

**Archaeological and Historic Survey Report Re-Evaluation
100 South Road, Jerome County**



Project No. A019(134), Key No. 19134

May 2019

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Abstract

This current project (100 South Road, Jerome County) is a re-evaluation of proposed highway improvements impacting a segment of United States Highway 93 located in Jerome County and is part of the Barrymore Corridor, commonly identified as running from Interstate 84 on the south to State Highway 25 on the north. The 100 South Road phase is a 2.255 mile segment of the overall 6.1 mile project along United States Highway 93 and is part of the extensive improvements from Interstate 84 to State Highway 25. All areas within the 6.1 mile long corridor have been previously investigated and cleared under Section 106.

The previous reports include: "US-93, 1-84 to SH-25 (Former ITD Project Name US-93 Petro II to Barrymore) (2001)" Project #: NH-2390(134) and NH-2390(135), Key #: 7800 & 7801; "US-93, 1-84 to SH-25 (Former ITD Project Name US-93 Petro II to Barrymore) (2006 Addendum)" Project #: NH-2390(134) and NH-2390(135), Key #: 7800 and 7801; "US 93 400 S. Road, Jerome Co. (2013 Re-evaluation)" ITD Project No. A013(521), Key #: 13521; "US-93 400 S. Road (2015 – ITD 1500 Form)" ITD Project No. A013(521), Key #: 13521; "US-93, 500 South Road (2015 Addendum)" ITD Project No. A013(977), Key #: 13977; and "US-93, 200 South Road, Jerome County (2016 Re-Evaluation)" ITD Project No. A018(737), Key No. 18737.

The 100 South Road phase will include construction activities identified as between milepost 57.231 (south of the intersection of United States Highway 93 and 100 South Road) and milepost 59.486 (north of the junction with State Highway 25). The current description for the 100 South Road phase is more detailed than previous investigations due to preliminary design work being accomplished and the length of the construction increasing by 500 feet.

The current United States Highway 93 segment studied in this re-evaluation is part of a main north-south arterial roadway connecting the resort community of Ketchum/Sun Valley with the southern east-west crossroads of Interstate 84, and running south to Nevada. The 2.255-mile project begins at milepost 57.231, south of 100 South Road, and extends north of the intersection with State Highway 25 and immediately south of Buckboard Drive. Buckboard Drive is immediately north of the project terminus (milepost 59.486). Local roads that intersect United States Highway 93 within the current project limits include 100 South Road and State Highway 25.

The existing 2.255 mile segment of this roadway is generally a two-lane roadway with 12-foot travel lanes and shoulder widths that vary from 6 to 10 feet. The two-way stop controlled intersection at State Highway 25 and United States Highway 93 has two northbound and two southbound through lanes.

The proposed roadway will have four through lanes (each at 12 feet wide each) with a center non-traversable divided median. The center median can range between 12 to 16 feet to manage side-friction safety and to facilitate snow removal. The inside shoulder width shall be a minimum of four feet and outside shoulder shall be a minimum of eight feet. Roadway tapers conclude within the identified project limits.

The existing intersections with public roads, (100 South Road and State Highway 25), will have full improvements with turn movements allowed in all directions. Frontage roads are designed as needed to access property.

The Area of Potential Effect was defined by the project description and encompasses 200 feet on the east side of United States Highway 93 and between 200 feet and 400 feet on the west side of United States Highway 93, between milepost 57.231 and milepost 59.486. The Bureau of Land Management

portion of the APE is situated on the west side of United States Highway 93 between 100 South Road and State Highway 25.

Prior to conducting fieldwork, a Bureau of Land Management Cultural Resource Use permit was obtained (Permit No. IDI-381611; issued July 29, 2016; amended February 1, 2017). This investigation addresses both the archaeological and historic architectural resources. This investigation identified two previously recorded cultural resources (53-17072: US Highway 93) and (10JE546: Historic Scatter) and five historic resources that had not been previously recorded (Temp No. JR-01 through JR-05). Additionally, 31 Noted But Not Recorded resources were identified. Of the seven sites identified, five sites (JR-01 through JR-04 and 10JE546) are not eligible for the National Register of Historic Places (NRHP) and two sites (JR-05: State Highway 25 and 53-17072: US Highway 93) are eligible for the NRHP. This investigation has determined that a total of 2.255 miles of United States Highway 93 is within the current project area. Of the 2.255 miles of highway, 0.8 miles was realigned in 1985 and is no longer a contributing segment to the overall NRHP-eligible road. The remaining 1.455 miles is on its original c. 1950 alignment and is a contributing segment to the overall NRHP-eligible road. Given the nature of this project, a majority of the highway's integrity will not be diminished. Project actions, which include adding two lanes (to the west) equaling four through lanes (with a median) will not alter the historically significant characteristics that make US Highway 93 eligible for the NRHP. The design aspect will only be marginally impacted with the linear design essentially remaining intact throughout the project area. Furthermore, the addition of the two lanes to the west will not alter the location, setting or materials. Additionally, the workmanship, feeling, and association will not be adversely affected since the highway is still being used as it was intended. Therefore, project impacts to US Highway 93 will result in a **No Adverse Effect**. Project actions will result in a **No Effect to Historic Properties** for State Highway 25.

The project is recommended to proceed as described above; however, given the known pre-contact and historic land use of this region, there is a potential for artifacts to be identified during the construction of this project. If any cultural resources are discovered during the course of this project, all work should cease until Idaho Transportation Department Cultural Resources staff has been consulted.

Certification of Results

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



Signature of Author

Niki Nickoloff, M.A.A.

May 23, 2019

Date



Signature of Author/Principal Investigator

Jillian C. Martin, M.A.A.

May 23, 2019

Date

Key Information

PROJECT NAME

Archaeological and Historic Survey Report Re-Evaluation
100 South Road, Jerome County

PROJECT NUMBER

Project No. A019(134), Key No. 19134

LOCATION

Jerome County

USGS QUADS

USGS 7.5 Minute Series: Falls City, Idaho, 1964 (Photorevised 1992)

LEGAL LOCATION OF SURVEY

T. 8 S., R. 17 E., Sections 14, 15, 22, 23, 26, and 27

PROJECT AREA

173 Acres

AREA SURVEYED

152 Acres Intensive Survey
21 Acres Reconnaissance Survey

PROJECT DATA

2 Previously Recorded Resources
5 New Cultural Resources

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FEDERAL AGENCY

Federal Highway Administration and Bureau of Land Management

REPORT PREPARED FOR

Idaho Transportation Department

REPOSITORY

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DATE OF FIELD INVESTIGATIONS

7/17/2018 - 7/18/2018; 7/24/2018; 8/1/2018

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Previous Reports and Project History

Project Name: US-93, I-84 to SH-25 (Former ITD Project Name US-93 Petro II to Barrymore) (2001)

Project #: NH-2390(134) and NH-2390(135)

Key #: 7800 and 7801

Project Name: US-93, I-84 to SH-25 (Former ITD Project Name US-93 Petro II to Barrymore)
(2006 Addendum)

Project #: NH-2390(134) and NH-2390(135)

Key #: 7800 and 7801

Project Name: US-93 400 S. Road, Jerome County (2013 Re-Evaluation)

Project #: ITD Project No. A013(521)

Key #: 13521

Project Name: US-93 400 S. Road (2015 – ITD 1500 Form)

Project #: ITD Project No. A013(521)

Key #: 13521

Project Name: US-93, 500 South Road (2015 Addendum)

Project #: ITD Project No. A013(977)

Key #: 13977

Project Name: US-93, 200 South Road, Jerome County (2016 Re-Evaluation)

Project #: ITD Project No. A018(737)

Key #: 18737

US Highway 93 (US-93) is a principal arterial that is a major north-south route in south central Idaho. It serves local, regional, and interstate travel needs for individuals, businesses, and freight. Locally, the project corridor links the cities of Twin Falls, Jerome, and Shoshone. Existing land uses along the project corridor include rural residential, agricultural, business/commercial, open space, and private recreation. US-93 between Interstate 84 (I-84) and State Highway (SH-25) extending ¼ mile to the east and west has been designated a Commercial Overlay Zone. The main purpose of this zoning designation is to attract businesses and generally stimulate economic growth in the area.

The Idaho Transportation Department (ITD) is planning highway improvements on the existing facility along US-93 in Jerome County, Idaho. The proposed complete project is 6.1 miles, beginning at milepost (M.P.) 53.3, at the intersection of the westbound on/off ramps at the I-84/US-93 interchange. The project ends at M.P. 59.486, just north of SH-25/US-93 intersection.

The purpose of the proposed 6.1 mile highway project in this corridor is to increase transportation safety for all users and to increase roadway capacity. To improve safety along the corridor, the proposed action consists of widening the existing two-lane US-93 along the project corridor to four, twelve foot through lanes, two lanes in each direction with a divided median. Each side of the roadway will have paved eight foot outside shoulders and four foot inside shoulders. The median will be sixteen feet and left-turn lanes will be constructed at intersections. US-93 will generally follow the same alignment as the existing roadway. The right-of-way (ROW) is being purchased to accommodate a twenty-foot shared-use pedestrian bicycle pathway on the west side of project corridor. The highway cross-section will be 165 feet wide. Other necessary improvements are upgrading the drainage system and moving utilities to accommodate the new roadway. The original field investigations were conducted in 2001 and 2006.

Addendums were also completed in 2013 and 2016 as each phase of the project is funded and moves toward construction.

Below are summaries of each previous investigation, which include a discussion of the project effect determinations made by the ITD and concurred by the Idaho State Historic Preservation Office (SHPO) (Map 5).

2001 Study:

The original investigation as completed by Camille Sayer in 2001 ("US-93 Petro to Barrymore, NH-2390(134), Key Number 7800 and US-93 Barrymore to State Highway 25, NH-2390(135), Key Number 7801"). For this investigation, an intensive-complete survey was completed within the proposed project area (approximately 655 feet on both the east and west sides of US Highway 93), and a total of twelve cultural resources were identified and formally recorded. Of the twelve resources identified five were determined to be eligible to the National Register of Historic Places (NRHP). Of the twelve sites Sayer identified, one was the L Canal.

The ITD 1502 (signed by the Idaho SHPO 05/02/01) (Figure 1) stated that the L Canal was eligible for the NRHP; however, "this project should not affect it".

2006 Addendum:

During the Idaho SHPO review of Sayer's 2001 report it was determined that additional evaluations were necessary regarding the eligibility determinations of three of the cultural resources identified during the 2001 reporting. In order to address Idaho SHPO's comments a second investigation was completed in 2006 by Jennifer Theisen ("US-93, I-84 to SH-25, NH-2390(134) and NH-2390(135), Key Numbers 7800 and 7801"). In addition to addressing Idaho SHPO's comments, the purpose of the addendum (Theisen 2006) was to report new information regarding the cultural resources within the project area, and to address project impacts to NRHP-eligible cultural resources. The addendum included a reconnaissance survey of the entire project area and intensive survey of potentially historic properties. The twelve cultural resources identified by Sayer (2001) were revisited (five of which were re-recorded), and an additional three cultural resources were recorded. Theisen (2006) also analyzed project effect of all NRHP-eligible sites within the project area (which included the L-Canal). At this point the PD-5 Ditch was recorded. In 2016, the PD-5 ditch (previously known as the "D-5 ditch") was abandoned and filled in at several locations. Water users will get water from the L Canal directly in the future.

Below is a copy of the project effect discussion for the L Canal (Theisen 2006):

"As a whole, this site is eligible for the NRHP under criteria A. The L Canal is 11.96 miles long and the highway project will impact approximately 350 feet where it crosses US-93. The L Canal will retain its historic alignment and integrity, and the project will not change the eligibility of this eligible site...This is a minor use of the Canal with **No Adverse Effect** on this resource". The addendum (Theisen 2006) does not detail specific actions or impacts, except that to say that 350 feet will be impacted.

Below is a copy of the project effect discussion for the PD-5 Ditch (Theisen 2006):

"The D-5 Ditch is located 1,300 feet north of the 200 South Road and bisects the 93 Golf Ranch. At the US-93 crossing it is approximately four feet wide. Approximately 150 linear feet will be impacted. The D-5 Ditch is approximately 9.7 miles long and the highway project will impact 215 feet. The site will maintain its integrity and the project will not change the eligibility of the linear site...This is a minor use of the D-5 Ditch and there will be **No Adverse Effect** on this resource".

The addendum (Theisen 2006) does not detail specific actions or impacts, except that to say that 215 feet will be impacted.

On August 31, 2006 Idaho SHPO wrote an addendum to the 2001 1502 (Figure 2) stating that they concur with the findings of **No Adverse Effect**.

2013 Re-Evaluation:

The 2013 Re-Evaluation does not specify exactly what actions will impact the L-Canal and PD-5 Ditch except to say "Install bridges or culverts over the K Coulee Canal, L Canal and its associated laterals (L-4A, L-4, L-3, and L-2), and the D-5 Ditch, in approximately the same location but substantially increasing the length to be outside the roadway clear zone" in the project description. In the description of the 2013 investigation the report also states "The entire project corridor was surveyed using reconnaissance methods – with the exception of along the L Canal and at properties that contained historic properties that were identified during Assessor research. At the L Canal, the banks were intensively surveyed for approximately 1,000 feet east and west of US Highway 93 to account for potential relocation of the L Canal." These are the only locations where specific actions are discussed to the NRHP-eligible canals, and the conclusions of the 2013 Re-Evaluation state:

"...the original project effect determinations identified by Theisen (2006) remain the same. Theisen (2006) determined the proposed project will result in a **No Adverse Effect** to four linear resources (K Coulee Canal, Oregon Short Line Railroad, L Canal and the D-5 Ditch). Additionally, Theisen (2006) determined that the proposed project will avoid impacting the eligible historic farmsteads along the corridor (Wild Rose Ranch, Mountain View Ranch., and the North Side Canal Water Masters House and Property)."

On July 18, 2013 Idaho SHPO wrote a letter (Figure 3) concurring with the determinations made in the Re-Evaluation. Below is an excerpt of that letter:

"Thank you for your informational letter, report, and site forms regarding the proposed undertaking. We have reviewed the materials and...concur with your recommendation that the overall project will continue to have **No Adverse Effect** (36.CFR.800.5) to historic properties".

2015 – ITD 1500 Form:

The 2015 ITD 1500 form submitted by ITD District 4 states "The project actions are the same as previously described (in the 2013 Re-Evaluation) except that an additional 2000 feet of ROW may be needed on 400 South Road to accommodate the turn lanes on 400 South Road. The new potential ROW was only intensively surveyed for 300 feet from the intersection on each side (in 2013)."

On March 24, 2015 Idaho SHPO wrote a letter (Figure 4) addressing the new project actions outlined in the ITD 1500 Form. Below is an excerpt of that letter:

"The additional actions include acquiring an additional 2,000 feet of ROW on 400 South Road. A partial survey was previously conducted...the SHPO Archaeologist concurred with previous investigations, the probability of additional archaeological artifacts was low. There was no additional survey of the remaining area. The SHPO concurs with ITD's determination of **No Effect** to Historic Properties within the vicinity of additional project actions. In addition, the SHPO concurs that the overall project actions will have **No Adverse Effect**.

2015 Addendum

The 2015 Addendum states, "An additional action has now been identified at the 500 South Road intersection near M.P. 53.6 on US-93. As part of the 500 South signal project, ITD intends to partner with the Jerome Highway District to connect 500 South Road to the businesses on the East side of US-93."

Details regarding the project actions are as follows, "On 500 South Road, east of US-93, the anticipated full build out will be 72' wide for 500 South Road. This would consist of 2-6' shoulders, 2-12' thru lanes, 2-12' left turn lanes and 1-12' right turn lane. The lane configuration would change for the main roadway but the width would be the same. To accomplish this, the Jerome Highway District will obtain additional ROW. Jerome County has a prescriptive easement consisting of 25' on each side of the section line. An additional 10' on the south side of 500 South Road for a total of 35' from center line is needed. On the north side, an additional 65' for a total of 90' ROW from center line."

"500 South Road will intersect with a new connection to Kuhn Drive. It is anticipated that Kuhn Drive will be 36' wide consisting of 2-12' lanes and 2-6' shoulders. This ROW is anticipated to be 60' wide. In order to improve safety on US-93 at Kuhn Drive; ITD will install traffic signalization at 500 South Road (M.P. 53.63). Kuhn Drive is a county road that services the Flying J truck Stop and the Days Inn Motel in addition to other destinations. The eastern segment of 500 South Road will need to be constructed to replace property access currently provided by Kuhn Drive."

"An intensive-complete survey was completed...no historic properties were identified or recorded during this investigation."

On January 20, 2016 Idaho SHPO wrote a letter (Figure 5) concurring with the determinations made in the Addendum, stating that, "the proposed actions results in a determination of **No Historic Properties Affected.**"

2016 Re-Evaluation:

The 2016 Re-Evaluation states "The entire project corridor was surveyed using reconnaissance methods – with the exception of along 200 South Road and 300 South Road, which were surveyed using intensive survey methods. The area intensively surveyed extended 700 feet east of US-93 along 200 South Road, and 1,000 feet west of US-93 along 200 South Road. At 300 South Road, the intensive survey extended 700 feet east and west of US-93. Pedestrian survey was conducted along both the north and south sides of 200 South Road." The 2016 Re-Evaluation also specifies actions that will impact the L-Canal and PD-5 Ditch. At the L Canal, the project plans to relocate the canal on the west side of the highway to maintain flow. The L Canal Bridge will be replaced with a minimum 20 foot by 6 foot by 155 foot box culvert. This culvert will provide a future crossing for the multi-use pathway on the west side of US-93. The L Canal is 11.96 miles long and the proposed US-93 project may impact approximately 700 feet, which is approximately 1.1 percent of the NRHP-eligible waterway. Overall, these changes will have a minimal effect on the physical characteristics of this historic cultural resource. The proposed work will not adversely affect the activities, features, and attributes of the NRHP-eligible canal.

At the PD-5 Ditch, the project proposed to abandon and fill in the ditch; however, as of April 2016, the North Side Canal Company had already completed that action (separately from this project), and currently the ditch on the west side of the highway is no longer present. This action by the canal company results in the ditch no longer being present on the west side of US-93, and additionally, the ditch (for the remaining duration) will no longer receive any water from the canal company. The existing box culvert structure will be removed from under US-93 and will not be replaced. The roadwork at this location will occur mostly on the west side of the existing highway, and will impact the segment of

the ditch that has been filled in. These are the only locations where specific actions are discussed to the NRHP-eligible canals, and the conclusions of the 2013 Re-Evaluation state:

"...the original project effect determinations identified by Theisen (2006) remain the same. Theisen (2006) determined the proposed project will result in a No Adverse Effect to four linear resources (K Coulee Canal, Oregon Short Line Railroad, L Canal and the D-5 Ditch). Additionally, Theisen (2006) determined that the proposed project will avoid impacting the eligible historic farmsteads along the corridor (Wild Rose Ranch, Mountain View Ranch., and the North Side Canal Water Masters House and Property)."

On January 27, 2017 Idaho SHPO wrote a letter (Figure 6) concurring with the determinations made in the Re-Evaluation. Below is an excerpt of that letter:

"After reviewing the aforementioned supplemental information, our office concurs that both the PD-5 Ditch and L Canal remain eligible for listing in the NRHP. However, the segments located within the APE of both resources and impacted by the project actions are considered noncontributing. Thus, our office concurs the proposed project actions will have **No Adverse Effect** to historic properties".

Current Project Actions

The current re-evaluation of the "100 South Road, Jerome County" phase is a 2.255 mile segment of the overall 6.1 mile project and is part of the extensive improvements from I-84 to SH-25 on US-93. The 100 South Road phase will include construction activities identified as between M.P. 57.231 (south of the intersection of US-93 and 100 South Road) and M.P. 59.486 (north of the junction with SH-25.) The current description for the 100 South Road phase is more detailed due to preliminary design work being accomplished and the length of the construction increasing by 500 feet.

The phase of the project area that the 100 South Road project passes through is predominantly agricultural lands that are either pivot irrigated for row crops such as alfalfa and potatoes or agricultural storage processing sites for sugar beets and potatoes. In addition, there are a few rural homes and a portion of Bureau of Land Management (BLM) property. The existing ITD ROW in this corridor varies and additional ROW will be required. ROW acquisition will extend to 300 feet maximum where needed. There are a few locations where the ROW will be less in order to avoid impacting existing buildings or adjacent properties. The current phase is essentially the same cross-section that was described in the 2001 Cultural Resources Survey and the same as in the addendums for each phase.

Additional actions have been identified since the project description in the 2001 Cultural Resources Survey that was approved including the actions at the 100 South Road intersection on US-93 and at the intersection of SH-25 and US-93. The initial 2001 report was titled "US-93, Petro II to Barrymore and US-93, Barrymore to SH-25) (2001)" Project #: NH-2390(134) and NH-2390(135), Key #: 7800 & 7801. The ITD 1502 was signed by the Idaho SHPO on 05/02/2001. As part of the current 100 South Road phase, ITD intends to create a safer intersection at 100 South Road which is currently a high accident location. By making a change in access on US-93 near the connection at SH-25, the change will also make the SH-25 intersection function in a safer manner. Three design elements have changed since the previous investigations (described above) were reviewed by Idaho SHPO for the 100 South Road and are therefore analyzed in this re-evaluation. The three items are discussed below:

A) The ending construction M.P. has changed from M.P. 59.4 to the new ending at M.P. 59.486 on the north end. The additional 500 feet in length only includes work on existing ITD ROW to transition back into the pavement on the north end of US-93. The north bound lanes will be rebuilt on the same alignment as the existing US-93. The south bound lanes will be built adjacent to and west of the existing lanes.

B) There will be a change on SH-25 to accommodate an access change on US-93. The new design requires a divided median south of the SH-25 junction on US-93. The median will reduce access to the Heritage Farms potato cellars southeast of the US-93/SH-25 junction because there will be no left-hand turns in and out of the property onto US-93. ITD sought to resolve the access concern for the property owner by proposing to increase the ROW take from the southeast corner of the junction of SH-25 and US-93 (C&J Farms property owner) to construct a frontage road that will access SH-25 from M.P. 5.49 on SH-25. Originally, the expectation was to take approximately 1.1 acres from the property and now the take will be 4.05 acres of agricultural land. The construction boundaries will extend east of US-93 along SH-25 to the limits of the frontage road, approximately 800 feet east of the US-93 centerline.

C) There will be a change at the 100 South Road Intersection on US-93 to accommodate the needed turn lanes to access US-93. The new design requires right turn lanes and left turn lanes at the intersection. ITD needs to acquire property from three parcels (Henry Farms and Giltner Dairy LLC property owners) adjacent to the 100 South Road intersection on the northeast quadrant, the southeast quadrant and the southwest quadrant. This increases the ROW take from the three corners of the intersection from zero acres to approximately 2.85 acres of agricultural lands to accommodate turn lanes. The construction boundaries will extend east and west of US-93 along 100 South Road. The length of construction area is approximately 500 feet east and west of US-93 on 100 South Road.

Elements of the proposed additional actions within the current project area and originally analyzed in the Environmental Assessment (EA) were included in the previous reviews by Idaho SHPO and are listed below:

- Clearing and grubbing (removal of all vegetation).
- Excavation and placing of borrow to bring the road surface to design grade, this includes excavation for ditches and cut slopes.
- Excavation for items such as pipes, conduits, signs, guardrail, drainage systems, etc.
- Excavation for the removal of the existing roadway to natural ground.
- Survey work to establish roadway alignment and control the work.
- Installation of storm water erosion control items based on best management practices.
- Staging and parking of construction equipment and vehicles.
- Relocation of underground utilities on ROW.
- Tilling the soil, fertilizing, and planting seeds in upland areas.
- Excavation of rock material from ITD ROW, blasting if necessary.
- Temporary Stockpiling of materials used to build the roadway.

Project Area of Potential Effect (APE)

The APE was defined by the project description and generally encompasses 200 feet on the east side of US-93, and between 200 feet and 400 feet on the west side of US-93 between M.P. 57.238 and M.P. 59.486 (Map 1). At the 100 South Road and SH-25 intersections, the APE extends approximately 500 feet east and west of US-93 and encompasses 100 feet north and south of 100 South Road and SH-25.

The Bureau of Land Management (BLM) portion of the APE is situated on the west side of US-93 between 100 South Road and SH-25.

Environmental Setting

Landforms and Topography

The project vicinity lies within the Magic Valley region of the Snake River Plain. The Snake River Plain is an arcuate downwarp 30-60 miles wide and about 400 miles long, and descends gently from an elevation of about 6,000 feet above sea level at its east end to about 2,200 feet on the west end. The central and eastern portion (where the project area is located) consists mostly of rhyolite that erupted approximately 13 million years ago (Alt and Hyndman 1989). The elevation within this project area ranges from 4,120 feet in the northern end to 3,975 feet above sea level in the southern end.

Water

There are no permanent water sources within the project area. The closest permanent water is the Snake River, which is located 7.5 miles south. Also within the project vicinity are several irrigation waterways associated with the Minidoka Project on the Snake River.

Climate

The climate in the Jerome area is generally characterized as semi-arid, and annually this region receives an average of 10.5 inches of precipitation. The average summer temperature is around 82 degrees, while the average winter temperature is 21 degrees (U.S. Climate Data 2017).

Flora

Vegetation within the private land portion of the project area is limited primarily to agricultural fields while the ITD owned land consists of overgrown tumble weeds and cheat grass. The BLM portion of the project area consists of overgrown tumble weeds, cheat grass, sagebrush, bunch grass, and forbs.

Fauna

During the Pleistocene, the region supported extinct megafauna such as mammoth, giant camel, ancient bison, and ground sloth (Yohe II and Woods 2002). As temperatures changed and the climate became drier and warmer, Pleistocene megafauna were replaced with modern species.

