 2010

I spoke with Patrick Baird on the telephone today. He called me back because of a phone message I left for him yesterday.

We (FAA) initiated consultation with the Nez Perce Indians July 9, 2009 as part of an ongoing environmental assessment for a taxiway relocation project at McCall Municipal Airport.

Mr. Baird responded to our consultation in letter dated August 8, 2009. His main concerns over the cultural resource report were the lack of involvement his tribe has in setting the Area of Potential effect (APE) and the failure of the report to recognize the vicinity of the project as historic Nez Perce territory. There was also a comment about the efforts to identify Historic Properties of Cultural and Religious Significance to Indian Tribes (HPCRSIT). This concern was later dropped via a phone conversation I had with Mr. Baird in October of 2009. He told me the HPCRSIT would not be applicable to this project.

I had called him so that we might discuss his comments. We had finally received the revised cultural report in response to Mr. Baird's comments. I had also called at least four times over the past four months so that we might have this discussion.

He had expressed concern in a letter to us regarding the lack of input interested parties have in the initial establishment of the APE and wanted me to explain our process. During our conversation we discussed the revised cultural report and the establishment of the APE.

Mr. Baird said he thought the revised cultural report met his concerns and even though he doesn't agree with our process for establishing the APE, he said he wasn't concerned in this case about the project at McCall, an airport that is already established. His main concern on the establishment of the APE is his tribe wants us to consider more than just the ground disturbance. He used the phrase "airscape" which I take to mean as how our projects affect the three dimensional aspect of the location.

I sent him an electronic copy of the final cultural resource report (which he said he had already, but I wanted to make sure he had the agency copy). I also requested that he send us a letter of concurrence with our finding of "no effect on historic properties".
He said he likely was not going to do that but "as long as we didn't hear back from him in the next couple of days" we should consider this consultation a closed matter.

Paul Hobgood
4/27/2010