In modern times the larger fauna in the region consists of mule deer and pronghorn. Smaller mammals in the region include rabbit, chipmunk, marmot, squirrel, gopher, mouse, beaver, woodrat, vole, muskrat, porcupine, coyote, fox, badger, skunk and bobcat. In addition, several birds (goose, mallard, vulture, hawk, golden eagle, kestrel, prairie falcon, pheasant, quail, curlew, owl, nighthawk, sparrow, and blackbird) and amphibians (toad, frog, lizard, and snake) are native to the region (Groves et al. 1997).

Cultural Setting

Regional Pre-Contact

While no pre-contact sites have been recorded within one-half mile of the APE, evidence in the greater Magic Valley (Twin Falls and Jerome) area indicates that pre-contact activity was present in the region. The pre-contact record is comprised of three periods dating from 14,000 years before present (B.P.) to historic contact. In this configuration, B. Robert Butler views the Snake River Region as an interface between major physiographic regions of the Plains and the Intermountain region (Butler 1986). As such, the region is subject to shifting cultural affiliations over time. In a general sense, Butler's chronology proposes increasing complexity in settlement and subsistence procurement through time. Nomadic cultures initiate this chronology, which are then followed by big game hunting affiliations. Small foraging groups continue during the Archaic period until the addition of more sedentary collectors associated with Fremont and late Shoshone groups that were encountered in the historic period.

Clovis fluted points represent the earliest evidence of human occupation in the region. These were identified in the eastern Snake River Plain and in buried deposits below Twin Falls (eight miles south of the project area). Clovis points found elsewhere often date between 12,000 and 11,000 years B.P. Folsom and Plano points are relatively abundant and widespread in the Upper Snake River region. Like their Clovis predecessors, Folsom and Plano cultures are part of the early big game hunting traditions. This era was followed by the Archaic Period (7800-1450 B.P.), which is typically characterized by small, foraging groups that exploited modern flora and fauna during different seasons. The recovery of numerous basket containers and trays, hand stones and milling slabs from related sites also indicate that plant processing was a dominant activity. Eventually these groups grew more sedentary as is evidenced by large, semi-subterranean houses at Givens Hot Springs, southwest of Nampa, Idaho. Archaic period settlement is limited to small clusters of dwellings, sometimes comprised of two or three houses. Presently, large villages have not been associated with this period (Butler 1986). Thomas (1981) recognizes five Cultural Series with the Archaic period including the Pinto Series, Humboldt Series, Large Side-notched Series, Elko Series, and Gatecliff Series.

The Late Period (1450-150 B.P.) followed the Archaic traditions and is characterized by more sedentary occupations and the introduction of ceramics. There exists some controversy over the cultural affiliation of groups in the areas, particularly in respect to the Fremont and Shoshone Cultures. While some dispute the extent of Fremont occupation in the Snake River area (Plew 1980), Butler (1986) suggests evidence exists for a Fremont occupation perhaps beginning as early as 1450 B.P. Clearly dated samples of Salt Lake Grayware pottery – the most common indicator of Fremont occupations according to Butler (1986) – are substantially more recent at 425 B.C. Madsen (1975) has speculated that Fremont culture may have survived longer in Idaho than further south in Utah. Still, there is little evidence of Fremont culture after around 500 B.P. Shoshone occupations date to the early 1800s; however, there is evidence that suggests the culture moved into the area as early as 500 B.P. The principal Shoshonean occupation in the Great Basin is thought to have begun approximately 200 years ago, after they had been displaced from traditional northern territories by the Blackfoot (Hoffert 1998). The dissolution of the Fremont culture in the Snake River region and the emergence of the Shoshone peoples remains a subject of wide interest within continuing research paradigms.

Thomas (1981) identifies two series within the Late Period, the Rosegate Series and the Desert Series. The former marks the introduction of the bow and arrow in the Great Basin. The Desert Series replaced the

Rosegate Series circa 950 B.P. (Hoffert 1998) and is comprised of three separate projectile point types including Desert Side-notched, Cottonwood Triangular and Cottonwood Leaf Shaped.

Regional Ethnography

Primarily inhabitants of this region were the Northern Shoshone, and later the Bannock Peoples. They call themselves the Newe which in Shoshone means "people" (Loether 2011). Before acquiring the horse, smaller bands traveled in family groups in smaller, subsistence cycles living off the resources found in areas known as "teviwa" or "tebiwa," the homelands of the numerous bands of Shoshone-Bannock people (Shoshone-Bannock Tribes 2018). They were highly mobile hunters and gatherers who practiced seasonal rounds, following anadromous fish runs, big game herds and gathering plant materials (such as camas). Through time, subsistence strategies shifted to smaller game and intensive plant processing (Plew 2008). The bands or family groups were often identified by what they hunted and gathered or by the areas that they frequented. Various groups of Shoshone-Bannock (Newe) lived near the Snake River and its tributaries.

The groups were the Tide'bihua or Bia'agaideka, meaning "Big salmon" and their land ranged from Glenn's Ferry to Bruneau to Owyhee, Nevada. The Pohogoy, meaning "sagebrush people" or "sagebrush north from" were found in the Fort Hall area, the Agaidyka'a meaning "salmon eater" were found in the Lemhi, Salmon River and Pahsimeroi Valley, and the Hu'kundeka or So'na Bahe-deka meaning "wheat eaters," lived between Bannock Creek and Raft River (Shoshone-Bannock Tribes 2018).

According to Murphy and Murphy (1986), these groups of Shoshone-Bannock people (commonly referred to as Northern Shoshone in anthropological contexts) were distinguished from the Eastern Shoshone "primarily upon their separate locales and the importance of salmon fishing to the Northern Shoshone diet." However, among the groups themselves, no distinction existed among the Eastern, Western, and Northern groups (Murphy and Murphy 1986). Due to the lack of cultural boundaries, the Shoshone-Bannock people were able to move freely among the various groups and regions (Murphy and Murphy 1986). According to Plew (2008), "the Snake River Shoshone resemble the western Shoshone of Nevada in social, political, and economic characteristics."

Lewis and Clark passed through southern Idaho between 1805 and 1806. The decades following were not always peaceful between the Native Americans and settlers. The relationships between the European settlers and the Shoshone-Bannock Tribes were strained by the settlers increased movement west, and their subsequent use of the land. By the 1860s, pressure on the government from settlers resulted in a presidential executive order that established the Fort Hall Indian Reservation. By 1900 several groups of the Shoshone and Bannock Tribes were sent from the surrounding regions to Fort Hall. Originally this reservation was 1.8 million acres of land but was reduced in size to 1.2 million acres due to a survey error. Since 1863 when the reservation was founded the reservation has been reduced to approximately 500,000 acres (Arrington 1994).

Regional History

The nearest town to the project area is Jerome, located approximately three miles west of the project area. In the early 1800s fur trapping began to bring Euroamericans into southern Idaho, but with the discovery of gold in the 1860s southern Idaho saw a population boom. Intensive mining in southern Idaho took place between 1860 and 1880.

With the influx in population the need for irrigation in the fertile soils of southern Idaho and what is now known as Jerome County became increasingly important. However bringing irrigation water to this arid region was not easy. The Desert Land Act, passed in 1877 sold federal land at a cheap price to settlers

with the stipulation that irrigation must be established on the land within three years (Chapman, n.d). This proved to be beneficial to the development of southern Idaho, and by 1890 several settlers has moved into the region and began to develop small plots. By 1890 the population of Idaho's Territory grew to 68,000 people, and had 217,000 acres of irrigated land. While the Desert Land Act was beneficial, the cost of establishing irrigation was still too much (Chapman, n.d.).

The Carey Act of 1894 is credited with the widespread development of irrigated land in southern Idaho. The Carey Act was designed to attract settlers and investment money to the western United States to help construct irrigation facilities without the need of federal money. The federal government did this by providing a million acres of free land to the states for their settlers, provided that irrigation was developed on them. The state of Idaho took claim of the land, developed irrigation on it, and then sold it to the settlers (Chapman, n.d).

The first Carey Act project in Idaho was the American Falls project, which was proposed in 1895. Five years and \$800,000 later the American Falls project was completed and put 50,000 acres of irrigated land into production (Chapman, n.d.). By 1900 the Twin Falls Land and Water Company filed for a project below American Falls, which would be the creation of what is now known as Milner Dam. The Milner Dam project was complete by 1905, and opened up 260,000 acres of farmland. By 1909 the North Side portion of the project began receiving water and added another 170,000 acres of irrigated farmland, which meant that the future Jerome County had substantial amounts of irrigated farmland (Chapman, n.d.).

By 1919 Jerome County was established and Jerome was named the county seat. With the help of irrigated farmland the city of Jerome began to steadily grow from this point. Once large amounts of irrigated land were established, the city of Jerome saw a large increase in farming capabilities, as well as an increase in dairy and ranching capabilities.

Pre-Field Research

Before conducting fieldwork on BLM lands, a BLM Cultural Resource Use permit was obtained (Permit No. ID-I-38161 issued July 29, 2016; amended February 1, 2017), and fieldwork authorization from the Shoshone BLM field office was received on July 18, 2018.

Prior to any fieldwork, Bionomics reviewed a series of cultural reports that pertained to the project area and vicinity. A record search (#18331) was conducted at the SHPO on July 11, 2018. A total of 12 previous surveys have been conducted within one-half mile of the APE (Table 1). These reports were comprised of cultural resource overviews, project reports, and site descriptions. The record search identified five previously recorded sites within one-half mile of the APE (Table 2; Map 2). Aerial maps were consulted to identify the presence of historic sites within the APE.

Previous Cultural Resources Studies

Report Number	Report Date	Report Title	Report Author(s)
1989/641	1989	Work Plan for Cultural Resource Mitigation of the AT&T Communications, Inc. Fiber Optic Cable Project.	E. Bassett, and B. Rings

Report Number	Report Date	Report Title	Report Author(s)
1989/1995	1984	Annual Report of Archaeological Investigations, 1984. Idaho Transportation Department.	J. Gaston
1992/50	1991	IT J-10 Seeding. BLM, Shoshone District.	J. Lytle
2001/513	2000	US-93 Petro II to Barrymore, US-93 Barrymore to State Highway 25. Idaho Transportation Department.	C. Sayer
2005/856	2005	Priory Source. Idaho Transportation Department.	M. Munch
2007/790	2007	City of Jerome 93 Corridor Tech Park	W. Harding
2013/532	2013	US-93 400 S. Road, Jerome Co.	J. Thiesen
2013/629	2013	Quest Telephone Cable Right-of-Way IDI-20180 Renewal, Hwy 93.	L. Cresswell
2015/235	2015	Jerome County Sheriff Communication Tower Survey.	J. Woods
2015/486	2015	J-10 Wildlife Tract Enhancement Project.	S. Wilson
2015/619	2015	Jerome County Highway District Right-of-Way.	L. Cresswell
2017/143	2016	US-93, 200 South Road, Jerome County (2016 Reevaluation).	J. Martin

Table 1. Previous Cultural Resources Studies

Out of the 12 previous surveys conducted within one-half mile of the APE, four were conducted by/for the Shoshone District, BLM; five were conducted by/for the Idaho Transportation Department (specifically relating to modifications and development of US-93); and three were conducted by/for various miscellaneous agencies for projects relating to cell towers and fiber optic lines.

Expected Cultural Resources

A record search (#18331) was conducted at the SHPO on July, 11 2018 and identified five previously recorded sites within one-half mile of the APE (Table 2; Map 2).

Site Number	Site Type	NR Eligibility	Proximity to Current APE
10JE378	Historic scatter; glass, ceramics, metal, wire, cans	Not Eligible	½ mile south
10JE546	Historic scatter; cans, glass, metal	Not Eligible	Within
53-17028	D-5 Ditch	Eligible	½ mile south
53-17072 / 10JE561	US Highway 93	Eligible	Within
53-17130	US 93 house – 5705/5715	Not Eligible	Less than ½ mile south

Table 2. Previously Recorded Sites

Field Methodology

Following the background research, an intensive pedestrian field survey of the APE was completed on 7/17/18 – 7/19/18 and 7/24/18 by Niki Nickoloff, M.A.A. and Scott May, B.A.

The historic sites and archaeological field investigations were carried out in conformance with Idaho SHPO and BLM standards and guidelines, and per Idaho Transportation Department (ITD) cultural resource section expectations. An age criteria was set at 45 years, therefore historic resources identified as constructed in 1973 or earlier (based on county assessor's records and professional estimates) were

recorded as historic sites. The sites were recorded on Idaho Historic Sites Inventory forms, mapped, and photographed.

The archaeological survey was completed by walking parallel transects spaced no more than 30 meters apart where permitted (Map 3). The APE was a total of approximately 173 acres. A total of 152 acres were intensively surveyed and approximately 21 acres was surveyed using reconnaissance methods (due to mature wheat and corn crops). Bionomics field investigators were equipped with a hand-held Garmin Global Positioning System unit. In addition to the digitized project information, field investigators carried project maps and USGS topographic quadrangle maps. Within the survey of privately owned lands, (a majority of US-93 and all of 100 South Road and SH-25) the survey was met with either agricultural land or land that was dense with three to four foot high tumble mustard and cheat grass. Within the survey of BLM land (situated on the east side of US-93 beginning at 100 South Road and ending 1,300 feet south of SH-25), the survey was met with three to four foot high tumble mustard and cheat grass along with minimal sagebrush, bunch grasses and forbes. Ground visibility ranged between 0% and 50% within the private land portion of the survey, and 0-50% within the BLM portion of the survey.

Results

The pedestrian survey identified two previously recorded sites (53-17072: US Highway 93) and (10JE546: Historic Scatter) and five previously unrecorded historic architectural sites (Temp No. JR-01 through JR-05) (Table 3, Map 4).

All Recorded Sites

Site Number	Site Type	NR Eligibility	Project Effect
10JE546*	Historic Scatter; cans, glass, metal	Not Eligible	No Effect
5317072/ 10JE561	US Highway 93 (Jerome County)	Eligible	No Adverse Effect
JR-01	22 Butte Drive Property	Not Eligible	No Effect
JR-02	5884-A US-93 Property	Not Eligible	No Effect
JR-03	531 SH-25 East Property	Not Eligible	No Effect
JR-04	Heritage Farms – Driscoll Brothers	Not Eligible	No Effect
JR-05	State Highway 25 (Jerome County)	Eligible	No Effect

Table 3. All Sites Recorded For This Investigation Within APE

* Site not relocated.

10JE546: Historic Scatter

This site consists of a historic scatter (cans, glass, and metal). This site was previously recorded (2005) and was determined **not eligible**. This site was revisited as part of this investigation; however, it was not relocated. Based on intensive survey as well as a 2016 aerial, the land has been heavily disturbed due to what appears to have been the removal of all vegetation by way of machinery (and is now once again heavily vegetated). Due to these actions, the site is no longer present.

53-17072: US Highway 93 (Jerome County)

Within Jerome County, US Highway 93 (US-93) is approximately 17.37 miles long. The highway enters Jerome County from Twin Falls County, and extends north before exiting Jerome County and entering Lincoln County. Overall, this site as a whole is **eligible** for the National Register of Historic Places (NRHP) under Criterion A for its association with the development of Idaho state highways in the early twentieth century, and its important connection of small towns in rural Idaho. This site is not eligible for the NRHP under Criteria B, C, or D. It is not associated with any persons of known significance in local, regional, or national history (Criterion B); it does not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master (Criterion C); and it is unlikely to yield information important in prehistory or history (Criterion D).

Within the segment of US-93 between M.P. 57.238 – 59.486, there are two sections. The section between SH-25 (M.P. 58.7) and M.P. 59.486 was constructed in circa 1934 and realigned in 1985, while the section between M.P. 57.238 and SH-25 (M.P. 58.7) was constructed in circa 1950.

The section between SH-25 (M.P. 58.7) and M.P. 59.486 does not retain historic integrity as it was significantly altered (realigned to the east) in 1985 and is non-contributing to the overall NRHP-eligible site. The remainder of the segment between M.P. 57.238 and SH-25 (M.P. 58.7) was constructed in circa 1950 and remains on its original alignment; therefore, this section is in good condition and retains a majority of its historic integrity and is **contributing** to the overall NRHP-eligible site.

JR-01: 22 Butte Drive Property

This site consists of four features – a historic house (F-1), a historic garage (F-2), a modern shed (F-3), and a modern garage (F-4). According to the Jerome County Assessor, the historic house (F-1) was originally constructed in 1960 (and extensively remodeled in 1995), the historic garage (F-2) was constructed in 1960, and the modern shed (F-3) and modern garage (F-4) were constructed in 1995. This site is in good condition; however, it does not retain historic integrity of design, materials, style, workmanship, feeling, and setting. Additionally, this site is not historically or architecturally significant, and is therefore not eligible for listing in the NRHP. This site is not eligible for the NRHP under Criteria A, B, C, or D. The site is not associated with any known events important to the broad patterns of history (Criterion A). It is not associated with any persons of known significance in local, regional, or national history (Criterion B). It does not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master (Criterion C). Lastly, it is unlikely to yield information important in prehistory or history (Criterion D). For these reasons, the site is **not eligible** for inclusion in the NRHP.

JR-02: 5884-A US-93 Property

This site consists of five features – a historic house (F-1), a historic garage/shop (F-2), a historic shed (F-3), a historic building (F-4) and a modern sign (F-5). According to the Jerome County Assessor, the historic house (F-1) was originally constructed in 1969, the historic garage/shop (F-2) was constructed in 1973, the historic shed (F-3) was constructed in 1973, and the historic building (F-4) was constructed in 1970. According to aeriels, the modern sign (F-5) was installed c. 2009. This site is in good condition; however, it does not retain historic integrity of feeling and setting. Additionally, this site is not historically or architecturally significant, and is therefore not eligible for listing in the NRHP. This site is not eligible for the NRHP under Criteria A, B, C, or D. The site is not associated with any known events important to the broad patterns of history (Criterion A). It is not associated with any persons of known significance in local, regional, or national history (Criterion B). It does not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master (Criterion C). Lastly, it is unlikely to

yield information important in prehistory or history (Criterion D). For these reasons, the site is **not eligible** for inclusion in the NRHP.

JR-03: 531 SH-25 East Property

This site consists of two features – a historic house (F-1) and a historic garage (F-2). According to the Jerome County Assessor, the historic house (F-1) was originally constructed in 1956 and the historic garage (F-2) was constructed in 1960. This site is in good condition; however, it does not retain historic integrity of materials, style, and workmanship. Additionally, this site is not historically or architecturally significant, and is therefore not eligible for listing in the NRHP. This site is not eligible for the NRHP under Criteria A, B, C, or D. The site is not associated with any known events important to the broad patterns of history (Criterion A). It is not associated with any persons of known significance in local, regional, or national history (Criterion B). It does not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master (Criterion C). Lastly, it is unlikely to yield information important in prehistory or history (Criterion D). For these reasons, the site is **not eligible** for inclusion in the NRHP.

JR-04: Heritage Farms – Driscoll Brothers Property

This site consists of four features – two historic warehouses (F-1 and F-2), a historic scale house (F-3), and modern fuel tanks (F-4). According to the Jerome County Assessor, the two historic warehouses (F-1 and F-2) and the historic scale house (F-3) were originally constructed in 1973. According to aerial images, the modern fuel tanks (F-4) were added c. 2008. This site is in good condition and it retains a majority of its historic integrity; however, this site is not historically or architecturally significant, and is therefore not eligible for listing in the NRHP. This site is not eligible for the NRHP under Criteria A, B, C, or D. The site is not associated with any known events important to the broad patterns of history (Criterion A). It is not associated with any persons of known significance in local, regional, or national history (Criterion B). It does not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master (Criterion C). Lastly, it is unlikely to yield information important in prehistory or history (Criterion D). For these reasons, the site is **not eligible** for inclusion in the NRHP.

JR-05: State Highway 25 (Jerome County)

Within Jerome County, SH-25 is approximately 37 miles long. The highway begins at Exit 164 off the I-84 in Jerome County and extends east/southeast through Jerome, Eden, Hazelton, and Greenwood before exiting Jerome County and entering Minidoka County. This site includes the original alignment of the highway, which has not been previously recorded. Overall, this site as a whole is **eligible** for the NRHP under Criterion A for its association with the development of Idaho state highways in the early twentieth century, and its important connection of small towns in rural Idaho. This site is not eligible for the NRHP under Criteria B, C, or D. It is not associated with any persons of known significance in local, regional, or national history (Criterion B); it does not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master (Criterion C); and it is unlikely to yield information important in prehistory or history (Criterion D).

Within the APE, the segment of SH-25 is located between M.P. 5.257 and M.P. 5.45. This segment of the highway intersects US-93 and is located approximately four miles east/southeast of Jerome, Idaho (for a total length of 1,010 feet). This segment is in good condition; and it retains all aspects of its historic integrity. This segment retains integrity of location, design, materials, association, feeling, workmanship, and setting and is a **contributing segment** to the overall eligible roadway.

Isolates/Noted but not recorded

Within or adjacent to the APE a total of 31 Isolate/NBNR resources (Table 4; Map 4) were identified.

Isolate/NBNR Number	Isolate/NBNR Type	Location	Reason Not Recorded
NBNR-01	Radio Tower	UTM (NAD 83 Zone 11) 709659/4734573	Modern c. 2014
NBNR-02	A&G Rentals	552 SH-25	Modern c. 2000
NBNR-03	ITD Sand Shed	UTM (NAD 83 Zone 11) 709436/4733406	Modern c. 2007
NBNR-04	Giltner Dairy Workers Residences	100 South Road	Modern c. 2001
NBNR-05	Water Pump Cover	UTM (NAD 83 Zone 11) 709274/4731249	Modern c. 2000
NBNR-06	Collins Property	5720 US-93	Modern –1994
NBNR-07	Basalt Rocks	UTM (NAD 83 Zone 11) 709427/4731192	Insignificant resource/ insignificant historic activity
NBNR-08	Modern Piles of Rubble	UTM (NAD 83 Zone 11) 709409/47317291	Modern c. 2000
NBNR-09	Metal Culvert	UTM (NAD 83 Zone 11) 709361/4731543	Modern
NBNR-10	Metal Culvert	UTM (NAD 83 Zone 11) 709363/4731486	Modern
NBNR-11	Basalt and Piping	UTM (NAD 83 Zone 11) 709367/4731245	Insignificant resource/ insignificant historic activity
NBNR-12	Concrete Culvert	UTM (NAD 83 Zone 11) 709394/4730975	Modern
NBNR-13	Metal Culvert	UTM (NAD 83 Zone 11) 709415/4730915	Modern
NBNR-14	Survey Marker	UTM (NAD 83 Zone 11) 709385/4731927	Modern –1983
NBNR-15	Metal Culvert	UTM (NAD 83 Zone 11) 709378/4732319	Modern
NBNR-16	Metal Culvert	UTM (NAD 83 Zone 11) 709366/4732516	Modern
NBNR-17	PVC Culvert	UTM (NAD 83 Zone 11) 709486/4733767	Modern
NBNR-18	PVC Culvert	UTM (NAD 83 Zone 11) 709501/4733834	Modern
NBNR-19	Can Scatter (5 Cans)	UTM (NAD 83 Zone 11) 709600/4734263	Insignificant resource/ insignificant historic activity
NBNR-20	Small Tower	UTM (NAD 83 Zone 11) 709524/4734246	Modern c. 2012
NBNR-21	Large Metal Culvert	UTM (NAD 83 Zone 11) 709431/4733774	Modern

Isolate/NBNR Number	Isolate/NBNR Type	Location	Reason Not Recorded
NBNR-22	Metal Pipe	UTM (NAD 83 Zone 11) 709409/4733757	Modern
NBNR-23	Concrete Memorial	UTM (NAD 83 Zone 11) 709342/4733348	Modern – 2009
NBNR-24	Concrete Blocks and Metal Pipes	UTM (NAD 83 Zone 11) 709252/4733091	Modern c. 2017
NBNR-25	Metal Culvert	UTM (NAD 83 Zone 11) 709425/4733327	Modern
NBNR-26	Metal Culvert	UTM (NAD 83 Zone 11) 709365/4733046	Modern
NBNR-27	Drainage Ditch	UTM (NAD 83 Zone 11) 709368/4732942	Insignificant resource/ insignificant historic activity
NBNR-28	Survey Marker	UTM (NAD 83 Zone 11) 709281/4732926	Insignificant resource/ insignificant historic activity
NBNR-29	Survey Marker	UTM (NAD 83 Zone 11) 709302/4732173	Insignificant resource/ insignificant historic activity
NBNR-30	Survey Marker	UTM (NAD 83 Zone 11) 709316/4731727	Insignificant resource/ insignificant historic activity
NBNR-31	Basalt Pile	UTM (NAD 83 Zone 11) 709321/4733807	Insignificant resource/ insignificant historic activity

Table 4. All Isolates/NBNR Resources Identified During This Investigation Within or Adjacent to APE

Of the 31 Isolates/NBNR listed above in Table 4, 23 are considered to be modern resources (identified as less than 45 years old), and eight NBNR's are identified as an "Insignificant resource/ insignificant historic activity" which is defined as a cultural resource that lacks data potential and context to produce further data.

Management Recommendations

The project is recommended to proceed as described in the project description. However, while no archaeological evidence was identified during the pedestrian survey, given the known pre-contact and historic use of this region, there is a potential for artifacts to be identified during construction for this project. If any new cultural resources are discovered during the course of this project, all work should cease until ITD Cultural Resources staff has been consulted.

Determination of Effects

53-17072: US Highway 93 (Jerome County)

Within the project area, a majority of the segment of the US-93 is a contributing segment to the overall eligible linear resource. Given the nature of this project, a majority of the highway's integrity will not be diminished. Project actions, which include adding two lanes (to the west) equaling four through lanes (with a median) will not alter the historically significant characteristics that make US Highway 93 eligible for the NRHP. The design aspect will only be marginally impacted with the linear design essentially remaining intact throughout the project area. Furthermore, the addition of the two lanes to the west will

not alter the location, setting or materials. Additionally, the workmanship, feeling, and association will not be adversely affected since the highway is still being used as it was intended. Therefore, project impacts to US Highway 93 will result in a **No Adverse Effect.**

JR-05: State Highway 25 (Jerome County)

Within the project area, this segment of SH-25 is a contributing segment to the overall eligible linear resource. Given the nature of this project (the existing SH-25 intersection at US-93 will have full improvements with turn movements allowed in all directions), these actions will not impact any of the characteristics of the roadway that make it eligible for the NRHP. This undertaking will result in a finding of **No Historic Properties Affected.**

Avoidance or Minimization Options

No avoidance or minimization options are recommended.

Conclusions

This project is a re-evaluation of proposed highway improvements impacting a segment of US-93 located in Jerome County and is part of the Barrymore Corridor, commonly identified as running from I-84 on the south to SH-25 on the north. The highway segment is a main north-south arterial roadway connecting the resort community of Ketchum/Sun Valley with the southern east-west crossroads of I-84, and running south to Nevada. The 2.248-mile project begins at M.P. 57.238, south of 100 South Road, and extends north of the intersection with SH-25 and immediately south of Buckboard Drive. Buckboard Drive is immediately north of the project terminus (M.P. 59.486). Local roads that intersect US-93 within the project limits include 100 South Road and SH-25.

The project design has been developed with a focus on improving capacity and safety through the corridor in support of the Idaho economy. The project construction identifies a four lane roadway divided by median and has defined access control where highway access is limited to county roadways at one-half mile intervals. Access will be provided to properties that already have access onto US-93; the use of right-in and right-out access is supported by a non-traversable divided median.

The existing roadway is generally a two-lane roadway with 12-foot travel lanes and shoulder widths that vary from 6 to 10 feet. The two-way stop controlled intersection at SH-25 and US- 93 has two northbound and two southbound through lanes.

The roadway will have four through lanes (each at 12 feet wide each) with a center non-traversable divided median. The center median can range between 12 to 16 feet to manage side-friction safety and to facilitate snow removal. The inside shoulder width shall be a minimum of four feet and outside shoulder shall be a minimum of eight feet. Roadway tapers conclude within the identified project limits.

The existing intersections with public roads, (100 South Road and SH- 25), will have full improvements with turn movements allowed in all directions. Frontage roads are designed as needed to access property.

The APE was defined by the project description and generally encompasses 200 feet on the east side of US-93, and between 200 feet and 400 feet on the west side of US-93 between M.P. 57.238 and M.P. 59.486. At the 100 South Road and SH-25 intersections, the APE extends approximately 500 feet east and west of US-93 and encompasses 100 feet north and south of 100 South Road and SH-25. At the 100 South

Road and SH-25 intersections, the APE extends approximately 500 feet east and west of US-93 and encompasses 100 feet north and south of 100 South Road and SH-25. The BLM portion of the APE is situated on the west side of US-93 between 100 South Road and SH-25.

This investigation addresses both the archaeological and historic architectural resources. This investigation identified two previously recorded cultural resources (53-17072: US Highway 93) and (10JE546: Historic Scatter) and five historic resources that had not been previously recorded (Temp No. JR-01 through JR-05). Additionally, 31 NBNR resources were identified. Of the seven sites identified, five sites (JR-01 through JR-04 and 10JE546) are not eligible for the NRHP and two sites (JR-05: SH-25 and 53-17072: US Highway 93) are eligible for the NRHP. This investigation has determined that a total of 2.255 miles of US-93 is within the current project area. Of the 2.255 miles of highway, 0.8 miles was realigned in 1985 and is no longer a contributing segment to the overall NRHP-eligible road. The remaining 1.455 miles is on its original c. 1950 alignment and is a contributing segment to the overall NRHP-eligible road. Given the nature of this project, a majority of the highway's integrity will not be diminished. Project actions, which include adding two lanes (to the west) equaling four through lanes (with a median) will not alter the historically significant characteristics that make US Highway 93 eligible for the NRHP. The design aspect will only be marginally impacted with the linear design essentially remaining intact throughout the project area. Furthermore, the addition of the two lanes to the west will not alter the location, setting or materials. Additionally, the workmanship, feeling, and association will not be adversely affected since the highway is still being used as it was intended. Therefore, project impacts to US Highway 93 will result in a **No Adverse Effect**. Project actions will result in a **No Effect to Historic Properties** for SH-25.

The project is recommended to proceed as described above; however, given the known pre-contact and historic land use of this region, there is a potential for artifacts to be identified during the construction of this project. If any cultural resources are discovered during the course of this project, all work should cease until ITD Cultural Resources staff are consulted.

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Thomas, David H.

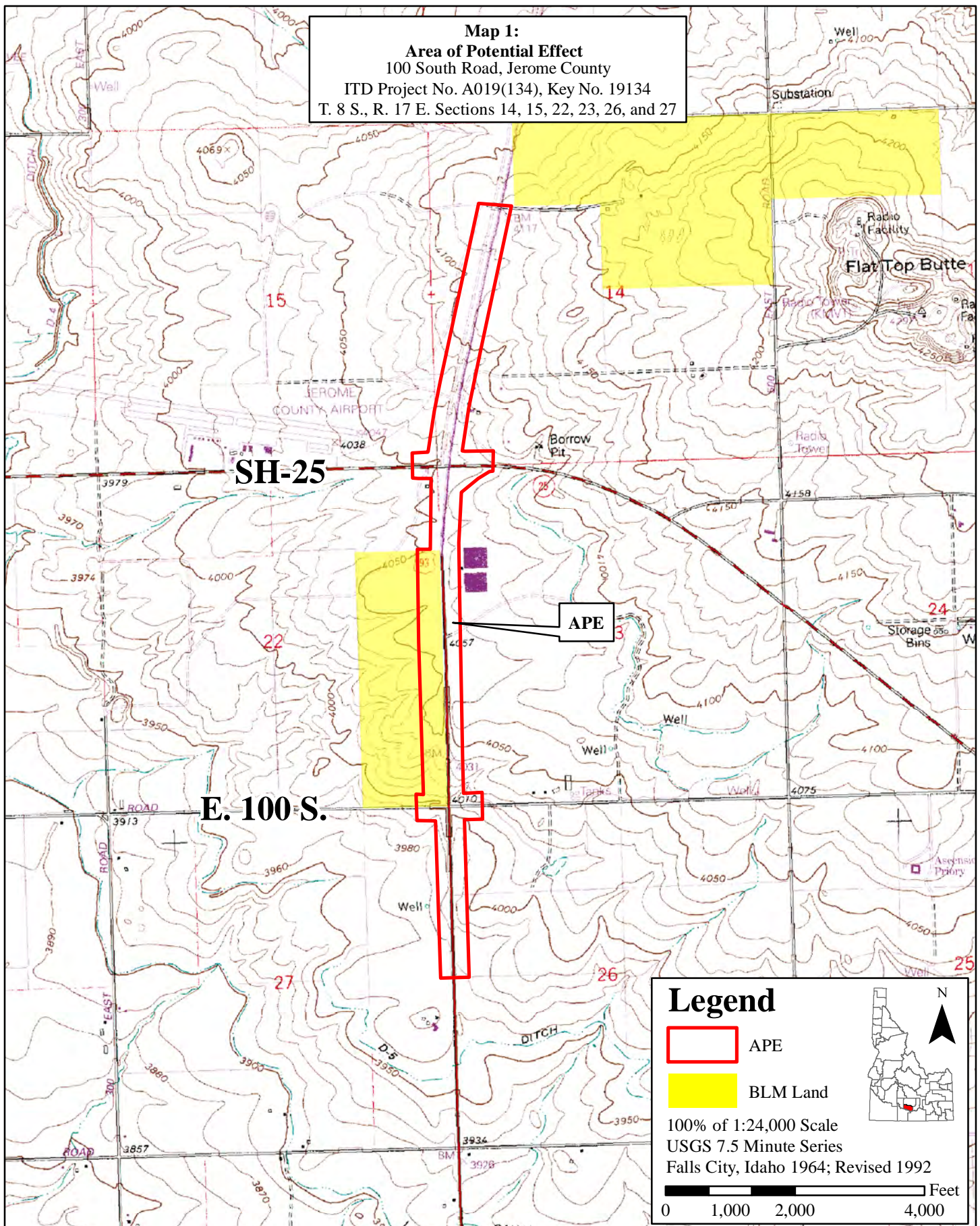
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Yohe II, Robert M, and James C. Woods

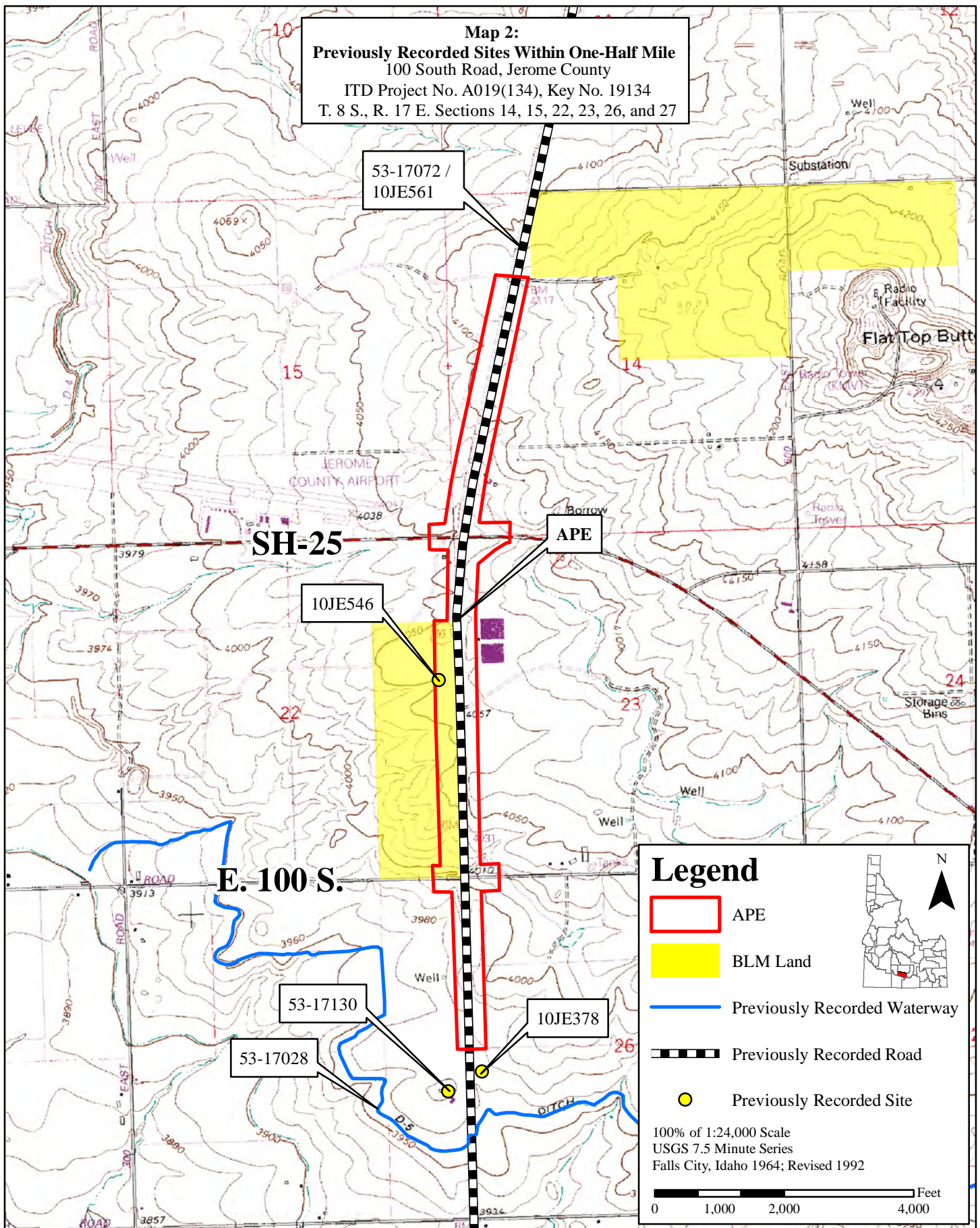
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U.S. Climate Data

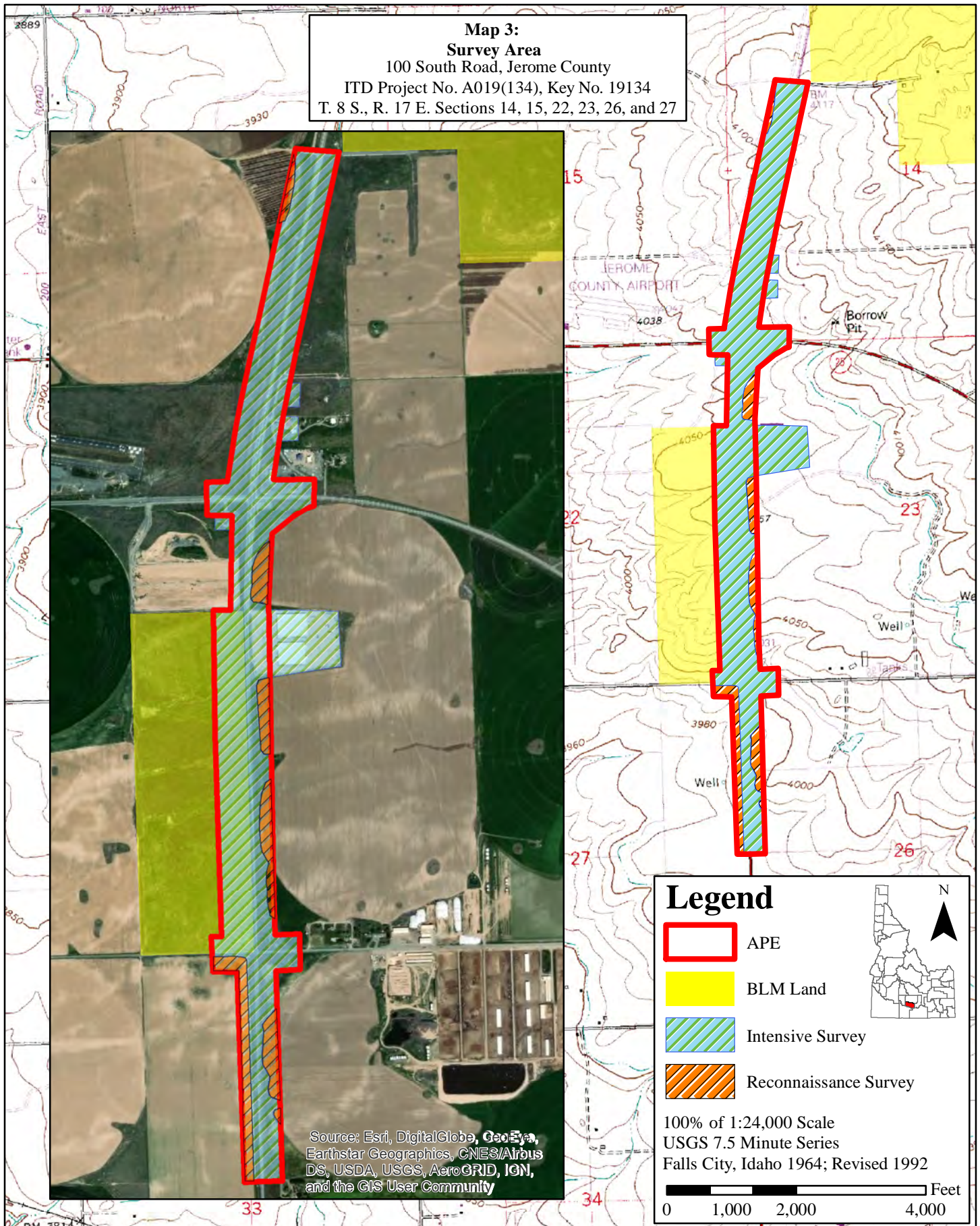
2017 www.usclimate data.com/climate/jerome/Idaho



Map 1. Area of Potential Effect

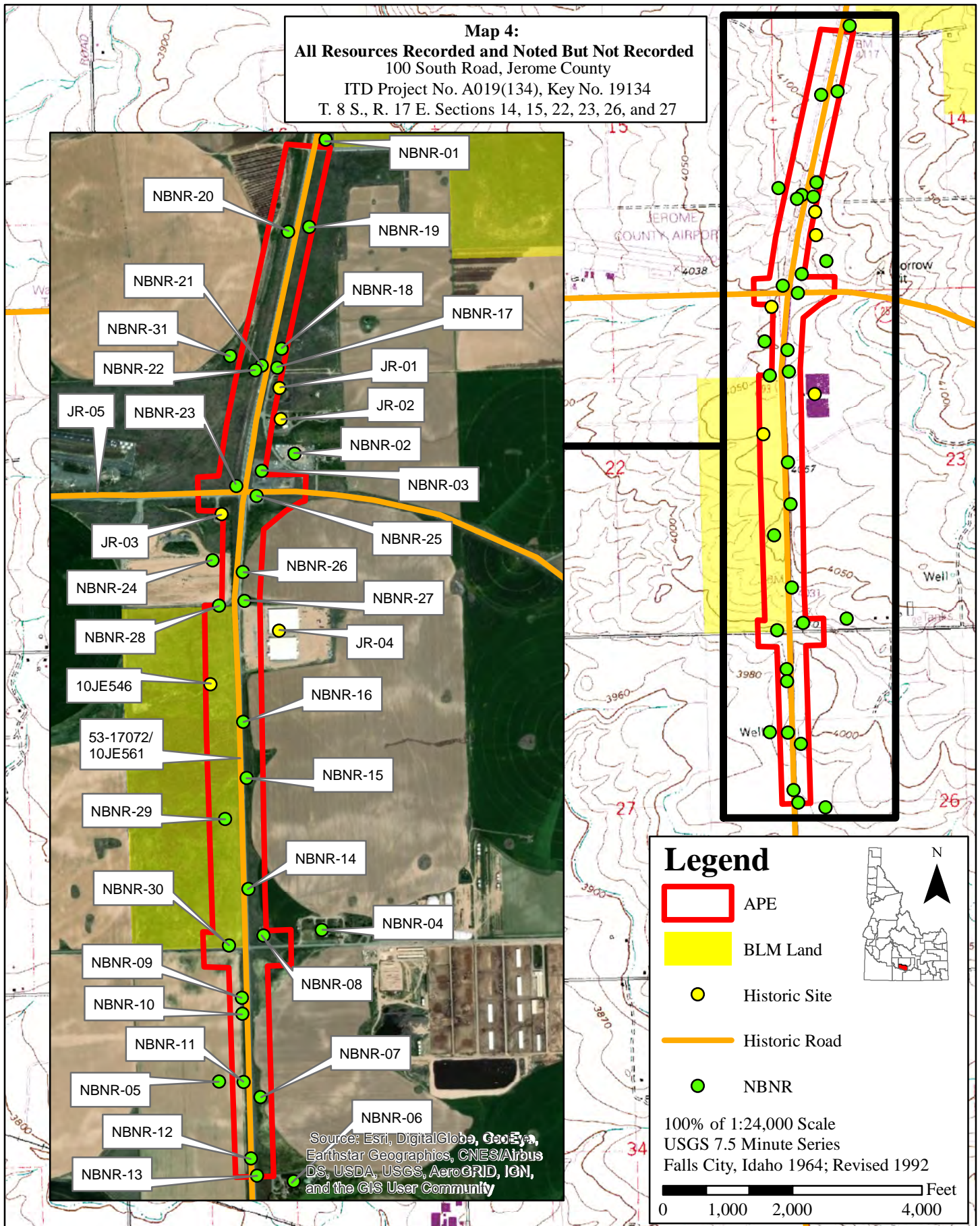


Map 2. Previously Recorded Sites Within One-Half Mile

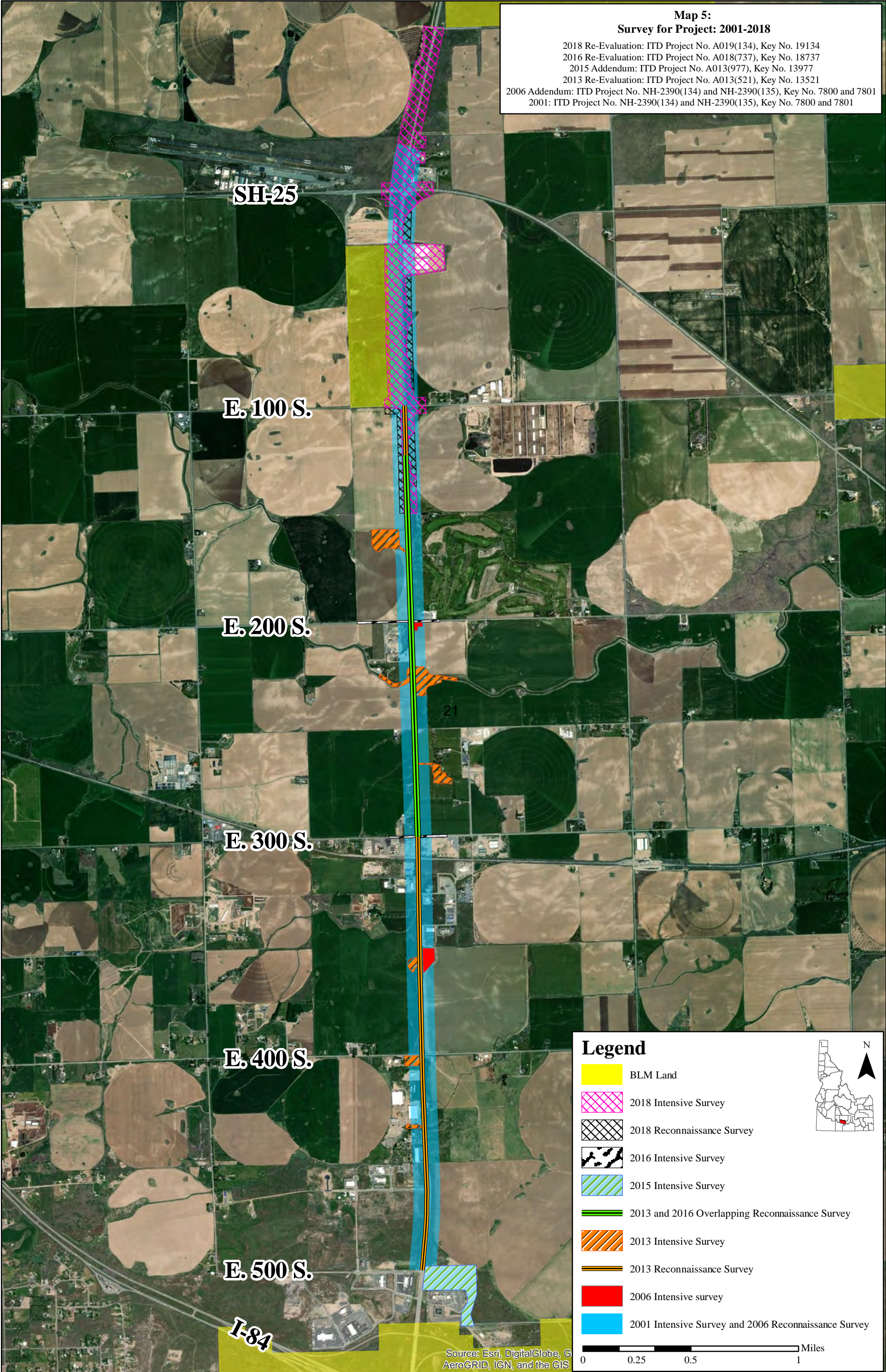


Map 3. Survey Area

100 South Road, Jerome County
 ITD Project No. A019(134), Key No. 19134



Map 4. All Resources Recorded and Noted But Not Recorded



Map 5. Survey for Project: 2001-2018 Print 11 x 17

Project Photographs



Photograph 1.

Project Overview

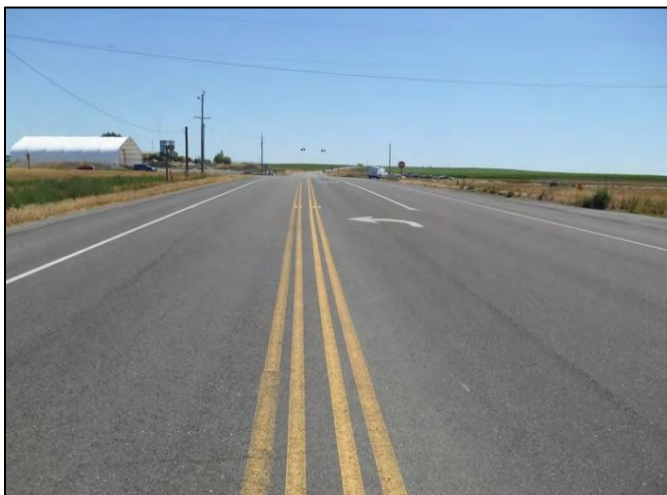
Overview looking north at US-93 from the south end of the project (M.P. 57.238).



Photograph 2.

Project Overview

Overview looking south at US-93 from north end of project at Buckboard Drive (M.P. 59.486).



Photograph 3.

Project Overview

Overview looking east at SH-25 from the west end of project area.



Photograph 4.

Project Overview

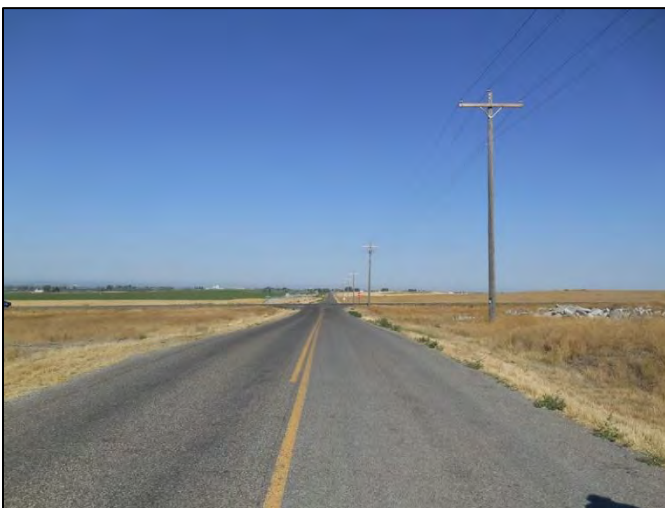
Overview looking west at SH-25 from the east end of project area.



Photograph 5.

Project Overview

Overview from 100 South Road looking east from the west end of project area.



Photograph 6.

Project Overview

Overview from 100 South Road looking west from east end of project area.



Photograph 7.

Project Overview

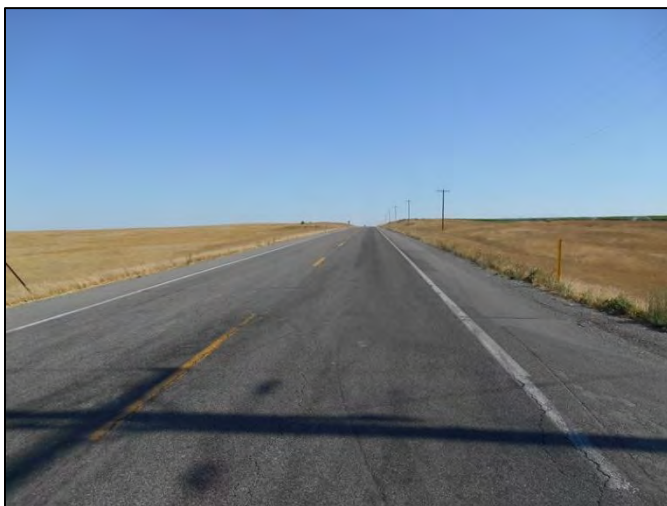
View looking north at the south end of the BLM land.



Photograph 8.

Project Overview

View looking south at the north end of the BLM land.



Photograph 9.

57-17072: US-93

Site overview looking north at the highway.



Photograph 10.

JR-01: 22 Butte Drive Property

Site overview looking northeast at the property.



Photograph 11.

JR-02: 18 Butte Drive Property

Site overview looking northeast at the property.



Photograph 12.

JR-03: 531 SH-25 East Property

Site overview looking south at the property.



Photograph 13.

**JR-04: Heritage Farms – Driscoll
Brothers Property**

Site overview looking northeast at the property.



Photograph 14.

JR-05: SH-25

Site overview looking northeast at the highway.



Photograph 15.

NBNR-01: Radio Tower

View looking north to northwest at the Radio Tower.



Photograph 16.

NBNR-02: A & G Rentals

View looking northeast at the property.



Photograph 17.

NBNR-03: ITD Sand Shed

View looking west at the property.



Photograph 18.

NBNR-04: Giltner Dairy Workers Residences

View looking northeast at the property.



Photograph 19.

NBNR-05: Water Pump Cover

View looking southwest at the cover.



Photograph 20.

NBNR-06: Collins Property

View looking southeast at the property.



Photograph 21.

NBNR-07: Basalt Rocks

Close-up view of the basalt rocks.



Photograph 22.

NBNR-08: Modern Piles of Rubble

View looking northeast at the piles of rubble.



Photograph 23.

NBNR-09: Metal Culvert

Close-up view of the culvert.



Photograph 24.

NBNR-10: Metal Culvert

Close-up view of the culvert.



Photograph 25.

NBNR-11: Basalt and Piping

View looking south at the basalt and piping.



Photograph 26.

NBNR-12: Concrete Culvert

Close-up view of the culvert.



Photograph 27.

NBNR-13: Metal Culvert

View looking south at the culvert.



Photograph 28.

NBNR-14: Survey Marker

View looking east at the survey marker.



Photograph 29.

NBNR-15: Metal Culvert

Close-up view of the culvert.



Photograph 30.

NBNR-16: Metal Culvert

Close-up view of the culvert.



Photograph 31.

NBNR-17: PVC Culvert

Close-up view of the culvert.



Photograph 32.

NBNR-18: PVC Culvert

Close-up view of the culvert.



Photograph 33.

NBNR-19: Can Scatter (5 Cans)

Close-up view of the can scatter.



Photograph 34.

NBNR-20: Small Tower

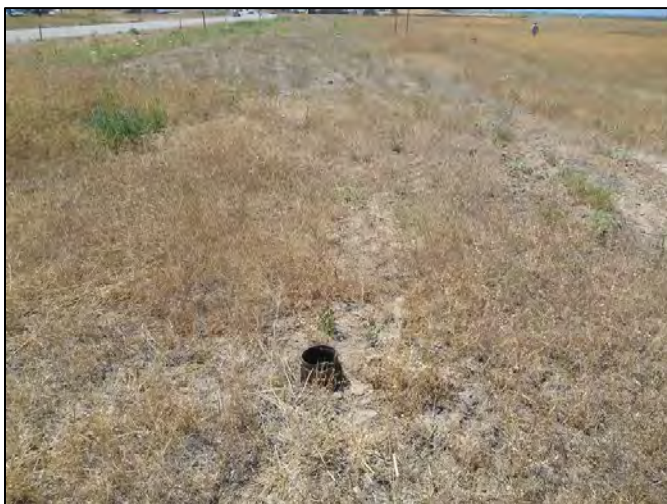
View looking south at the small tower.



Photograph 35.

NBNR-21: Large Metal Culvert

View looking east to northeast at the culvert.



Photograph 36.

NBNR-22: Metal Pipe

View looking south at the metal pipe.



Photograph 37.

NBNR-23: Concrete Memorial

View looking west to southwest at the concrete memorial.



Photograph 38.

NBNR-24: Concrete Blocks and Metal Pipes

View looking northwest at the concrete blocks and metal pipes.



Photograph 39.

NBNR-25: Metal Culvert

Close-up view of the culvert.



Photograph 40.

NBNR-26: Metal Culvert

Close-up view of the culvert.



Photograph 41.

NBNR-27: Drainage Ditch

View looking north at the drainage ditch.



Photograph 42.

NBNR-28: Survey Marker

Close-up view of survey marker.



Photograph 43.

NBNR-29: Survey Marker

Close-up view of survey marker.



Photograph 44.

NBNR-30: Survey Marker

Close-up view of survey marker.



Photograph 45.

NBNR-31: Basalt Pile

View looking southeast at the basalt pile.

Idaho Transportation Department/State Historic Preservation Office
DETERMINATION OF SIGNIFICANCE AND EFFECT



Project Title		US93 Petro II to Barrymore US-93 Barrymore to SH-25			Project No.		NH-2390(134) NH-2390(135)	
District	4	Key No.	7800 7801	County	Jerome	Field Notes	None. Consultant: Shapiro	
CLEARANCE AUTHORIZED WITHOUT SURVEY PA ___ ER ___ Other X								
Determination of Eligibility			Site Numbers		Comments			
___ No Sites _X_ Not eligible _X_ Potentially eligible _X_ Eligible			CR-1; CR-3; CR-4; CR-6; CR-7; CR-8; CR-10 CR-2; CR-5; CR-9 53-11241 (Update) 53-11242, CR-2, CR-5, CR-9		SEE ATTACHED			
Determination of Effect								
___ No site(s) ___ There will be no effect to the following site(s) because: <u>Rationale:</u> ___ They are outside project area ___ They are outside impact zone ___ Final project plans will avoid them ___ NR character will not be changed _X_ Sites will be affected as indicated below <i>and in the attached explanation:</i> SEE ATTACHED. A Determination of Effect and MOA will be prepared subsequent to the final Determination of Eligibility and final engineering design. Historic properties will be avoided where feasible. ___ Project will be monitored during construction due to the potential for cultural resources.								
J. Gaston Highway Archaeologist					3-27-01 Date			
SHPO Comment: I have reviewed the documentation and recommendations provided by ITD.								
<input type="checkbox"/> I agree with the above determination of eligibility and effect and with the conditions of compliance. <input type="checkbox"/> I agree with the above determinations of eligibility and effect given stipulations explained below or in the attached letter. <i>CR-7 is eligible but this project should not affect it.</i> <input checked="" type="checkbox"/> I disagree with the above determinations of eligibility and effect as explained below or in the attached letter. CR-7 is eligible but this project should not affect it.								
Glenda L. Kriv for State Historic Preservation Officer					5/2/01 Date			



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August 31, 2006

Dan Everhart
Architectural Historian
Idaho Transportation Department
Statehouse Mail

RECEIVED
SEP 06 2006
ENVIRONMENTAL

RE: Addendum, US93, I-84 to SH25, Jerome County;
NH-2390(134), Key 7800 & NH-2390(135), Key 7801

Dear Dan,

Thank you for sending the addendum and additional information requested for the projects referenced above. We agree with the determinations of eligibility for cultural resources in and abutting the project area as summarize in Table 3 of the Addendum (Theisen, 2006; pgs 5-6).

Eligible Properties include:

- K Coulee Canal (B-1)
- Wild Rose Ranch (53-17012)
- Oregon Short Line RR (10JE146)
- Mountain View Ranch (53-17018)
- Jacob B. Van Wagener Barn (53-11241) and Caretaker's House (53-11242)
- L Canal (53-17014)
- North Side Canal Water Mater's House (53-17016)
- D-5 Ditch (B-2)

Properties Not Eligible includes:

- Isolate (10JE377)
- Lickley Farm (53-17009) & Tenant House (53-17010)
- House (53-17013)
- L Canal Bridge (53-17023)
- House & Shed (53-17015)
- Trash Scatter (10JE378)

Furthermore we agree the projects reference above will have No Adverse Effect upon historic properties eligible for the National Register of Historic Places.

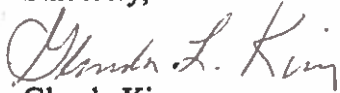


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Dan Everhart
August 31, 2001
Page 2

We appreciate your cooperation. If you should have any questions regarding these comments please feel free to contact Travis Pitkin at 208-334-3847 or travispitkin@ishs.idaho.gov.

Sincerely,

A handwritten signature in cursive script that reads "Glenda L. King".

Glenda King
Curator of Archaeology



C.L. "Butch" Otter
Governor of Idaho

Janet Gallimore
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• Pierce Courthouse
• Rock Creek Station and
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July 18, 2013

Kate McManus, Architectural Historian
Idaho Transportation Department
PO Box 7129
Boise, ID 83707-1129

RE: US 93 400 S. Road, Jerome Co.; ITD Project No. A013(521); Key 13521

Dear Ms. McManus,

Thank you for your informational letter, report, and site forms regarding the proposed undertaking. We have reviewed the materials and concur with your recommendations of not eligible for the six newly recorded historic sites (CR-11, CR-12, CR-13, CR-14, CR-15, CR-16). We also concur with your recommendation that the two previously recorded historic sites (53-17013 [CR-6] and 53-17015 [CR-8]) that have been modified since their original recording remain not eligible. Finally, we concur with your recommendation that the overall project will continue to have no adverse effect (36.CFR.800.5) to *historic properties*.

We appreciate your consulting with our office. If you have any questions feel free to contact me at 208-334-3847 x107 or ethan.morton@ishs.idaho.gov.

Sincerely,

Ethan Morton
Compliance Archaeologist, Idaho State Historic Preservation Office



March 24, 2015

C.L. "Butch" Otter
Governor of Idaho

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Executive Director

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Marc Münch
State Highway Archaeologist
Idaho Transportation Department
Boise, Idaho

**Re: Project No.: A013(521), Key No.: 13521
US-93 400 South Road, Jerome County
Idaho SHPO Review No.: 2013-648**

Dear Marc,

On March 6, 2015, the Idaho State Historic Preservation Office (SHPO) received additional project actions from the Idaho Transportation Department (ITD) for the project mentioned above. The additional actions include acquiring an additional 2,000 feet of ROW on 400 South Road. A partial survey was previous conducted. On March 4, 2015, SHPO Archaeologist concurred with previous investigations, the probability of additional archaeological artifacts was low. There was no additional survey of the remaining area.

The SHPO concurs with ITD's determination of **No Effect to Historic Properties** within the vicinity of additional project actions. In addition, the SHPO concurs that the overall project actions will have **No Adverse Effect**.

If you have any questions, please contact me at jamee.fiore@ishs.idaho.gov or (208) 334-3861 x 101.

Thank you for consulting with us,

Jamee N. Fiore
Historic Preservation Review Officer
Idaho State Historic Preservation Office





January 20, 2016

C.L. "Butch" Otter
Governor of Idaho

Janet Gallimore
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Marc Münch
State Highway Archaeologist
Idaho Transportation Department
Boise, Idaho

**Re: Project No.: A013(977), Key No.: 13977
US-93, 500 South Road (Addendum to Key 7800, 7801, and 13521)
Idaho SHPO Review No.: 2016-280**

Dear Marc,

On January 19, 2016, the Idaho State Historic Preservation Office (SHPO) received a letter from the Idaho Transportation Department (ITD) regarding additional project actions. Now the project proposes increase the roadway capacity at an unsafe intersection. ITD suggests that the additional proposed actions will have No Effect to Historic Properties.

The SHPO concurs; the proposed actions results in a determination of No Historic Properties Affected.

If you have any questions, please contact me at jamee.fiore@ishs.idaho.gov or (208) 334-3861 x 101.

Thank you for consulting with us,


Jamee N. Fiore
Historic Preservation Review Officer
Idaho State Historic Preservation Office





C.L. "Butch" Otter
Governor of Idaho

Janet Gallimore
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Statewide Historic Sites
• Franklin Historic Site
• Pierce Courthouse
• Rock Creek Station and
Stricker Homestead

27 January 2017

Tracy Schwartz
Idaho Transportation Department
PO Box 7129
Boise, Idaho 83707-1129

Re: Project# A018(737) / Key# 18737 / SHPO# 2017-102

Dear Tracy:

Thank you for continuing to consult with our office on the above referenced project. We appreciate the additional information from your office relative to the PD-5 Ditch and the L Canal received on 17 January 2017 and 26 January 2017 respectively.

After reviewing the aforementioned supplemental information, our office concurs that both the PD-5 Ditch and L Canal remain eligible for listing in the National Register of Historic Places. However, the segments located within the APE of both resources and impacted by the project actions are considered noncontributing. Thus, our office concurs the proposed project actions will have **no adverse effect** to historic properties.

If you have any questions or the scope of work changes yet again, please contact me via phone or email at 208.488.7468 or matt.halitsky@ishs.idaho.gov.

Sincerely,

Matthew Halitsky, AICP
Historic Preservation Review Officer
Idaho State Historic Preservation Office



10JE546: Site Update Form

This site consists of a historic scatter (cans, glass, and metal) situated within a parcel of BLM land on the east side of US-93 at approximately M.P. 58.36 (T. 8 S., R. 17 E., Section 22; UTM 11: 709272/4732657). This site was previously recorded in 2005 – in which the recordation determined that the site was **not eligible** for the National Register of Historic Places (NRHP).

This site was revisited on August 1, 2018 by Niki Nickoloff (M.A.A.) of Bionomics Environmental, Inc. At that time, an intensive survey of the area did not identify any artifacts associated with the site. Based on intensive survey as well as a 2016 aerial, the land has been heavily disturbed due to what appears to have been the removal of all vegetation by way of machinery (and is now once again heavily vegetated). Due to these actions, the site is no longer present.



10JE546: historic scatter

Site overview looking east at where site was originally located.

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	US Highway 93 (Jerome County)			FIELD#	53-17072		
STREET						RESTRICT	<input type="checkbox"/>
CITY	Jerome	VICINITY	<input checked="" type="checkbox"/>	COUNTY CD	53	COUNTY NAME	Jerome
SUBNAME		BLOCK		SUBLOT		ACRES	
TAX PARCEL		UTMZ	11	EASTING	709352	NORTHING	4732474
TOWNSHIP	8	N_S	S	RANGE	17	E_W	E
QUADRANGLE	FALLS CITY		OTHERMAP				
SANBORN MAP			SANBORN MAP#			PHOTO#	Digital

PROPERTY TYPE	Structure	CONST/ACT1	Original Construction	ACTDATE1	1920	CIRCA1	<input checked="" type="checkbox"/>
		CONST/ACT2	Significant Construction	ACTDATE2	1934	CIRCA2	<input checked="" type="checkbox"/>

ASSOCIATED FEATURES	highway	TOTAL # FEATURES	1
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ORIGINAL USE	Transportation	WALL MATERIAL	
ORIGSUBUSE	road-related (vehicular)	FOUND. MATERIAL	ASPHALT
CURRENT USE	Transportation	ROOF MATERIAL	
CURSUBUSE	road-related (vehicular)	OTHER MATERIAL	
ARCHSTYLE	No Style	PLAN	linear
		CONDITION	Good

NR REF #		NPS CERT		ACTIONDATE		FUTURE ELIG DATE	0
DIST/MPLNAME1				DIST/MPLNAME2			

Individually Eligible	<input checked="" type="checkbox"/>	Contributing in a potential district	<input type="checkbox"/>	Noncontributing	<input type="checkbox"/>	Future eligibility	<input type="checkbox"/>
Not Eligible	<input type="checkbox"/>	Multiple Property Study	<input type="checkbox"/>	Not evaluated	<input type="checkbox"/>		

CRITERIA	A	<input checked="" type="checkbox"/>	B	<input type="checkbox"/>	C	<input type="checkbox"/>	D	<input type="checkbox"/>	CRITERIA CONSIDERATION	A	<input type="checkbox"/>	B	<input type="checkbox"/>	C	<input type="checkbox"/>	D	<input type="checkbox"/>	E	<input type="checkbox"/>	F	<input type="checkbox"/>	G	<input type="checkbox"/>
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AREA OF SIGNIF	Transportation	AREA OF SIGNIF	
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COMMENTS	Summary of site: Within Jerome County, US Highway 93 (US-93) is approximately 17.37 miles long. The highway enters Jerome County from Twin Falls County, and extends north before exiting Jerome County and entering Lincoln County. Overall, this site as a whole is eligible for the National Register of Historic Places (NRHP) under Criterion A for its association with the development of Idaho state highways in the early twentieth century, and its important connection of small towns in rural Idaho.		
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PROJ/RPT TITLE	100 South Road, Jerome County - ITD Project No. A019(134), Key No. 19134	SVY DATE	07/17/18	SVY LEVEL	Intensive
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RECORDED BY	N. Nickoloff and S. May	PH	208-939-1022	ADDRESS	Bionomics Environmental, Inc. 1045 E. Winding Creek Drive Eagle, ID 83616
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SUBMITTED PHOTOS	<input checked="" type="checkbox"/>	NEGS	<input type="checkbox"/>	SLIDES	<input type="checkbox"/>	SKETCH MAP	<input type="checkbox"/>
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SVY RPT #		***** FOR ISHPO USE ONLY *****			IHSI#	53-17072	
MS RPT #					SITS#		
IHPR #		HABS NO. ID-		HAER NO. ID-		REV#	

CS #		IHSI# REF		NR REF# 2		REV# REF	
SVY RPT# 1		SVY RPT# 2		SVY RPT# 3		MS RPT# 1	
						MS RPT# 2	

ADD'L NOTES Additional Legal Descriptions: T. 8 S., R. 17 E., Sections 22, 23, 26, and 27

MORE DATA ☒

ATTACH ☒

OF PHOTOS NEGBOX# # OF SLIDES SHPO DETER DETER DATE

INITIALED ENTRY DATE REVISE1 REVISE2 REVISE3

IHSI#	
SITS#	
REV#	

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	US Highway 93 (Jerome County)	IHSI#	53-17072
FIELD#	53-17072	COUNTY NAME	Jerome
OTHER NAME			
COUNTY CD	53	CITY	Jerome
		VICINITY	<input checked="" type="checkbox"/>
UTM REF2		UTM REF3	
		UTM REF4	

OTHER MATERIAL2		CULTAFFIL		AGENCYCERT	
SIGNIFDATE		SIGNIFPERIOD		SIGNIFPERSON	
ARCH/BUILD		ARCHPLANS	<input type="checkbox"/>	TAXEASE	<input type="checkbox"/>
		TAXCERT	<input type="checkbox"/>		
OWNERSHIP	Public-State	PROPOWN	Idaho Transportation Department		
MORE DATA	<input checked="" type="checkbox"/>	ATTACH	<input checked="" type="checkbox"/>		

DOCSOURCE	
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ADD'L NOTES	Additional Legal Descriptions: T. 8 S., R. 17 E., Sections 22, 23, 26, and 27
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COMMENTS	<p>Summary of site: Within Jerome County, US Highway 93 (US-93) is approximately 17.37 miles long. The highway enters Jerome County from Twin Falls County, and extends north before exiting Jerome County and entering Lincoln County. Overall, this site as a whole is eligible for the National Register of Historic Places (NRHP) under Criterion A for its association with the development of Idaho state highways in the early twentieth century, and its important connection of small towns in rural Idaho. This site is not eligible for the NRHP under Criteria B, C, or D. It is not associated with any persons of known significance in local, regional, or national history (Criterion B); it does not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master (Criterion C); and it is unlikely to yield information important in prehistory or history (Criterion D).</p>
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PHOTO LOG	<input type="checkbox"/>	IHSI# REF		INITIALED		DATEENTERED	
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SKETCH ☐

IHSI#	SITS#	REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	US Highway 93 (Jerome County)	IHSI#	53-17072
FIELD#	53-17072	COUNTY NAME	Jerome

COMMENTS:

Summary of site: Within Jerome County, US Highway 93 (US-93) is approximately 17.37 miles long. The highway enters Jerome County from Twin Falls County, and extends north before exiting Jerome County and entering Lincoln County. Overall, this site as a whole is eligible for the National Register of Historic Places (NRHP) under Criterion A for its association with the development of Idaho state highways in the early twentieth century, and its important connection of small towns in rural Idaho. This site is not eligible for the NRHP under Criteria B, C, or D. It is not associated with any persons of known significance in local, regional, or national history (Criterion B); it does not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master (Criterion C); and it is unlikely to yield information important in prehistory or history (Criterion D).

ATTACH ☒

Previous recording: Overall, the highway has been previously recorded numerous times and has been determined eligible for the NRHP.

History: In 1913, the State Legislature created a five-member State Highway Commission, quickly appointing members and immediately considering proposals for highways in the state (ITD 1985). This 1913 date is often used as the date of the first Highway Commission as this Commission was fully organized with supporting mechanisms for funding, authorization and administration over the construction of new roads. The Commission had policies that addressed the construction and quality of the roads, such as grade and location, and also included policies on management and maintenance. The Commission thoughtfully devised a system of road routes connecting major populations, centers of business and primary travel routes through Idaho and connecting to neighboring states. Six routes were developed, with Route No. 6 being the Sawtooth Park Highway (now known as US-93), a 100 mile route connecting with a junction with the then Idaho-Pacific Highway at Twin Falls and running through Jerome, Shoshone, Richfield, Bellevue and Hailey (ITD 1985). The Commission implemented quickly and its first construction contract was awarded by the end of the year (ITD 1985). Survey work for roads with new routes began the following year in 1914 (ITD 1985). In 1915-16, the Commission extended the plans for the route of the Sawtooth Park Highway from Hailey over Galena Summit and through Stanley Basin to a junction with the Idaho-Montana Highway near Challis (ITD 1985).

In 1926, the U.S. established a nationwide highway numbering system and all roads were renamed including the Sawtooth Park Highway (now labeled as US-93 on maps and signage) which was still undergoing construction (ITD 1985; Angie Davis verbal communication 2016). Also by 1926 US-93 "originated at the United States- Canada International Boundary near Eureka, Montana (Port of Roosevelt) and ran south to Wells, Nevada. The route through Idaho ran from the Montana-Idaho border line near Gibbonsville to the Idaho-Nevada line south of Rogerson, Idaho" (Valentine and Clementz 2011).

According to ITD Minute Book 6 (1932-1934), Utah Construction Co. constructed the segment of the Sawtooth Park Highway (US-93) between the Jerome Airport (SH-25) and "Newman's Corner" (now known as E. 700 N. Road) in 1934 at the cost of \$42,565.00.

According to ITD Minute Book 9 (1936-1937), the Sawtooth Park Highway (US-93) "carrying route" between the "Rim-to-Rim Bridge" (Perrine Bridge) and "Newman's Corner" (known today as the corner of US-93 and E. 700 N. Road) through Jerome, was re-designated on March 1, 1937 as the "Jerome Branch of the Sawtooth Park Highway". At this time, a second "main route" of the Sawtooth Park Highway was designated as heading north from the "Rim-to-Rim Bridge" to "Newman's Corner" via Barrymore. The route traveled north through Barrymore and then east, tying into SH-25 (See Figure 1) before connecting back with the US-93 alignment at the SH-25 and US-93 intersection. The alignment then continued north towards Newman's Corner and farther north to Shoshone.

In the 1950s, the segment from the Perrine Bridge to the intersection of SH-25 was constructed, completely bypassing Jerome. During the same time period, the "Jerome Branch" was removed from the US-93 system and became known as SH-79. In 1985 the route was renamed "Golf Course Road" (Demo 2009).

In 1977 (and effective January 1, 1978), the US-93 route from Shoshone to Challis (heading over Galena Summit) was renamed SH-75, allowing the "US-93 Alternative" which travels through Arco (and meets back up with SH-75 in Challis) to be designated US-93 (ITD 1977).

In 1985, approximately seven miles (M.P. 58.5 to M.P. 66) of US-93 beginning at the intersection of SH-25 and continuing north to the intersection of E. 700 N. Road (previously known as Newman's Corner) was shifted directly east. The intersection of SH-25 and US-93 was also rebuilt to accommodate four lanes of traffic (Dan Armstrong 2018).

In 1997, approximately seven miles (M.P. 66 to M.P. 73) of US-93 beginning at the intersection of E. 700 N. Road (previously known as Newman's Corner) and continuing north to the southern end of the City of Shoshone was shifted directly east (Dan Armstrong 2018).

Legal Description of Entire Jerome County Segment:

T. 7 S., R. 17 E. Sections 11, 12, 14, 23, 26, and 35
 T. 8 S., R. 17 E. Sections 2, 11, 14, 22, 23, 26, 27, 34, and 35
 T. 9 S., R. 17 E. Sections 2, 3, 10, 11, 15, 22, 27, and 34

Site Description: Within Jerome County, US-93 is approximately 17.37 miles long and travels in a general north/south direction. The highway enters Jerome County from Twin Falls County extending north before entering Lincoln County 5.5 miles southwest of Shoshone, Idaho. Generally speaking, the highway through Jerome County is a two lane arterial roadway (with the exception of the segment from the Jerome County/Twin Falls County line north to 450 South Road which is a four-lane highway).

IHSI#	SITS#	REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	US Highway 93 (Jerome County)	IHSI#	53-17072
FIELD#	53-17072	COUNTY NAME	Jerome

Setting: Within Jerome County, US-93 is located in varied landscape. Beginning on the southwestern end, where the highway enters Jerome County from Twin Falls County, the setting consists of the Snake River Canyon with basalt outcrops. Continuing north to Lincoln County, the area consists of dry land agriculture, irrigated agriculture, pastures and sagebrush.

Condition and Integrity: This site is in good condition; and it retains its historic integrity. The majority of this site remains in its original location and appears generally unaltered. This site retains integrity of location, design, materials, association, feeling, workmanship, and setting. Since construction, the materials of the road have changed numerous times. However, this is common for roads.

Eligibility: This site is in good condition; and it does retain its historic integrity. Additionally, this site is historically significant because it provided an important connection between many small towns in rural Idaho. Also, it became the first highway to comprise a statewide highway system connecting to neighboring states. Therefore, this site is eligible for listing in the NRHP under Criterion A for its association with transportation.

This site is not eligible for the NRHP under Criteria B, C, or D. It is not associated with any persons of known significance in local, regional, or national history (Criterion B); it does not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master (Criterion C); and it is unlikely to yield information important in prehistory or history (Criterion D).

References

Armstrong, Dan
2018 Idaho Transportation Department District 4 Environmental Planner. Personal Communication August 2018.

Davis, Angie
2016 Idaho State Archives Collection Manager. Personal Communication October 2016.

Demo, P.
2009 Archaeological Survey of Idaho Site Inventory Form: 10JE561: United States Highway 93 (US-93). Available at Idaho State Historic Preservation Office. Boise, Idaho

Idaho Transportation Department
1985 Idaho's Highway History 1863-1975.

Idaho Department of Transportation Minute Books
1934 ITD Minute Book 6 (1932-1934). Available online at <http://cdm16876.contentdm.oclc.org/cdm/>

Idaho Department of Transportation Minute Books
1936 ITD Minute Book 09 (1936 to 1937). Available online <http://cdm16876.contentdm.oclc.org/cdm/>

Idaho Department of Transportation Minute Books
1977 ITD Minute Book (1977). Available online at <http://cdm16876.contentdm.oclc.org/cdm/>

Valentine, David and Joshua Clements
2011 Archaeological Survey of Idaho Site Inventory Form- Update Form: 10JE561: U.S. Highway 93. Available at Idaho State Historic Preservation Office. Boise, Idaho

**Idaho Transportation Department
Road / Highway SEGMENT Site Form**

1. IHSI Number / Temporary Site Number: 53-17072

2. Overall Resource Name: US Highway 93 (US-93)

3. County: Jerome

4. Legal Description(s) of Segment: T. 8 S., R. 17 E., Sections 14, 22, 23, 26, and 27

5. UTM Coordinates of Segment: UTM NAD 83, Zone 11: 709352, 4732474

6. Mileposts (M.P.): 57.238 – 59.486

7. Description of Segment (include site dimensions, geographical setting): At this location, the highway is located between M.P. 57.238 and 59.486. This segment of highway intersects SH-25 and is located approximately four miles east/southeast of Jerome, Idaho (for a total length of 2.248 miles).

8. Original Use: Transportation

9. Current Use: Transportation

10. Modifications to the Segment (change in materials, alignment, function, etc.) (describe in detail and provide dates where known): A portion of the current segment was altered in 1985. From the intersection of SH-25 (M.P. 58.7) and continuing north to M.P. 59.486, US-93 was shifted to the east (See Site Map 3). The intersection of SH-25 and US-93 was also rebuilt to accommodate four lanes of traffic (Dan Armstrong 2018).

11. Notable Site Features within the Segment (include at least one photo of each site feature): No notable site features were observed during this recordation.

12. National Register Eligibility of the Entire Linear Resource:

- ☒ A. Associated with events that have made a significant contribution to the broad patterns of our history
☐ B. Associated with the lives of person significant in our past
☐ C. Embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or possess high artistic value, or that represents a significant and distinguishable entity whose components may lack individual distinction
☐ D. Has yielded, or may be likely to yield information important in history or prehistory

13. Evaluation of the Segment Being Recorded: ☒ Contributing ☐ Non-Contributing

14. Materials: Gravel mix roadbed with asphalt overlay.

15. Historical Narrative on the Segment:

For a detailed description of US-93 throughout Jerome County, see the IHSI Site Form. The following description focuses on the segment between M.P. 57.238 – 59.486.

According to ITD Minute Book 6 (1932-1934), Utah Construction Co. constructed the segment of the Sawtooth Park Highway (US-93) between the Jerome Airport (SH-25) and "Newman's Corner" (now known as E. 700 N. Road) in 1934 at the cost of \$42,565.00.

In the 1950s, the segment from the Perrine Bridge to the intersection of SH-25 was constructed, completely bypassing Jerome (Demo 2009).

In 1985, approximately seven miles (M.P. 58.7 to M.P. 65.8) of US-93 beginning at the intersection of SH-25 and continuing north to the intersection of E. 700 N. Road (previously known as Newman's Corner) was shifted directly east. The intersection of SH-25 and US-93 was also rebuilt to accommodate four lanes of traffic (Dan Armstrong 2018).

16. Statement of Integrity Related to Significance (address all seven aspects): Within the segment of US-93 between M.P. 57.238 – 59.486, there are two sections. The section between SH-25 (M.P. 58.7) and M.P. 59.486 was constructed in circa 1934 and realigned in 1985, while the section between M.P. 57.238 and SH-25 (M.P. 58.7) was constructed in circa 1950.

The section between SH-25 (M.P. 58.7) and M.P. 59.486 does not retain historic integrity as it was significantly altered (realigned to the east) in 1985 and is non-contributing to the overall NRHP-eligible site. The remainder of the segment between M.P. 57.238 and SH-25 (M.P. 58.7) was constructed in circa 1950 and remains on its original alignment; therefore, this section is in good condition and retains a majority of its historic integrity and is contributing to the overall NRHP-eligible site.

17. Bibliography / Sources¹:

Armstrong, Dan

2018 Idaho Transportation Department District 4 Environmental Planner. Personal Communication August 2018.

Demo, P.

2009 Archaeological Survey of Idaho Site Inventory Form: 10JE561: United States Highway 93 (US-93). Available at Idaho State Historic Preservation Office. Boise, Idaho

Idaho Department of Transportation Minute Books

1934 ITD Minute Book 6 (1932-1934). Available online
<http://cdm16876.contentdm.oclc.org/cdm/>

18. Previous Documentation of the Segment (include recorder, date, agency, determination of eligibility): A portion of the current segment (located 2,000 feet north of the junction of Highway US-93 and SH-25) was previously recorded in 2007 by J. Shelton as part of the "City of Jerome 93 Corridor Tech Park" project and determined eligible at that time.

19. Recorder: Niki Nickoloff, M.A.A. and Scott May, B.A.

20. Recorder Affiliation: Bionomics Environmental, Inc.

21. Project Title and Key Number: 100 South Road, Jerome County, Idaho
ITD Project No. A019(134); Key No. 19134

22. Date of Field Work: July 18, 2018

23: Date of Site Form: July 31, 2018

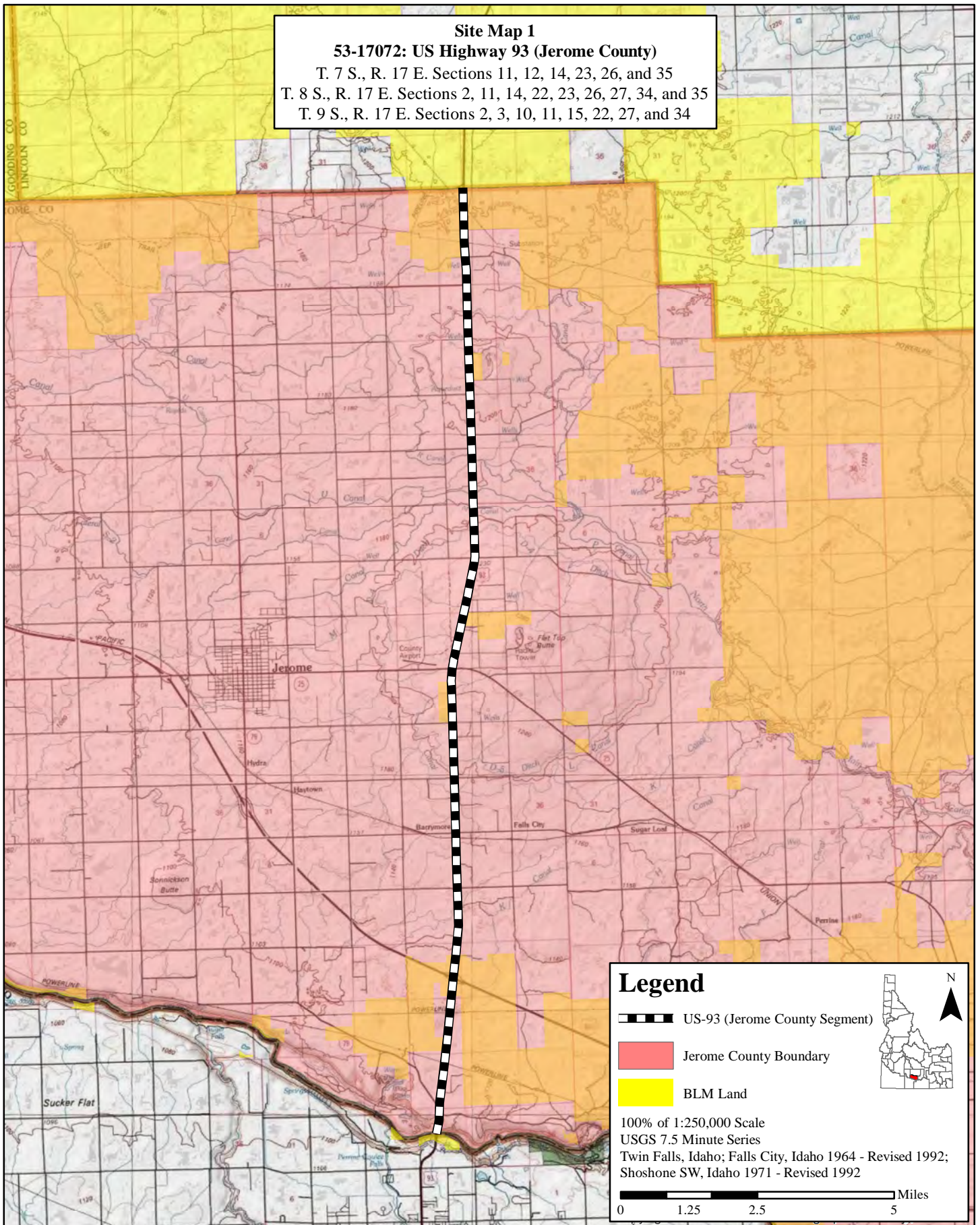
Please attach a map of the segment on a USGS 1:24,000 map and aerial map indicating the resource location, photographs of the segment, and photographs of any notable site features within the segment.

¹ Use historic aerial photography, maps, and primary and secondary sources. When documenting canals, please contact the canal company for information.

Site Map 1
53-17072: US Highway 93 (Jerome County)
 T. 7 S., R. 17 E. Sections 11, 12, 14, 23, 26, and 35
 T. 8 S., R. 17 E. Sections 2, 11, 14, 22, 23, 26, 27, 34, and 35
 T. 9 S., R. 17 E. Sections 2, 3, 10, 11, 15, 22, 27, and 34

T. 7 S., R. 17 E. Sections 11, 12, 14, 23, 26, and 35
T. 8 S., R. 17 E. Sections 2, 11, 14, 22, 23, 26, 27, 34, and 35
T. 9 S., R. 17 E. Sections 2, 3, 10, 11, 15, 22, 27, and 34

T. 9 S., R. 17 E. Sections 2, 3, 10, 11, 15, 22, 27, and 34



Site Map 2
53-17072: US Highway 93 (Jerome County)
Segment:
Contributing Section and Non-Contributing Section
 Jerome Idaho, Vicinity
 T. 8 S., R. 17 E. Sections 14, 15, 22, 23, 26, and 27

0 0.25 0.5 Miles

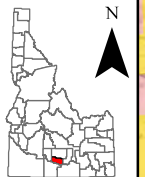


Legend

- US-93 (Jerome County Segment)
- Contributing Section
- Non-Contributing Section
- BLM Land
- Jerome County Boundary

100% of 1:250,000 Scale
 USGS 7.5 Minute Series
 Falls City, Idaho 1964 - Revised 1992

0 1.25 2.5 5 Miles







Site Map 3
53-17072: US Highway 93 (Jerome County)
Alignments

Jerome Idaho, Vicinity
T. 8 S., R. 17 E. Sections 14, 15, 22, 23, 26, and 27

Feet
0 1,000 2,000

Source: Esri, DigitalGlobe,
GeoEye, Earthstar
Geographics, CNES/Airbus
DS, USDA, USGS, AeroGRID,
IGN, and the GIS User
Community

Legend

-  US-93 (Jerome County Segment)
-  Original Alignment
-  Segment in APE
-  BLM Land

100% of 1:250,000 Scale
USGS 7.5 Minute Series
Falls City, Idaho 1964 - Revised 1992

Miles
0 1.25 2.5 5



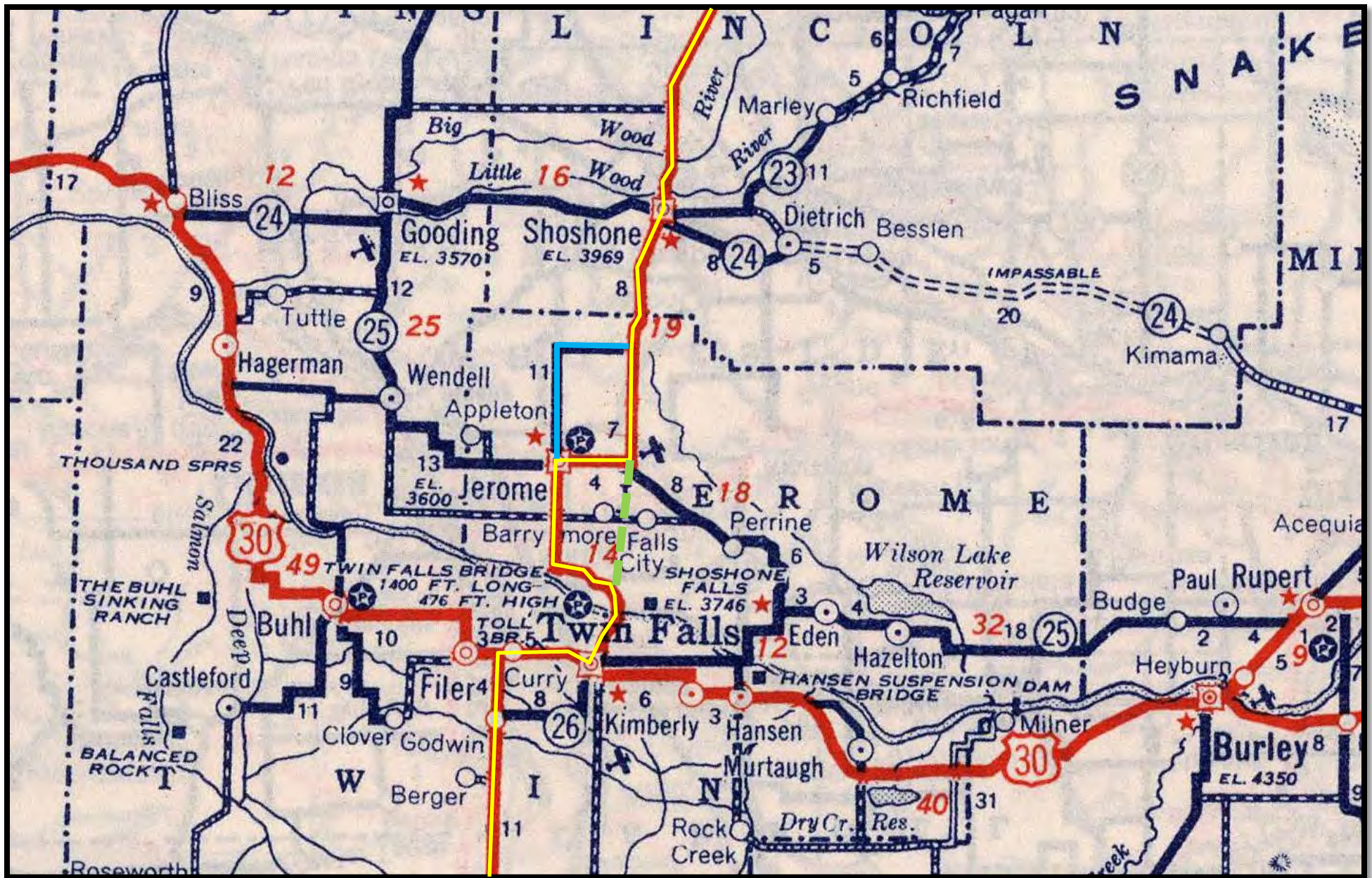


Figure 1. Rand McNally Road Map – Idaho (1940).

Key

- US-93 (Original 1920s segment)
- US-93 (as of 1940)
- US-93 (1950s Segment)

Site Photographs
57-17072: US Highway 93 (Jerome County)
Jerome, Idaho Vicinity
July 2018



Overview looking north at US-93, at the Twin Falls County/Jerome County border (at the Perrine Bridge crossing of the Snake River) (image provided by Google Earth).



Overview looking north at US-93 from the I-84 Interchange north of Twin Falls, Idaho (image provided by Google Earth).

Site Photographs
57-17072: US Highway 93 (Jerome County)
Jerome, Idaho Vicinity
July 2018



Overview looking north at US-93 from M.P. 57.238 near Jerome, Idaho.



Overview looking south at US-93 from East 100 South Road near Jerome, Idaho.

Site Photographs
57-17072: US Highway 93 (Jerome County)
Jerome, Idaho Vicinity
July 2018

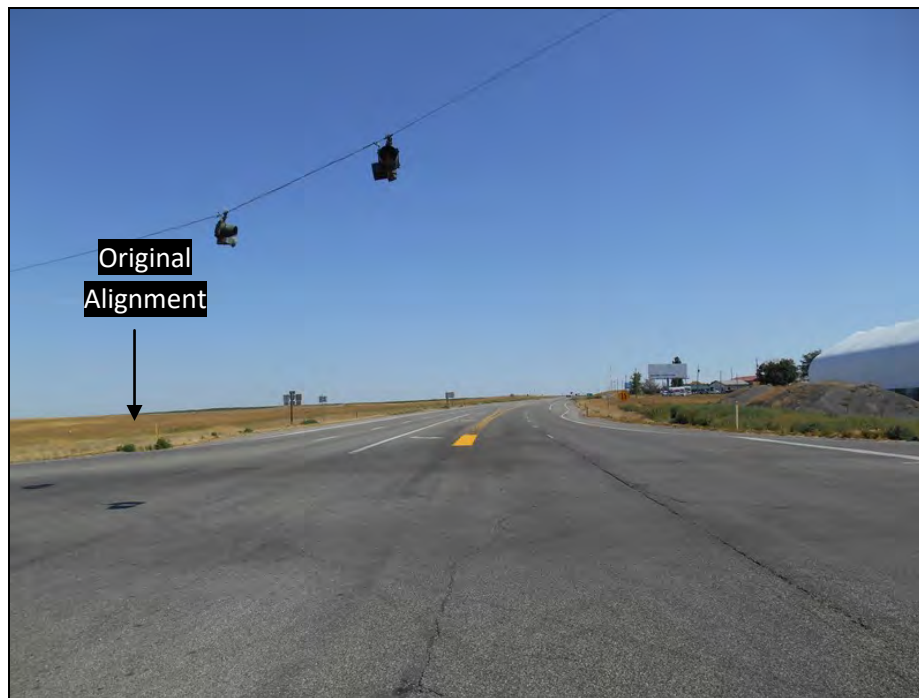


Overview looking north at US-93 from East 100 South Road near Jerome, Idaho.

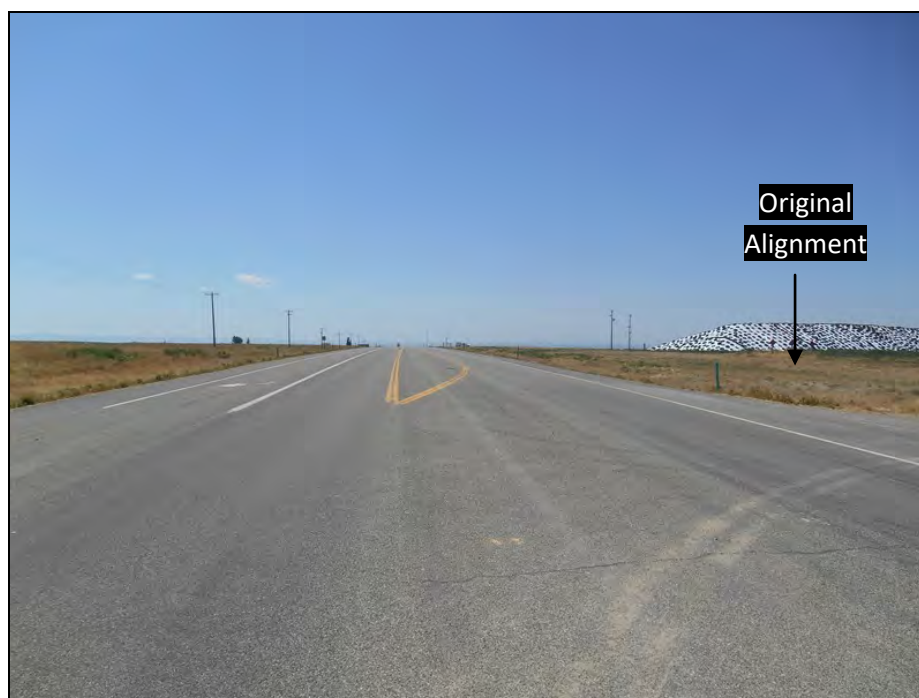


Overview looking south at US-93 from SH-25 near Jerome, Idaho.

Site Photographs
57-17072: US Highway 93 (Jerome County)
Jerome, Idaho Vicinity
July 2018



Overview looking north at US-93 from SH-25 near Jerome, Idaho.
The original alignment is west of the current alignment.



Overview looking south at US-93 from Buckboard Drive (M.P. 59.486) near Jerome, Idaho.
The original alignment is west of the current alignment.

Site Photographs
57-17072: US Highway 93 (Jerome County)
Jerome, Idaho Vicinity
July 2018



View looking south from the intersection of US-93 and E. 700 N. Road (historically known as “Newman’s Corner”). The original alignment is west of the current alignment (image provided by Google Earth).



View looking north from the intersection of US-93 and E. 700 N. Road (historically known as “Newman’s Corner”). The original alignment is west of the current alignment (image provided by Google Earth).

Site Photographs
57-17072: US Highway 93 (Jerome County)
Jerome, Idaho Vicinity
July 2018



Overview looking south at US-93, at the Jerome County/Lincoln County border.
The original alignment is west of the current alignment (image provided by Google Earth).

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	22 Butte Drive Property			FIELD#	JR-01		
STREET	22 Butte Drive				RESTRICT	<input type="checkbox"/>	
CITY	Jerome	VICINITY	<input checked="" type="checkbox"/>	COUNTY CD	53	COUNTY NAME	Jerome
SUBNAME		BLOCK		SUBLOT		ACRES	2
TAX PARCEL	RP08S17E146150A			UTMZ	11	EASTING	709495
TOWNSHIP	8	N_S	S	RANGE	17	E_W	E
QUADRANGLE	FALLS CITY			SECTION	14	SW	1/4, 1/4
SANBORN MAP		SANBORN MAP#		PHOTO#	Digital		

PROPERTY TYPE	Building	CONST/ACT1	Original Construction	ACTDATE1	1960	CIRCA1	<input type="checkbox"/>
		CONST/ACT2	Significant Construction	ACTDATE2	1995	CIRCA2	<input type="checkbox"/>
ASSOCIATED FEATURES	historic house (F-1), historic garage (F-2), modern shed (F-3), modern garage (F-4)					TOTAL # FEATURES	4
ORIGINAL USE	Domestic	WALL MATERIAL	SYNTHETICS:Vinyl				
ORIGSUBUSE	single dwelling	FOUND. MATERIAL	CONCRETE				
CURRENT USE	Domestic	ROOF MATERIAL	METAL				
CURSUBUSE	single dwelling	OTHER MATERIAL					
ARCHSTYLE	No Style	PLAN	rectangular	CONDITION	Good		

NR REF #		NPS CERT		ACTIONDATE		FUTURE ELIG DATE	0
DIST/MPLNAME1				DIST/MPLNAME2			
Individually Eligible	<input type="checkbox"/>	Contributing in a potential district	<input type="checkbox"/>	Noncontributing	<input type="checkbox"/>	Future eligibility	<input type="checkbox"/>
Not Eligible	<input checked="" type="checkbox"/>	Multiple Property Study	<input type="checkbox"/>	Not evaluated	<input type="checkbox"/>		
CRITERIA	A <input type="checkbox"/>	B <input type="checkbox"/>	C <input type="checkbox"/>	D <input type="checkbox"/>	CRITERIA CONSIDERATION	A <input type="checkbox"/>	B <input type="checkbox"/>
						C <input type="checkbox"/>	D <input type="checkbox"/>
						E <input type="checkbox"/>	F <input type="checkbox"/>
						G <input type="checkbox"/>	
AREA OF SIGNIF				AREA OF SIGNIF			

COMMENTS	Summary of site: This site consists of four features – a historic house (F-1), a historic garage (F-2), a modern shed (F-3), and a modern garage (F-4). According to the Jerome County Assessor, the historic house (F-1) was originally constructed in 1960 (and extensively remodeled in 1995), the historic garage (F-2) was constructed in 1960, and the modern shed (F-3) and modern garage (F-4) were constructed in 1995. This site is in good condition; however, it does not retain historic integrity of design.						
PROJ/RPT TITLE	US-93, 100 South Road, Jerome County - ITD Project No. A019(134), Key No. 19134			SVY DATE	07/17/18	SVY LEVEL	Intensive
RECORDED BY	N. Nickoloff and S. May			PH	208-939-1022	ADDRESS	Bionomics Environmental, Inc. 1045 E. Winding Creek Drive Eagle, ID 83616
SUBMITTED PHOTOS	<input checked="" type="checkbox"/>	NEGS	<input type="checkbox"/>	SLIDES	<input type="checkbox"/>	SKETCH MAP	<input checked="" type="checkbox"/>

SVY RPT #		***** FOR ISHPO USE ONLY *****				IHSI#	JR-01	
MS RPT #						SITS#		
IHPR #		HABS NO. ID-		HAER NO. ID-		REV#		
CS #		IHSI# REF		NR REF# 2		REV# REF		
SVY RPT# 1		SVY RPT# 2		SVY RPT# 3		MS RPT# 1		
MS RPT# 2								
ADD'L NOTES								
MORE DATA								<input checked="" type="checkbox"/>
ATTACH								<input type="checkbox"/>
# OF PHOTOS		NEGBOX#		# OF SLIDES		SHPO DETER		
INITIALED		ENTRY DATE		REVISE1		REVISE2		
				REVISE3				

REV#

SITS#

IHSI#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	22 Butte Drive Property	IHSI#	JR-01
FIELD#	JR-01	COUNTY NAME	Jerome
OTHER NAME			
COUNTY CD	53	CITY	Jerome
		VICINITY	<input checked="" type="checkbox"/>
UTM REF2		UTM REF3	
		UTM REF4	

OTHER MATERIAL2		CULTAFFIL		AGENCYCERT	
SIGNIFDATE		SIGNIFPERIOD		SIGNIFPERSON	
ARCH/BUILD		ARCHPLANS	<input type="checkbox"/>	TAXEASE	<input type="checkbox"/>
		TAXCERT	<input type="checkbox"/>		
OWNERSHIP	Private	PROPOWN	Henry Herrgesell		
MORE DATA	<input checked="" type="checkbox"/>	ATTACH	<input type="checkbox"/>		

DOCSOURCE

ADD'L NOTES

COMMENTS

Summary of site: This site consists of four features – a historic house (F-1), a historic garage (F-2), a modern shed (F-3), and a modern garage (F-4). According to the Jerome County Assessor, the historic house (F-1) was originally constructed in 1960 (and extensively remodeled in 1995), the historic garage (F-2) was constructed in 1960, and the modern shed (F-3) and modern garage (F-4) were constructed in 1995. This site is in good condition; however, it does not retain historic integrity of design, materials, workmanship, feeling, and setting. Additionally, this site is not historically or architecturally significant, and is therefore not eligible for listing in the National Register of Historic Places (NRHP).

Previous recording: This site has not been previously recorded.

PHOTO LOG ☐ IHSI# REF INITIALED DATEENTERED

SKETCH ☒

IHSI#	SITS#	REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	22 Butte Drive Property	IHSI#	JR-01
FIELD#	JR-01	COUNTY NAME	Jerome

COMMENTS:

Summary of site: This site consists of four features – a historic house (F-1), a historic garage (F-2), a modern shed (F-3), and a modern garage (F-4). According to the Jerome County Assessor, the historic house (F-1) was originally constructed in 1960 (and extensively remodeled in 1995), the historic garage (F-2) was constructed in 1960, and the modern shed (F-3) and modern garage (F-4) were constructed in 1995. This site is in good condition; however, it does not retain historic integrity of design, materials, workmanship, feeling, and setting. Additionally, this site is not historically or architecturally significant, and is therefore not eligible for listing in the National Register of Historic Places (NRHP).

ATTACH ☐

Previous recording: This site has not been previously recorded.

History: Henry Herrgesell, currently owns this property. According to the Jerome County Assessor, the historic house (F-1) was originally constructed in 1960 (and extensively remodeled in 1995), the historic garage (F-2) was constructed in 1960, and the modern shed (F-3) and modern garage (F-4) were constructed in 1995. There is no other known history about this site.

Building description: Feature 1, historic house, features a rectangular plan, a side gable roof with a partial half monitor roof, metal roofing material, and closed eaves. The exterior is clad in vinyl and the foundation is concrete.

Elevation descriptions: The main entrance is located on the west elevation (beneath a shed roof porch spanning the elevation, supported by five wood posts) and consists of an internal wood slab door and an external metal screen door accessed by one concrete step. South of the entrance (from south to north) is a vinyl picture window flanked by a one light sliding window, and a vinyl one-by-one light sliding window. North of the entrance is a vinyl one-by-one light sliding window. The partial monitor roof features three fixed vinyl windows.

The north elevation features a vinyl one-by-one light sliding window and a vent in the gable in the main portion of the elevation, and a vinyl one-by-one light sliding window in a shed roof addition.

The east elevation features (from north to south) two large vinyl one-by-one light sliding windows, a vinyl sliding glass door, and a vinyl one-by-one light sliding window.

The south elevation features (from east to west) a vinyl one-by-one light sliding window in the shed roof addition and a vinyl one-by-one light sliding window in the main portion of the elevation (beneath the partial monitor roof).

Associated features:

Feature 2, historic garage, is located north of Feature 1. It features a rectangular plan, a front gable roof, metal roofing material, and closed eaves. The exterior is clad in wood and the foundation is concrete.

The east elevation features a six panel metal door. North of the entrance is a vinyl one-by-one light sliding window. South of the entrance is a 16-panel metal garage door.

The south elevation features two vinyl one-by-one light sliding windows.

The west elevation features two vinyl one-by-one light sliding windows.

The north elevation does not feature any notable architectural elements.

Feature 3, modern shed, is located east of Feature 1. It features a square plan, a shed roof (sloping east), a metal roofing material, vinyl siding, and a concrete foundation. The entrance is on the south elevation and features a metal six-panel door. The other elevations do not feature any notable architectural elements.

Feature 4, modern garage, is located southeast of Feature 1. It features a rectangular plan, a side gable roof, a metal roofing material, eaves that do not extend past the wall, and vinyl cladding. The foundation is concrete.

Two large bay doors (each with 12 panels and four, quarter fanlights) are on the north elevation.

The east elevation does not feature any notable architectural elements.

The south elevation features two vinyl six-over-six light windows.

The west elevation features a vinyl six-over-six light window and a six panel metal door.

Landscaping: Bordering the site to the west is Butte Drive (and beyond Butte Drive is US-93), to the north and east are empty fields, and to the south is a property not associated with this site. A circular dirt/gravel driveway accesses this site from Butte Drive. A mature lawn surrounds Feature 1 and a majority of Feature 2. Mature trees and bushes are north and south of Features 1 and 2. Features 3 and 4 are situated within dirt and weeds.

Condition and Integrity: This site is in good condition; however, the modern addition, inclusion of modern materials (vinyl siding, vinyl windows, and metal roof) and the inclusion of modern outbuildings affect the site's historic integrity of design, materials, workmanship, feeling, and setting.

Eligibility: This site is in good condition; however, it does not retain historic integrity of design, materials, workmanship, feeling, and setting.. Furthermore, it is not historically or architecturally significant. The site is not associated with any known

IHSI#	SITS#	REV#

IDAHO HISTORIC SITES INVENTORY FORM

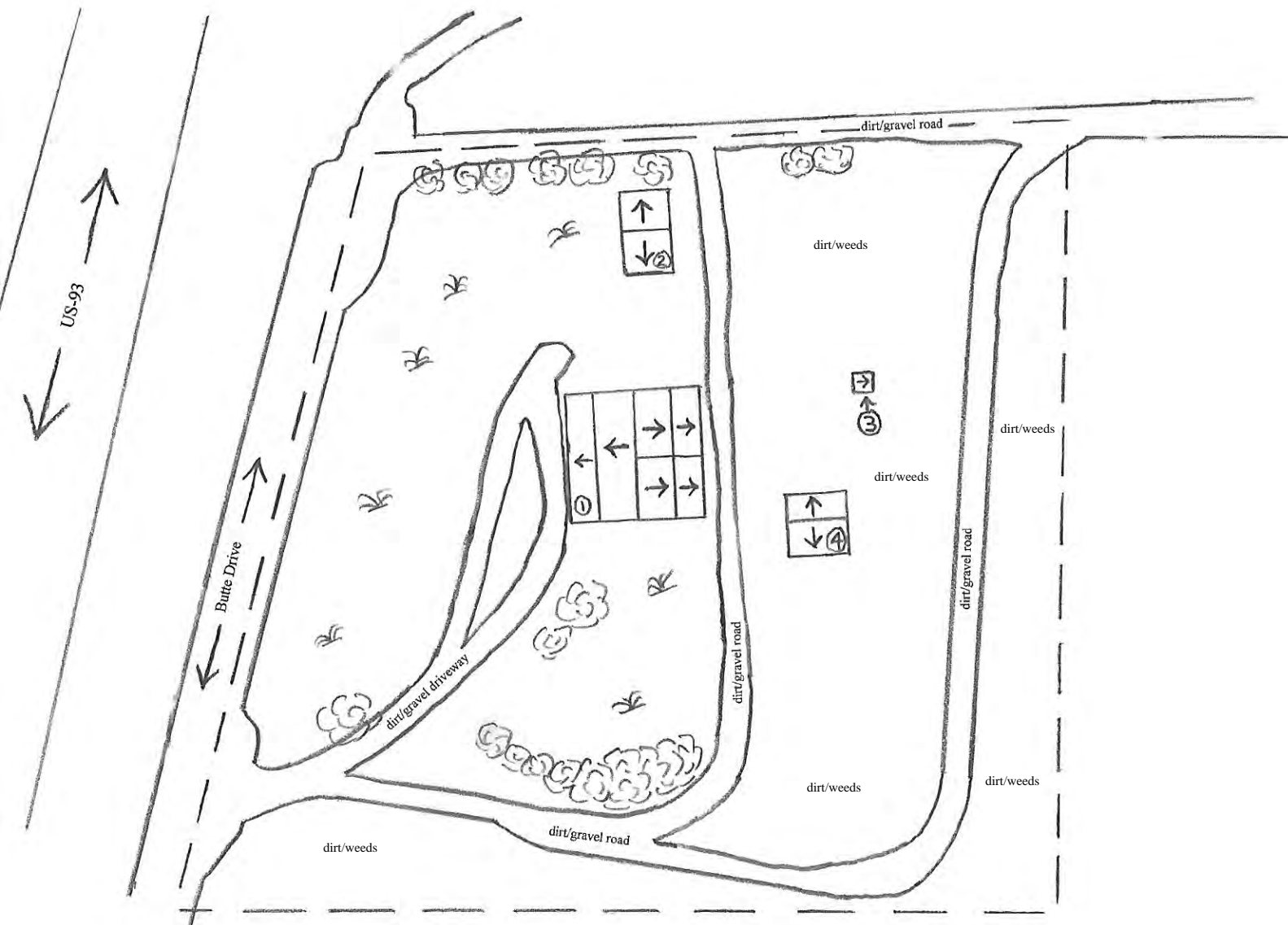
PROPERTY NAME	22 Butte Drive Property	IHSI#	JR-01
FIELD#	JR-01	COUNTY NAME	Jerome

events important to the broad patterns of history (Criterion A). It is not associated with any persons of known significance in local, regional, or national history (Criterion B). It does not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master (Criterion C). Lastly, it is unlikely to yield information important in prehistory or history (Criterion D). For these reasons, the site is not eligible for inclusion in the NRHP.

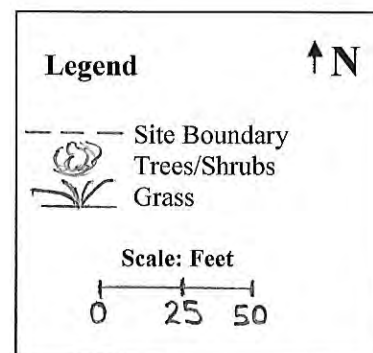
T. 8 S., R. 17 E. Section 14

 Feet

Sketch Map
JR-01: 22 Butte Drive Property
 22 Butte Drive
 Jerome, Idaho Vicinity
 July 2018



- | |
|--------------------|
| Feature: |
| 1) Historic House |
| 2) Historic Garage |
| 3) Modern Shed |
| 4) Modern Garage |



Site Photographs
JR-01: 22 Butte Drive Property
22 Butte Drive
Jerome, Idaho Vicinity
July 2018



Site overview looking northeast at Feature 1 (historic house), Feature 2 (historic garage), and Feature 4 (modern garage).



View looking east at Feature 1, historic house.

Site Photographs
JR-01: 22 Butte Drive Property
22 Butte Drive
Jerome, Idaho Vicinity
July 2018



View looking south at the north elevation of Feature 1, historic house.
Also partially visible is Feature 4, modern garage.



View looking east at the west elevation of Feature 1.

Site Photographs
JR-01: 22 Butte Drive Property
22 Butte Drive
Jerome, Idaho Vicinity
July 2018



View looking north at the south elevation of Feature 1.



View looking west at the east elevation of Feature 2, historic garage.

Site Photographs
JR-01: 22 Butte Drive Property
22 Butte Drive
Jerome, Idaho Vicinity
July 2018



View looking north at the south elevation of Feature 2.



View looking east at the west elevation of Feature 2.
Also partially visible is Feature 3, modern shed.

Site Photographs
JR-01: 22 Butte Drive Property
22 Butte Drive
Jerome, Idaho Vicinity
July 2018



View looking southwest at the north elevation of Feature 2.



View looking northeast at the south and west elevations of Feature 3, modern shed.

Site Photographs
JR-01: 22 Butte Drive Property
22 Butte Drive
Jerome, Idaho Vicinity
July 2018



View looking southwest at the north and east elevations of Feature 3.
Also partially visible is Feature 4, modern garage.



View looking southwest at the north and east elevations of Feature 4, modern garage.

Site Photographs
JR-01: 22 Butte Drive Property
22 Butte Drive
Jerome, Idaho Vicinity
July 2018



View looking northeast at the south and west elevations of Feature 4.

PROPERTY NAME				5884-A US-93 Property				FIELD#		JR-02																	
STREET		5884-A US-93						RESTRICT <input type="checkbox"/>																			
CITY		Jerome		VICINITY <input checked="" type="checkbox"/>		COUNTY CD		53		COUNTY NAME		Jerome															
SUBNAME					BLOCK				SUBLOT				ACRES		3		LESS THAN <input checked="" type="checkbox"/>										
TAX PARCEL			RP08S17E146196A				UTMZ		11		EASTING		709489		NORTHING		4733590										
TOWNSHIP		8		N_S		S		RANGE		17		E_W		E		SECTION		14		SW		1/4, 1/4		SW		1/4	
QUADRANGLE				FALLS CITY				OTHERMAP																			
SANBORN MAP								SANBORN MAP#								PHOTO#				Digital							

ASSOCIATED FEATURES	historic house (F-1), historic garage/shop (F-2), historic shed (F-3), historic building (F-4), modern sign (F-5)	TOTAL # FEATURES	5
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NR REF #		NPS CERT		ACTIONDATE		FUTURE ELIG DATE	0
DIST/MPLNAME1				DIST/MPLNAME2			

CRITERIA A ☐ B ☐ C ☐ D ☐ CRITERIA CONSIDERATION A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐

AREA OF SIGNIF AREA OF SIGNIF

COMMENTS	
	Summary of site: This site consists of five features – a historic house (F-1), a historic garage/shop (F-2), a historic shed (F-3), a historic building (F-4) and a modern sign (F-5). According to the Jerome County Assessor, the historic house (F-1) was originally constructed in 1969, the historic garage/shop (F-2) was constructed in 1973, the historic shed (F-3) was constructed in 1973, and the historic building (F-4) was constructed in 1970. According to records, the modern sign (F-5) was installed in 2009.

PROJ/RPT TITLE	100 South Road, Jerome County - ITD Project No. A019(134), Key No. 19134	SVY DATE	07/17/18	SVY LEVEL	Intensive
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RECORDED BY	N. Nickoloff and S. May	PH	208-939-1022	ADDRESS	Bionomics Environmental, Inc. 1045 E. Winding Creek Drive Eagle, ID 83616
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SUBMITTED PHOTOS ☒ NEGS ☐ SLIDES ☐ SKETCH MAP ☒

SVY RPT #	<input type="text"/>	***** FOR ISHPO USE ONLY *****		IHSI#	<input type="text" value="JR-02"/>
MS RPT #	<input type="text"/>			SITS#	<input type="text"/>
IHPR #	<input type="text"/>			HABS NO. ID-	<input type="text"/>
				REV#	<input type="text"/>

CS # IHS# REF NR REF# 2 REV# REF
 SVY RPT# 1 SVY RPT# 2 SVY RPT# 3 MS RPT# 1 MS RPT# 2

ADD'L NOTES

MORE DATA ☒

ATTACH ☐

OF PHOTOS NEGBOX# # OF SLIDES SHPO DETER DETER DATE

INITIALED ENTRY DATE REVISE1 REVISE2 REVISE3

IHS# _____

SITS# _____

REV# _____

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	5884-A US-93 Property	IHSI#	JR-02
FIELD#	JR-02	COUNTY NAME	Jerome
OTHER NAME			
COUNTY CD	53	CITY	Jerome
		VICINITY	<input checked="" type="checkbox"/>
UTM REF2		UTM REF3	
		UTM REF4	

OTHER MATERIAL2		CULTAFFIL		AGENCYCERT	
SIGNIFDATE		SIGNIFPERIOD		SIGNIFPERSON	
ARCH/BUILD		ARCHPLANS	<input type="checkbox"/>	TAXEASE	<input type="checkbox"/>
		TAXCERT	<input type="checkbox"/>		
OWNERSHIP	Private	PROPOWN	Bruce Bradley		
MORE DATA	<input checked="" type="checkbox"/>	ATTACH	<input type="checkbox"/>		

DOCSOURCE

ADD'L NOTES

COMMENTS

Summary of site: This site consists of five features – a historic house (F-1), a historic garage/shop (F-2), a historic shed (F-3), a historic building (F-4) and a modern sign (F-5). According to the Jerome County Assessor, the historic house (F-1) was originally constructed in 1969, the historic garage/shop (F-2) was constructed in 1973, the historic shed (F-3) was constructed in 1973, and the historic building (F-4) was constructed in 1970. According to arials, the modern sign (F-5) was installed c. 2009. This site is in good condition; however, it does not retain historic integrity of feeling, association, and setting. Additionally, this site is not historically or architecturally significant, and is therefore not eligible for listing in the National Register of Historic Places (NRHP).

Previous recording: This site has not been previously recorded

PHOTO LOG ☐ IHSI# REF INITIALED DATEENTERED

SKETCH ☒

IHSI#	SITS#	REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	5884-A US-93 Property	IHSI#	JR-02
FIELD#	JR-02	COUNTY NAME	Jerome

COMMENTS:

Summary of site: This site consists of five features – a historic house (F-1), a historic garage/shop (F-2), a historic shed (F-3), a historic building (F-4) and a modern sign (F-5). According to the Jerome County Assessor, the historic house (F-1) was originally constructed in 1969, the historic garage/shop (F-2) was constructed in 1973, the historic shed (F-3) was constructed in 1973, and the historic building (F-4) was constructed in 1970. According to aeriels, the modern sign (F-5) was installed c. 2009. This site is in good condition; however, it does not retain historic integrity of feeling, association, and setting. Additionally, this site is not historically or architecturally significant, and is therefore not eligible for listing in the National Register of Historic Places (NRHP).

Previous recording: This site has not been previously recorded.

History: Bruce Bradley currently owns this property. According to the Jerome County Assessor, the historic house (F-1) was originally constructed in 1969, the historic garage/shop (F-2) was constructed in 1973, the historic shed (F-3) was constructed in 1973, and the historic building (F-4) was constructed in 1970. According to aeriels, the modern sign (F-5) was installed c. 2009. According to the current owner, Feature 1 (historic house) is a private residence and has always been used in that capacity. Feature 2 (historic garage/shop) was originally built as a detention center and was used as such until the 1980s when it closed due to the many kids that ran away from the facility. Today, Feature 2 is known as D&S Auto and is used as a mechanics garage/shop. It is unknown as to why Feature 4 (historic outbuilding) was originally constructed; however, based on style and materials it is similar to Feature 1 (historic house) and could have been a private residence. According to the current owner, at one time it was a restaurant and a bar and today it is used as a private motorcycle club. There is no other known history about this site.

Building description: Feature 1, historic house, features a rectangular plan, a side gable roof, a metal roofing material, and boxed eaves. The exterior is concrete block construction with wood trim and wood gables. The foundation is concrete.

Elevation descriptions: The main entrance is located on the south elevation and consists of a six-panel metal door. East of the entrance are three metal one-by-one light sliding windows.

The west elevation features two metal one-by-one light sliding windows and a vent in the gable.

The north elevation features a metal one-by-one light sliding window.

The east elevation features a small boarded up opening and a vent in the gable.

Associated features:

Feature 2, historic garage/shop, is located southeast of Feature 1. It features an "L-shape" plan (due to a gabled addition), an intersecting gable roof with a shed roof addition, a metal roofing material on the original portion and the shed roof addition and an asphalt shingle roofing material on the gabled addition, and boxed eaves. The exterior is clad in metal and the foundation is concrete.

The west elevation features the front gabled addition with a four-panel metal door with a fanlight. South of the entrance is a metal one-by-one light sliding window. North of the entrance is a metal garage door with three lights in the top portion and a vent in the gable. North of the front gable addition is the original side gable portion and features a shed roof (sloping north) and farther north is a metal door.

The north elevation features (from west to east) a small shed roof addition that connects the front gable addition with the original side gable portion and has a metal door with a light in the upper half. Continuing east within the original portion of the side gable is a large opening that is now concrete block with three metal one-by-one light sliding windows with metal lattice and a basketball hoop. Continuing east within the shed roof addition (sloping east) is a large metal garage door and a small opening now covered in metal.

The east elevation features four vinyl one-by-one light sliding windows in the shed roof addition.

The south elevation features (from east to west) a six-panel metal door and a large metal garage door in the shed roof addition. Continuing west (within the original side gable portion) is a large metal garage door and beneath a small shed roof (that slopes south and connects the original portion with the addition) features a metal door with one light in the upper half (facing west) and a metal door to the north (facing south). Continuing west within the front gabled addition is a metal one-by-one light sliding window.

Feature 3, historic shed, is located east of Feature 2. It features a rectangular plan, a front gable roof, an asphalt shingle roofing material, closed eaves, wood siding, and a concrete foundation. The entrance is on the west elevation and features a metal door. The other elevations do not feature any notable architectural elements.

Feature 4, historic building, is located south of Feature 3. It features a rectangular plan, a side gable roof, a metal roofing material, and closed eaves. The exterior is concrete block construction with wood trim and wood gables. The foundation is concrete.

The north elevation features an entrance consisting of a metal door with four small wood lights in the upper half. West of the entrance is a metal one-by-one light sliding window and east of the entrance is a metal picture window flanked by a one light sliding window and a boarded up one-by-one light window.

The east elevation features two boarded up openings.

ATTACH ☐

IHSI#	SITS#	REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	5884-A US-93 Property	IHSI#	JR-02
FIELD#	JR-02	COUNTY NAME	Jerome

The south elevation features (from east to west) an inset, shed roof covered patio with a wood railing and a vinyl one-by-one light sliding window and a metal door. Continuing west is a second inset, shed roof covered patio with wood fencing and a vinyl one-by-one light sliding window.

The west elevation features a vinyl one-by-one light sliding window and a metal door.

Feature 5, modern sign, is located west of Feature 2 and consists of advertising space for the US-93 corridor.

Landscaping: Bordering the site to the west is Butte Drive (and beyond Butte Drive is US-93), to the north and east are properties not associated with this site and to the south is an empty field. A dirt/gravel driveway accesses Feature 1 and Feature 2 from the north end of the property and a dirt/gravel driveway accesses Feature 4 from the south end of the property. Mature trees and bushes are north of Feature 1, northeast of Feature 2 and west of Feature 4. The majority of the property has dirt/gravel and weeds throughout.

Condition and Integrity: This site is in good condition; however, the use of the site as a commercial property alongside the private residence and the private motorcycle club affects the site's historic integrity of feeling, association, and setting.

Eligibility: This site is in good condition; however, it does not retain historic integrity of feeling, association, and setting. Furthermore, it is not historically or architecturally significant. The site is not associated with any known events important to the broad patterns of history (Criterion A). It is not associated with any persons of known significance in local, regional, or national history (Criterion B). It does not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master (Criterion C). Lastly, it is unlikely to yield information important in prehistory or history (Criterion D). For these reasons, the site is not eligible for inclusion in the NRHP.

Site Map
JR-02: 5884-A US-93 Property
5884-A US-93
Jerome, Idaho Vicinity
T. 8 S., R. 17 E. Section 14

JR-02

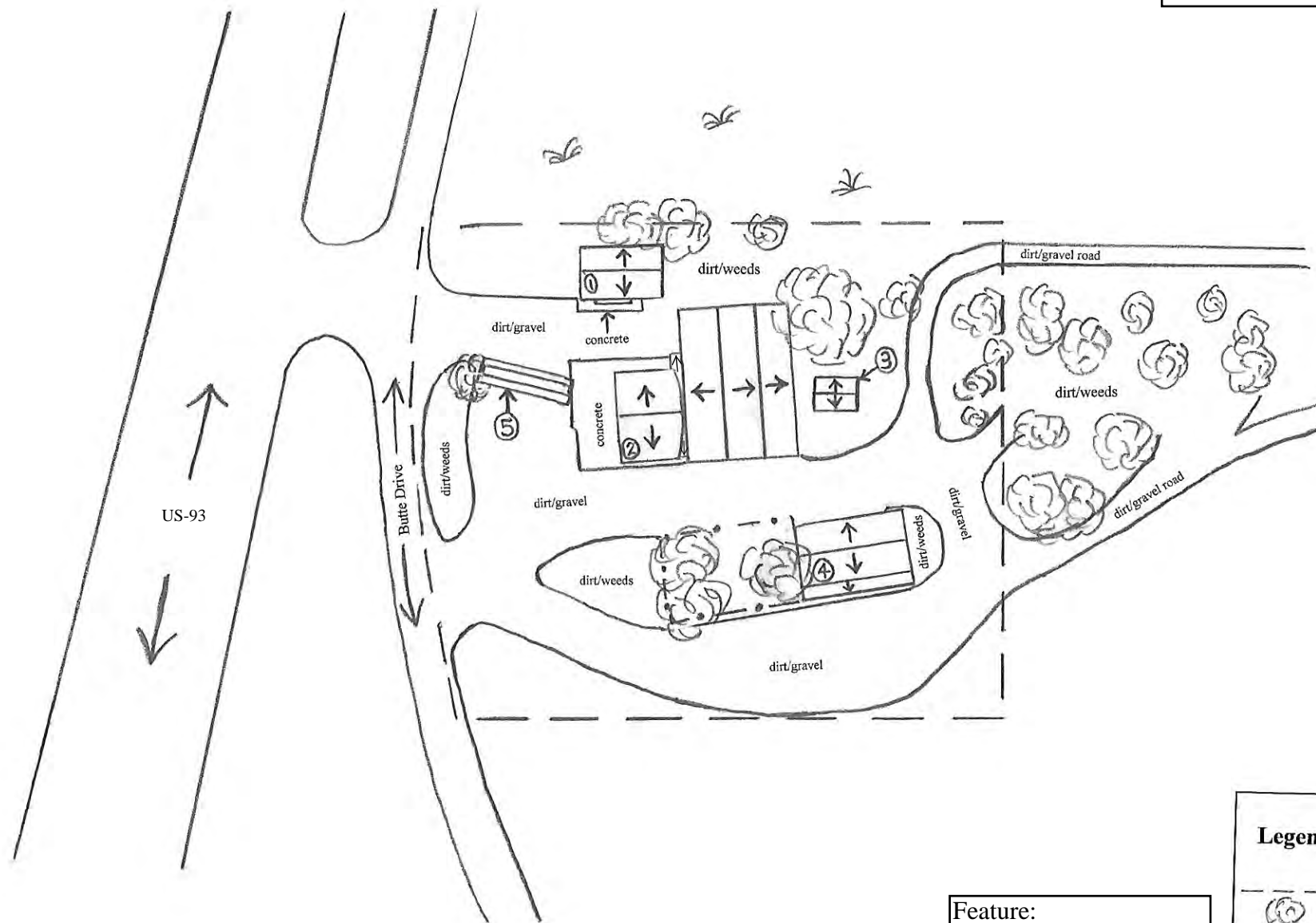
Legend

● JR-02

100% of 1:24,000 Scale
USGS 7.5 Minute Series
Falls City, Idaho 1964; Revised 1992

0 1,000 2,000 4,000 Feet





- Feature:
- 1) Historic House
 - 2) Historic Garage/Shop
 - 3) Historic Shed
 - 4) Historic Building
 - 5) Modern Sign

Legend

- Site Boundary
- ☁ Trees/Shrubs
- ☎ Grass
- Fence

Scale: Feet

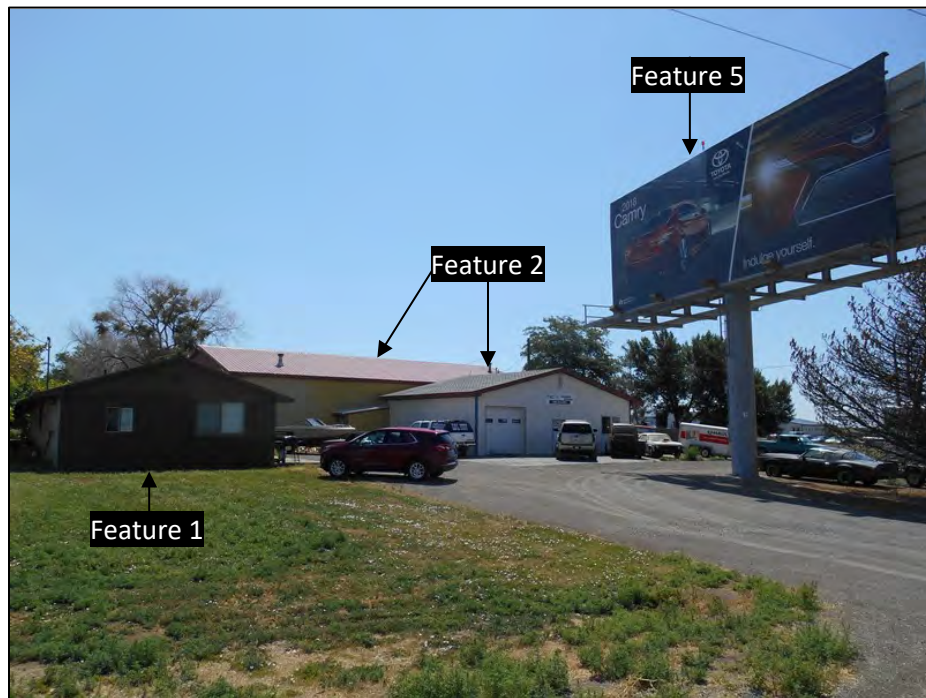
0 50 100

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Site Photographs
JR-02: 5884-A US-93 Property
5884-A US-93
Jerome, Idaho Vicinity
July 2018



Site overview looking northeast at Feature 1 (historic house), Feature 2 (historic garage/shop), Feature 4 (historic building) and Feature 5 (modern sign).



Site overview looking southeast at Feature 1, Feature 2, and Feature 5.

Site Photographs
JR-02: 5884-A US-93 Property
5884-A US-93
Jerome, Idaho Vicinity
July 2018



View looking north at the south elevation of Feature 1, historic house.



View looking east at the west elevation of Feature 1.
Also partially visible is Feature 2.

Site Photographs
JR-02: 5884-A US-93 Property
5884-A US-93
Jerome, Idaho Vicinity
July 2018



View looking southeast at the north elevation of Feature 1.



View looking west at the east elevation of Feature 1.
Also partially visible is Feature 5.

Site Photographs
JR-02: 5884-A US-93 Property
5884-A US-93
Jerome, Idaho Vicinity
July 2018



View looking east at the west elevation of Feature 2, historic garage/shop.
Also partially visible is Feature 4.



View looking east at the west elevation of Feature 2.

Site Photographs
JR-02: 5884-A US-93 Property
5884-A US-93
Jerome, Idaho Vicinity
July 2018



View looking south at the north elevation of Feature 2.



View looking southwest at the north elevation of Feature 2.
Also partially visible is Feature 5.

Site Photographs
JR-02: 5884-A US-93 Property
5884-A US-93
Jerome, Idaho Vicinity
July 2018



View looking northwest at the east elevation of Feature 2.



View looking northeast at the south elevation of Feature 2.

Site Photographs
JR-02: 5884-A US-93 Property
5884-A US-93
Jerome, Idaho Vicinity
July 2018



View looking north at the shed roof and the two entrances on the south elevation of Feature 2.

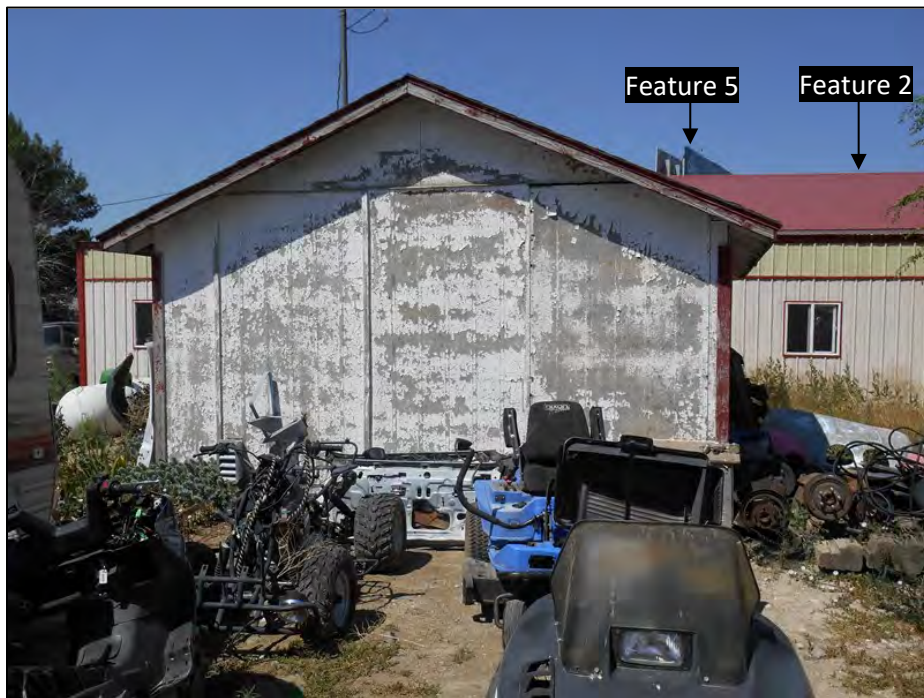


View looking southeast at the west elevation of Feature 3, historic shed.
Also partially visible is Feature 4.

Site Photographs
JR-02: 5884-A US-93 Property
5884-A US-93
Jerome, Idaho Vicinity
July 2018



View looking south at the north elevation of Feature 3.
Also partially visible is Feature 2 and Feature 4.



View looking west at the east elevation of Feature 3.
Also partially visible is Feature 2 and Feature 5.

Site Photographs
JR-02: 5884-A US-93 Property
5884-A US-93
Jerome, Idaho Vicinity
July 2018



View looking north to northeast at the south elevation of Feature 3.
Also partially visible is Feature 2.



View looking south at the north elevation of Feature 4, historic building.

Site Photographs
JR-02: 5884-A US-93 Property
5884-A US-93
Jerome, Idaho Vicinity
July 2018



View looking west at the east elevation of Feature 4.
Also partially visible is Feature 2.



View looking north at the south elevation of Feature 4.

Site Photographs
JR-02: 5884-A US-93 Property
5884-A US-93
Jerome, Idaho Vicinity
July 2018



View looking west at the inset porch of the south elevation of Feature 4.



View looking north to northeast at the inset porch of the south elevation of Feature 4.

Site Photographs
JR-02: 5884-A US-93 Property
5884-A US-93
Jerome, Idaho Vicinity
July 2018



View looking northeast at the west elevation of Feature 4.



View looking north to northwest at the south elevation of Feature 5, modern sign.
Also partially visible is Feature 1.

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	531 SH-25 East Property			FIELD#	JR-03		
STREET	531 SH-25 East				RESTRICT	<input type="checkbox"/>	
CITY	Jerome	VICINITY	<input checked="" type="checkbox"/>	COUNTY CD	53	COUNTY NAME	Jerome
SUBNAME		BLOCK		SUBLOT		ACRES	3
TAX PARCEL	RP08S17E220076A			UTMZ	11	EASTING	709300
TOWNSHIP	8	N_S	S	RANGE	17	E_W	E
QUADRANGLE	FALLS CITY			SECTION	22	NE	1/4, 1/4
SANBORN MAP		SANBORN MAP#		PHOTO#	Digital		

PROPERTY TYPE	Building	CONST/ACT1	Original Construction	ACTDATE1	1956	CIRCA1	<input type="checkbox"/>
		CONST/ACT2		ACTDATE2		CIRCA2	<input type="checkbox"/>

ASSOCIATED FEATURES	historic house (F-1), historic garage (F-2)	TOTAL # FEATURES	2
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ORIGINAL USE	Domestic	WALL MATERIAL	SYNTHETICS:Vinyl
ORIGSUBUSE	single dwelling	FOUND. MATERIAL	CONCRETE
CURRENT USE	Domestic	ROOF MATERIAL	ASPHALT
CURSUBUSE	single dwelling	OTHER MATERIAL	
ARCHSTYLE	No Style	PLAN	irregular
		CONDITION	Good

NR REF #		NPS CERT		ACTIONDATE		FUTURE ELIG DATE	0
DIST/MPLNAME1				DIST/MPLNAME2			

Individually Eligible	<input type="checkbox"/>	Contributing in a potential district	<input type="checkbox"/>	Noncontributing	<input type="checkbox"/>	Future eligibility	<input type="checkbox"/>
Not Eligible	<input checked="" type="checkbox"/>	Multiple Property Study	<input type="checkbox"/>	Not evaluated	<input type="checkbox"/>		

CRITERIA	A	<input type="checkbox"/>	B	<input type="checkbox"/>	C	<input type="checkbox"/>	D	<input type="checkbox"/>	CRITERIA CONSIDERATION	A	<input type="checkbox"/>	B	<input type="checkbox"/>	C	<input type="checkbox"/>	D	<input type="checkbox"/>	E	<input type="checkbox"/>	F	<input type="checkbox"/>	G	<input type="checkbox"/>
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AREA OF SIGNIF		AREA OF SIGNIF	
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COMMENTS	Summary of site: This site consists of two features – a historic house (F-1) and a historic garage (F-2). According to the Jerome County Assessor, the historic house (F-1) was originally constructed in 1956 and the historic garage (F-2) was constructed in 1960. This site is in good condition; however, it does not retain historic integrity of materials and workmanship. Additionally, this site is not historically or architecturally significant, and is therefore not eligible for listing in the National Register.		
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PROJ/RPT TITLE	100 South Road, Jerome County - ITD Project No. A019(134), Key No. 19134	SVY DATE	07/17/18	SVY LEVEL	Intensive
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RECORDED BY	N. Nickoloff and S. May	PH	208-939-1022	ADDRESS	Bionomics Environmental, Inc. 1045 E. Winding Creek Drive Eagle, ID 83616
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SUBMITTED PHOTOS	<input checked="" type="checkbox"/>	NEGS	<input type="checkbox"/>	SLIDES	<input type="checkbox"/>	SKETCH MAP	<input checked="" type="checkbox"/>
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SVY RPT #		***** FOR ISHPO USE ONLY *****			IHSI#	JR-03
MS RPT #					SITS#	
IHPR #		HABS NO. ID-		HAER NO. ID-	REV#	

CS #		IHSI# REF		NR REF# 2		REV# REF	
SVY RPT# 1		SVY RPT# 2		SVY RPT# 3		MS RPT# 1	
						MS RPT# 2	

ADD'L NOTES

MORE DATA ☒ATTACH ☒

# OF PHOTOS		NEGBOX#		# OF SLIDES		SHPO DETER		DETER DATE	
INITIALED		ENTRY DATE		REVISE1		REVISE2		REVISE3	

IHSI#	
SITS#	
REV#	

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	531 SH-25 East Property	IHSI#	JR-03
FIELD#	JR-03	COUNTY NAME	Jerome
OTHER NAME			
COUNTY CD	53	CITY	Jerome
		VICINITY	<input checked="" type="checkbox"/>
UTM REF2		UTM REF3	
		UTM REF4	

OTHER MATERIAL2		CULTAFFIL		AGENCYCERT	
SIGNIFDATE		SIGNIFPERIOD		SIGNIFPERSON	
ARCH/BUILD		ARCHPLANS	<input type="checkbox"/>	TAXEASE	<input type="checkbox"/>
		TAXCERT	<input type="checkbox"/>		
OWNERSHIP	Private	PROPOWN	Amalgamated Sugar Co.		
MORE DATA	<input checked="" type="checkbox"/>	ATTACH	<input checked="" type="checkbox"/>		

DOCSOURCE

ADD'L NOTES

COMMENTS

Summary of site: This site consists of two features – a historic house (F-1) and a historic garage (F-2). According to the Jerome County Assessor, the historic house (F-1) was originally constructed in 1956 and the historic garage (F-2) was constructed in 1960. This site is in good condition; however, it does not retain historic integrity of materials and workmanship. Additionally, this site is not historically or architecturally significant, and is therefore not eligible for listing in the National Register of Historic Places (NRHP).

Previous recording: This site has not been previously recorded.

History: The Amalgamated Sugar Company currently owns this property. According to the Jerome County Assessor, the

PHOTO LOG ☐ IHSI# REF INITIALED DATEENTERED

SKETCH ☒

IHSI#	SITS#	REV#
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IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	531 SH-25 East Property	IHSI#	JR-03
FIELD#	JR-03	COUNTY NAME	Jerome

COMMENTS:

Summary of site: This site consists of two features – a historic house (F-1) and a historic garage (F-2). According to the Jerome County Assessor, the historic house (F-1) was originally constructed in 1956 and the historic garage (F-2) was constructed in 1960. This site is in good condition; however, it does not retain historic integrity of materials and workmanship. Additionally, this site is not historically or architecturally significant, and is therefore not eligible for listing in the National Register of Historic Places (NRHP).

Previous recording: This site has not been previously recorded.

History: The Amalgamated Sugar Company currently owns this property. According to the Jerome County Assessor, the historic house (F-1) was originally constructed in 1956 and the historic garage (F-2) was constructed in 1960. There is no other known history about this site.

Building description: Feature 1, historic house, features an irregular plan, a side gable roof with a shed roof addition, an asphalt shingle roofing material, and exposed rafter tails with fascia. The exterior is clad in vinyl and the foundation is concrete.

Elevation descriptions: The main entrance is located on the north elevation (beneath a gabled pediment) and consists of an internal wood door with one light and an external metal screen door accessed by a three-step concrete stoop. West of the entrance is a vinyl one-over-one light window and east of the entrance is a two light picture window.

The east elevation features (from north to south) a wood picture window, a vinyl one-by-one light sliding window, and an air conditioning unit in the original portion of the elevation and a vinyl one-by-one light sliding window in the shed roof addition.

The south elevation features (from east to west) a shed roof addition with a vinyl one-by-one light sliding window and a metal storm door with a fixed wood transom light above. Continuing west within a small outset gable is a metal storm door. West of the outset gable (within the original portion of the elevation) is a vinyl one-over-one light window.

The west elevation features (from south to north) a fixed wood window (in the shed roof addition on the south elevation), a metal storm door accessed by three concrete steps (within the outset gable) and a vinyl one-over-one light window with a metal awning and a vinyl one-over-one light window (in the main portion of the elevation).

Associated features:

Feature 2, historic garage, is located southwest of Feature 1. It features a rectangular plan, a side gable roof, an asphalt shingle roofing material, and boxed eaves. The exterior is clad in corrugated metal and the foundation is concrete.

The north elevation features (from west to east) a 15-light wood door accessed by a small wood deck, a six-by-six light sliding window, a wood door with a small light in the upper half, and a large metal door on a sliding track.

The east elevation features two wood six-by-six light sliding windows.

The south elevation features (from east to west) a wood six-by-six light sliding window and a small opening with a wood stand (possibly for an air conditioning unit).

The west elevation features (from south to north) a concrete block chimney and a wood six-by-six light sliding window.

Landscaping: Bordering the site to the north is SH-25 and to the east is US-93. To the south and west are empty fields. A dirt/gravel driveway accesses this site from SH-25. An overgrown lawn surrounds Feature 1. Mature trees and bushes are north and east of the lawn of Feature 1. A concrete walkway is on the west elevation of Feature 1, connecting it to the driveway. There are mature trees where the concrete walkway and the driveway meet (west of Feature 1).

Condition and Integrity: This site is in good condition; however, the inclusion of modern materials (vinyl siding, vinyl windows, and asphalt shingle roof) affect the site's historic integrity of materials and workmanship.

Eligibility: This site is in good condition; however, it does not retain historic integrity of materials and workmanship. Furthermore, it is not historically or architecturally significant. The site is not associated with any known events important to the broad patterns of history (Criterion A). It is not associated with any persons of known significance in local, regional, or national history (Criterion B). It does not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master (Criterion C). Lastly, it is unlikely to yield information important in prehistory or history (Criterion D). For these reasons, the site is not eligible for inclusion in the NRHP.

ATTACH ☒

IHSI#	SITS#	REV#

Site Map
JR-03: 531 SH-25 East Property
531 SH-25 East
Jerome, Idaho Vicinity
T. 8 S., R. 17 E. Section 22

JR-03

Legend

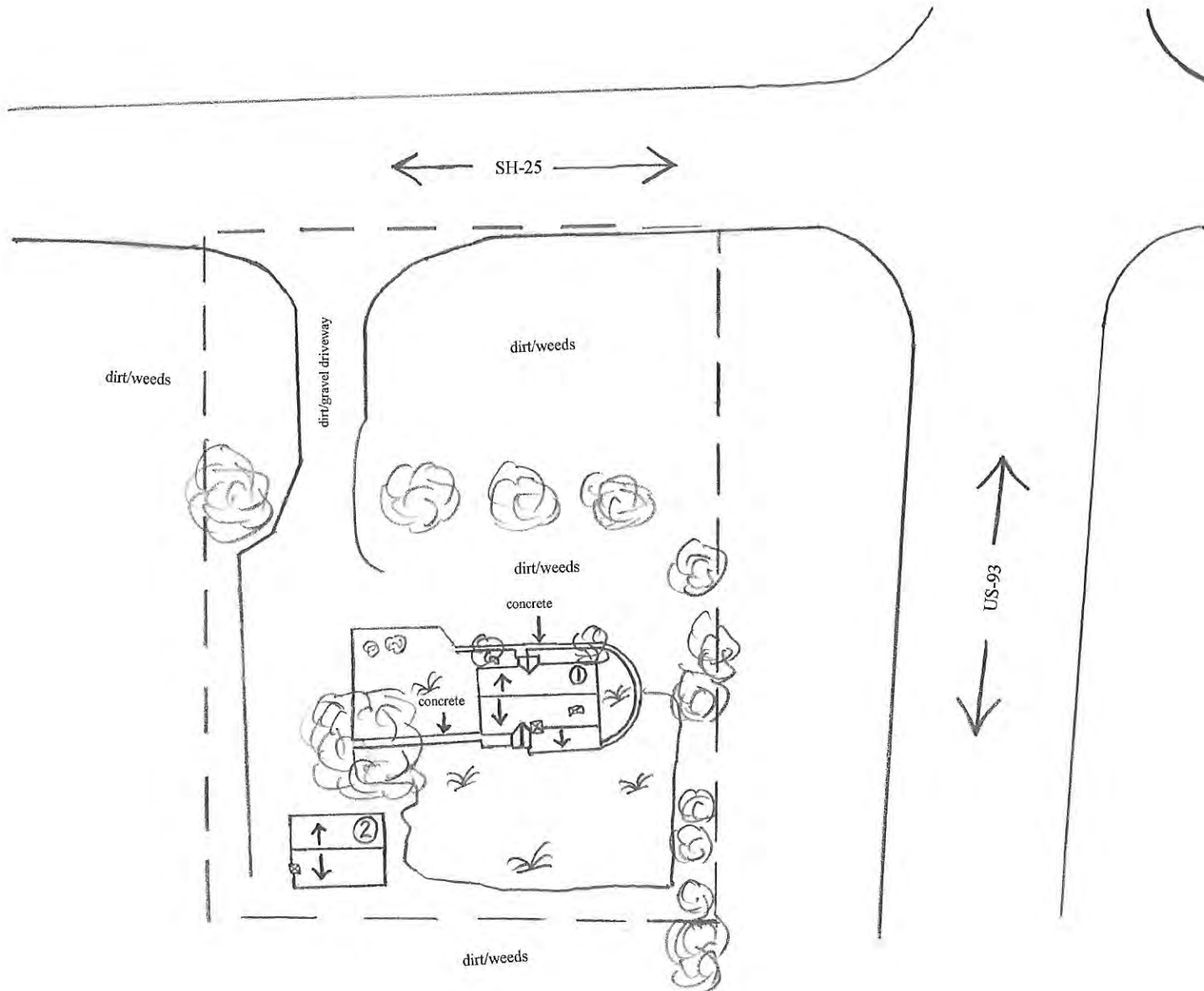
● JR-03

100% of 1:24,000 Scale
USGS 7.5 Minute Series
Falls City, Idaho 1964; Revised 1992




0 1,000 2,000 4,000 Feet



Sketch Map
JR-03: 531 SH-25 East Property
 531 SH-25 East
 Jerome, Idaho Vicinity
 July 2018



Legend

- Site Boundary
-  Trees/Shrubs
-  Grass
-  Chimney

↑ N

Scale: Feet



Feature:

- 1) Historic House
- 2) Historic Garage

Site Photographs
JR-03: 531 SH-25 East Property
531 SH-25 East
Jerome, Idaho Vicinity
July 2018



Site overview looking south at Feature 1 (historic house) and Feature 2 (historic garage).



Site overview looking southeast at Feature 1 and Feature 2.

Site Photographs
JR-03: 531 SH-25 East Property
531 SH-25 East
Jerome, Idaho Vicinity
July 2018



View looking south at the north elevation of Feature 1, historic house.



View looking southwest at the east elevation of Feature 1.

Site Photographs
JR-03: 531 SH-25 East Property
531 SH-25 East
Jerome, Idaho Vicinity
July 2018



View looking north at the south elevation of Feature 1.



View looking north at the south elevation extension of Feature 1.

Site Photographs
JR-03: 531 SH-25 East Property
531 SH-25 East
Jerome, Idaho Vicinity
July 2018



View looking east at the west elevation of Feature 1.



View looking south at the north elevation of Feature 2, historic garage.

Site Photographs
JR-03: 531 SH-25 East Property
531 SH-25 East
Jerome, Idaho Vicinity
July 2018



View looking west at the east elevation of Feature 2.



View looking northeast at the south elevation of Feature 2.

Site Photographs
JR-03: 531 SH-25 East Property
531 SH-25 East
Jerome, Idaho Vicinity
July 2018



View looking east at the west elevation of Feature 2.

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	Heritage Farms - Driscoll Brothers Property			FIELD#	JR-04		
STREET	5846 US-93				RESTRICT	<input type="checkbox"/>	
CITY	Jerome	VICINITY	<input checked="" type="checkbox"/>	COUNTY CD	53	COUNTY NAME	Jerome
SUBNAME		BLOCK		SUBLOT		ACRES	18
TAX PARCEL	RP08S17E233610A			UTMZ	11	EASTING	709504
TOWNSHIP	8	N_S	S	RANGE	17	E_W	E
QUADRANGLE	FALLS CITY			SECTION	23	NW	1/4, 1/4
SANBORN MAP		SANBORN MAP#		PHOTO#	Digital		

PROPERTY TYPE	Building	CONST/ACT1	Original Construction	ACTDATE1	1973	CIRCA1	<input type="checkbox"/>
		CONST/ACT2		ACTDATE2		CIRCA2	<input type="checkbox"/>

ASSOCIATED FEATURES	two historic warehouses (F-1 and F-2), historic scale house (F-3), modern fuel tanks (F-4)	TOTAL # FEATURES	4
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ORIGINAL USE	Commerce/Trade	WALL MATERIAL	CONCRETE
ORIGSUBUSE	warehouse	FOUND. MATERIAL	CONCRETE
CURRENT USE	Commerce/Trade	ROOF MATERIAL	METAL
CURSUBUSE	warehouse	OTHER MATERIAL	CONCRETE
ARCHSTYLE	No Style	PLAN	rectangular
		CONDITION	Good

NR REF #		NPS CERT		ACTIONDATE		FUTURE ELIG DATE	0
DIST/MPLNAME1				DIST/MPLNAME2			

Individually Eligible	<input type="checkbox"/>	Contributing in a potential district	<input type="checkbox"/>	Noncontributing	<input type="checkbox"/>	Future eligibility	<input type="checkbox"/>
Not Eligible	<input checked="" type="checkbox"/>	Multiple Property Study	<input type="checkbox"/>	Not evaluated	<input type="checkbox"/>		

CRITERIA	A	<input type="checkbox"/>	B	<input type="checkbox"/>	C	<input type="checkbox"/>	D	<input type="checkbox"/>	CRITERIA CONSIDERATION	A	<input type="checkbox"/>	B	<input type="checkbox"/>	C	<input type="checkbox"/>	D	<input type="checkbox"/>	E	<input type="checkbox"/>	F	<input type="checkbox"/>	G	<input type="checkbox"/>
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AREA OF SIGNIF		AREA OF SIGNIF	
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COMMENTS	Summary of site: This site consists of four features – two historic warehouses (F-1 and F-2), a historic scale house (F-3), and modern fuel tanks (F-4). According to the Jerome County Assessor, the two historic warehouses (F-1 and F-2) and the historic scale house (F-3) were originally constructed in 1973. According to aerial images, the modern fuel tanks (F-4) were added c. 2009. This site is in good condition and it retains a majority of its historic integrity; however, this site is not historically accurate.
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PROJ/RPT TITLE	100 South Road, Jerome County - ITD Project No. A019(134), Key No. 19134	SVY DATE	07/17/18	SVY LEVEL	Intensive
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RECORDED BY	N. Nickoloff and S. May	PH	208-939-1022	ADDRESS	Bionomics Environmental, Inc. 1045 E. Winding Creek Drive Eagle, ID 83616
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SUBMITTED PHOTOS	<input checked="" type="checkbox"/>	NEGS	<input type="checkbox"/>	SLIDES	<input type="checkbox"/>	SKETCH MAP	<input checked="" type="checkbox"/>
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SVY RPT #		***** FOR ISHPO USE ONLY *****			IHSI#	JR-04
MS RPT #					SITS#	
IHPR #		HABS NO. ID-		HAER NO. ID-	REV#	

CS #		IHSI# REF		NR REF# 2		REV# REF	
SVY RPT# 1		SVY RPT# 2		SVY RPT# 3		MS RPT# 1	
						MS RPT# 2	

ADD'L NOTES

MORE DATA ☒ATTACH ☒

# OF PHOTOS		NEGBOX#		# OF SLIDES		SHPO DETER		DETER DATE	
INITIALED		ENTRY DATE		REVISE1		REVISE2		REVISE3	

IHSI#	
SITS#	
REV#	

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	Heritage Farms - Driscoll Brothers Property	IHSI#	JR-04
FIELD#	JR-04	COUNTY NAME	Jerome
OTHER NAME			
COUNTY CD	53	CITY	Jerome
		VICINITY	<input checked="" type="checkbox"/>
UTM REF2		UTM REF3	
		UTM REF4	

OTHER MATERIAL2		CULTAFFIL		AGENCYCERT	
SIGNIFDATE		SIGNIFPERIOD		SIGNIFPERSON	
ARCH/BUILD		ARCHPLANS	<input type="checkbox"/>	TAXEASE	<input type="checkbox"/>
		TAXCERT	<input type="checkbox"/>		
OWNERSHIP	Private	PROPOWN	Heritage Farms LLC		
MORE DATA	<input checked="" type="checkbox"/>	ATTACH	<input checked="" type="checkbox"/>		

DOCSOURCE

ADD'L NOTES

COMMENTS

Summary of site: This site consists of four features – two historic warehouses (F-1 and F-2), a historic scale house (F-3), and modern fuel tanks (F-4). According to the Jerome County Assessor, the two historic warehouses (F-1 and F-2) and the historic scale house (F-3) were originally constructed in 1973. According to aerial images, the modern fuel tanks (F-4) were added c. 2008. This site is in good condition and it retains a majority of its historic integrity; however, this site is not historically or architecturally significant, and is therefore not eligible for listing in the National Register of Historic Places (NRHP).

Previous recording: This site has not been previously recorded.

History: Heritage Farms currently owns this property although the name on the warehouse (F-2) and the scale house (F-3)

PHOTO LOG ☐ IHSI# REF INITIALED DATE ENTERED

SKETCH ☒

IHSI#	SITS#	REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	Heritage Farms - Driscoll Brothers Property	IHSI#	JR-04
FIELD#	JR-04	COUNTY NAME	Jerome

COMMENTS:

Summary of site: This site consists of four features – two historic warehouses (F-1 and F-2), a historic scale house (F-3), and modern fuel tanks (F-4). According to the Jerome County Assessor, the two historic warehouses (F-1 and F-2) and the historic scale house (F-3) were originally constructed in 1973. According to aerial images, the modern fuel tanks (F-4) were added c. 2008. This site is in good condition and it retains a majority of its historic integrity; however, this site is not historically or architecturally significant, and is therefore not eligible for listing in the National Register of Historic Places (NRHP).

ATTACH ☒

Previous recording: This site has not been previously recorded.

History: Heritage Farms currently owns this property although the name on the warehouse (F-2) and the scale house (F-3) says "Driscoll Brothers". According to the Driscoll Brothers website (2018), the Driscoll's have been farming for nearly a century in southeastern Idaho. They specialize in potatoes, sugar beets, wheat, corn, hay, and cattle. The warehouses (F-1 and F-2) are used to store potatoes and the scale house (F-3) is used to weight the trucks hauling potatoes. According to the Jerome County Assessor, the two historic warehouses (F-1 and F-2) and the historic scale house (F-3) were originally constructed in 1973. According to aerial images, the modern fuel tanks (F-4) were added c. 2008. There is no other known history about this site.

Building description: Feature 1, historic warehouse, features a rectangular plan, a front gable roof, a metal roofing material, and exposed rafter tails with fascia. The exterior is concrete with concrete buttresses and metal gables. The foundation is concrete.

Elevation descriptions: There are six entrances located on the west elevation. The entrances consist of (from south to north) a pair of large metal swing-out doors (with a large metal vent above), a standard metal door (accessed by three concrete steps), and two pairs of large metal swing-out doors (one with a large metal hood vent above and one with a large metal hood vent above). Continuing north is a standard metal door (accessed by three concrete steps) and a pair of large metal swing-out doors (with a large metal hood vent above).

The north elevation does not feature any notable architectural elements except the concrete buttress construction.

The east elevation features four entrances consisting of four pairs of large metal swing-out doors (with a large metal hood vent above each pair of doors).

The south elevation does not feature any notable architectural elements except the concrete buttress construction.

Associated features:

Feature 2, historic warehouse, is located south of Feature 1. It features an irregular plan, a side gable roof (with outset shed roofs), a metal roofing material, and eaves that do not extend past the wall. The exterior is clad in metal and the foundation is concrete.

There are multiple entrances located on the west elevation. From south to north the west elevation features a pair of large metal swing-out doors in the side gabled portion (with a large metal vent above), a standard metal door in the shed roof portion (facing south) and a three light boarded up window opening in the shed roof (facing west). Continuing north in the central portion of the side gable is a pair of large metal swing-out doors (with a large metal vent above), a "Driscoll Brothers" sign, and a pair of large metal swing-out doors (with a large metal vent above). Continuing north is a standard metal door in the shed roof portion (facing south) and a three light boarded up window opening in the shed roof (facing west). Continuing north in the northern portion of the elevation is a pair of large metal swing-out doors (with a large metal vent above).

The north elevation does not feature any notable architectural elements.

The east elevation features multiple entrances. From north to south the east elevation features a pair of large metal swing-out doors in the side gabled portion (with a large metal vent above), a standard metal door in the shed roof portion (facing north) and a three light boarded up window opening in the shed roof (facing east). Continuing south in the central portion of the side gable are two pairs of large metal swing-out doors (with a large metal vent above each pair of doors). Continuing south is a standard metal door in the shed roof portion (facing north) and a three light boarded up window opening in the shed roof (facing east). Continuing south in the southern portion of the elevation is a pair of large metal swing-out doors (with a large metal vent above).

The south elevation does not feature any notable architectural elements.

Feature 3, historic scale house, is located west of Feature 1 and Feature 2. It features a rectangular plan, a side gable roof, a metal roofing material, closed eaves, concrete block construction, and a concrete foundation. A concrete weigh scale spans the east and west elevations.

The entrance is on the east elevation and features a centrally located metal door with a light in the upper half. North of the entrance is a vinyl picture window flanked by a single light sliding window. South of the entrance is a vinyl picture window flanked by a single light sliding window and a metal door with a light in the upper half.

The south elevation features a window that is now covered with a "Driscoll Brothers" sign and a vent in the gable.

The west elevation features a vinyl picture window flanked by a single light sliding window, a painted "Driscoll Brothers" sign, and a vinyl picture window flanked by a single light sliding window.

IHSI#	SITS#	REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	Heritage Farms - Driscoll Brothers Property	IHSI#	JR-04
FIELD#	JR-04	COUNTY NAME	Jerome

The north elevation features an air conditioning unit and a vent in the gable.

Feature 4, modern fuel tanks, are located south of Feature 1. There are five large metal tanks; three are situated within a concrete base while two (to the east) are open with no concrete base.

Landscaping: Bordering the site to the west is US-93 and to the north, south and east are agricultural fields. Two dirt/gravel driveways access this site from US-93. One is located on the north end of the property and one is located on the south end of the property. Dirt/gravel surrounds all of the Features allowing for large trucks to maneuver in and out of the property.

Condition and Integrity: This site is in good condition and retains a majority of its historic integrity.

Eligibility: This site is in good condition and it retains a majority of its historic integrity; however, this site is not historically or architecturally significant. The site is not associated with any known events important to the broad patterns of history (Criterion A). It is not associated with any persons of known significance in local, regional, or national history (Criterion B). It does not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master (Criterion C). Lastly, it is unlikely to yield information important in prehistory or history (Criterion D). For these reasons, the site is not eligible for inclusion in the NRHP.

References:

Driscoll Brothers
2018 "About Us". [Http://www.driscollbros.com/about-us/](http://www.driscollbros.com/about-us/). Accessed on July 26, 2018.

Site Map
JR-04: Heritage Farms - Driscoll Brothers
5846 US-93
Jerome, Idaho Vicinity
T. 8 S., R. 17 E. Section 23

JR-04

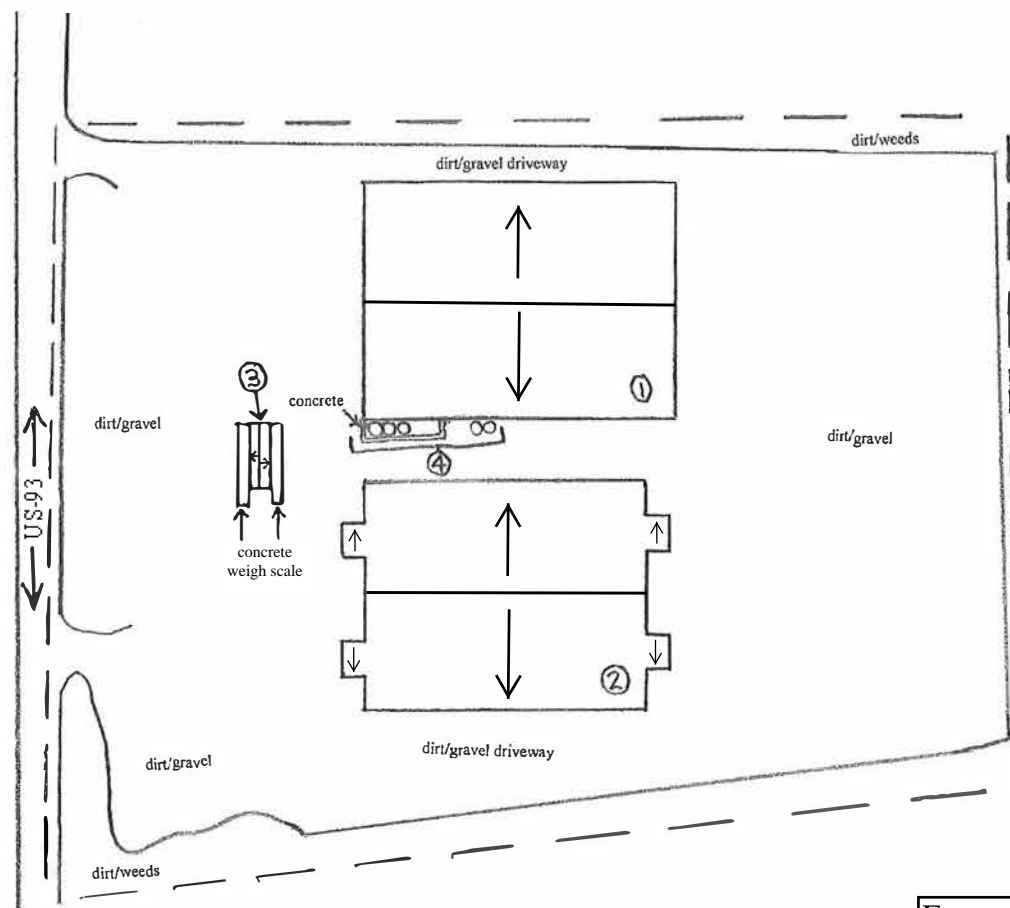
Legend

● JR-04

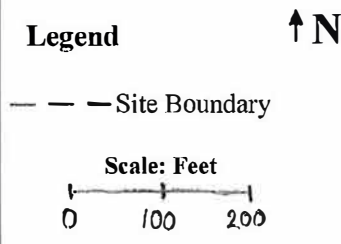
100% of 1:24,000 Scale
USGS 7.5 Minute Series
Falls City, Idaho 1964; Revised 1992

0 1,000 2,000 4,000 Feet

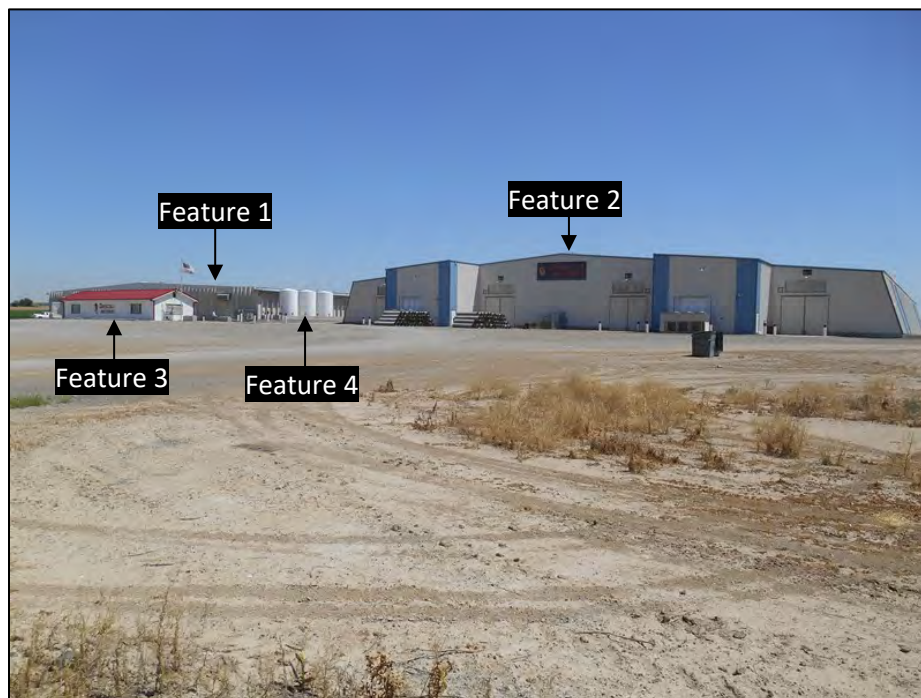




- Feature:
- 1) Historic Warehouse
 - 2) Historic Warehouse
 - 3) Historic Scale House
 - 4) Modern Fuel Tanks



Site Photographs
JR-04: Heritage Farms – Driscoll Brothers Property
5846 US-93
Jerome, Idaho Vicinity
July 2018



Site overview looking northeast at Feature 1 (historic warehouse), Feature 2 (historic warehouse), Feature 3 (historic scale house) and Feature 4 (modern fuel tanks).



View looking east at the west elevation of Feature 1, historic warehouse.

Site Photographs
JR-04: Heritage Farms – Driscoll Brothers Property
5846 US-93
Jerome, Idaho Vicinity
July 2018

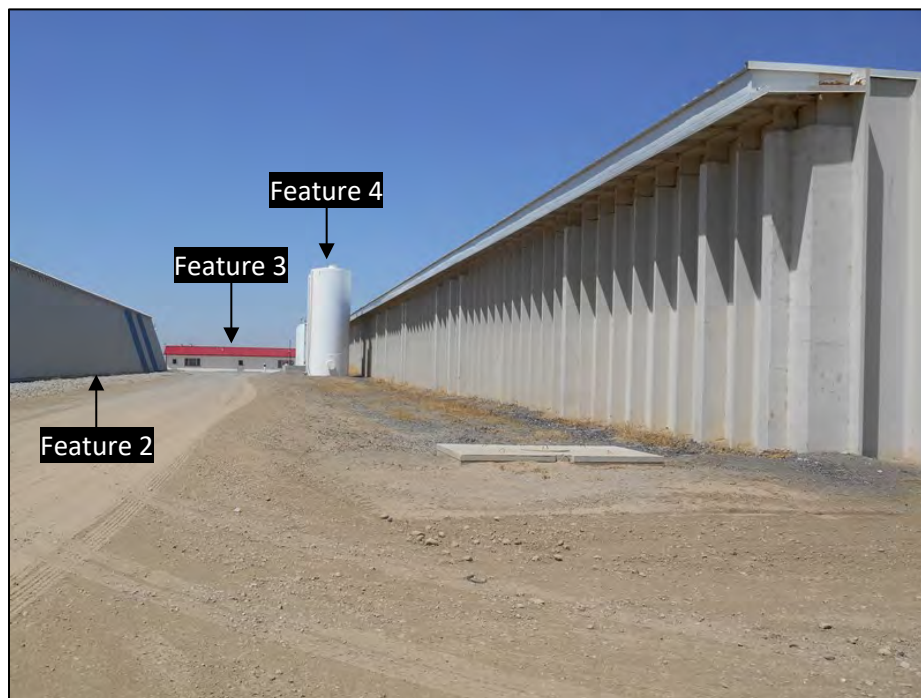


View looking southeast at the north elevation of Feature 1.

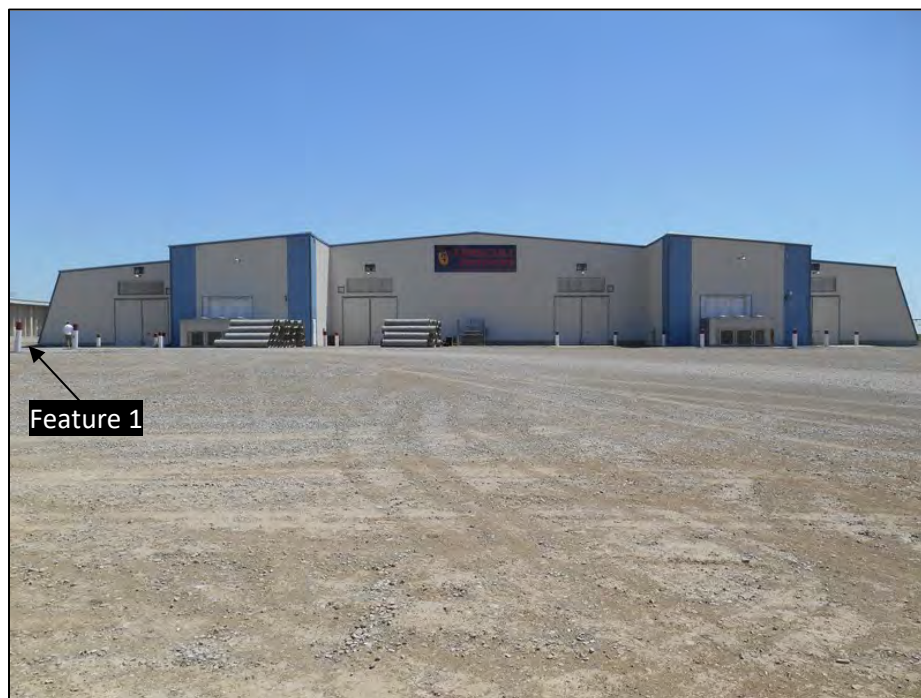


View looking west at the east elevation of Feature 1.
Also partially visible is Feature 2.

Site Photographs
JR-04: Heritage Farms – Driscoll Brothers Property
5846 US-93
Jerome, Idaho Vicinity
July 2018



View looking west at the south elevation of Feature 1.
Also partially visible is Feature 2, Feature 3, and Feature 4.



View looking east at the west elevation of Feature 2, historic warehouse.
Also partially visible is Feature 1.

Site Photographs
JR-04: Heritage Farms – Driscoll Brothers Property
5846 US-93
Jerome, Idaho Vicinity
July 2018



View looking east at the southern portion of the west elevation and the south elevation of the shed roof of Feature 2.

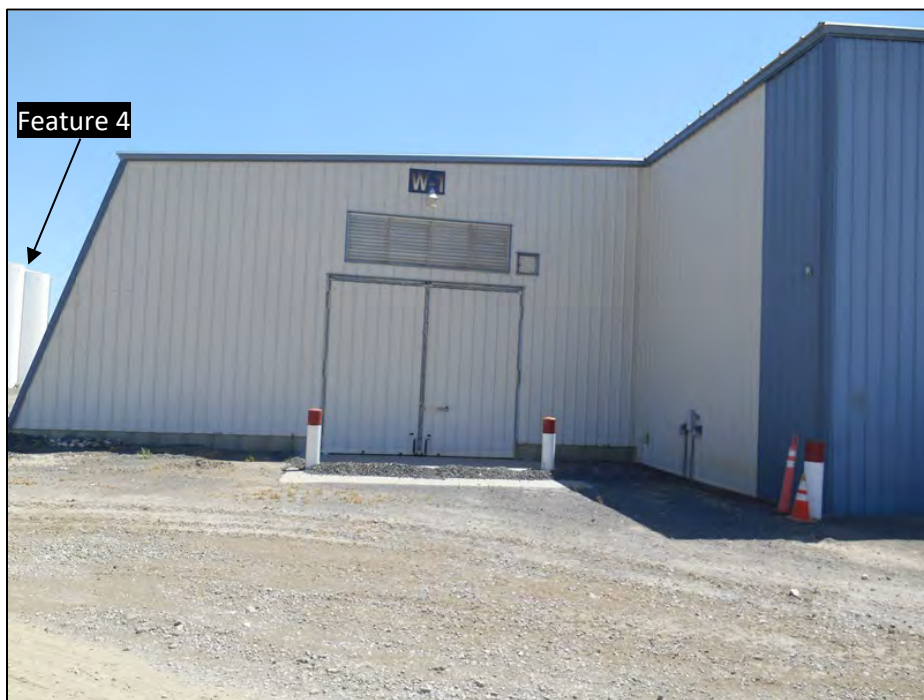


View looking east at the central portion of the west elevation and the north elevation of the shed roof of Feature 2.

Site Photographs
JR-04: Heritage Farms – Driscoll Brothers Property
5846 US-93
Jerome, Idaho Vicinity
July 2018



View looking east at the central portion of the west elevation and the south elevation of the shed roof of Feature 2.



View looking east at the northern portion of the west elevation and the north elevation of the shed roof of Feature 2.
Also partially visible is Feature 4.

Site Photographs
JR-04: Heritage Farms – Driscoll Brothers Property
5846 US-93
Jerome, Idaho Vicinity
July 2018



View looking east at the north elevation of Feature 2.
Also partially visible is Feature 1.



View looking west at the east elevation of Feature 2.
Also partially visible is Feature 1 and Feature 4.

Site Photographs
JR-04: Heritage Farms – Driscoll Brothers Property
5846 US-93
Jerome, Idaho Vicinity
July 2018



View looking west at the southern portion of the east elevation and the south elevation of the shed roof of Feature 2.



View looking southwest at the central portion of the east elevation and the north elevation of the shed roof of Feature 2.

Site Photographs
JR-04: Heritage Farms – Driscoll Brothers Property
5846 US-93
Jerome, Idaho Vicinity
July 2018



View looking west at the central portion of the east elevation and the south elevation of the shed roof of Feature 2.



View looking west at the northern portion of the east elevation and the north elevation of the shed roof of Feature 2.
Also partially visible is Feature 4.

Site Photographs
JR-04: Heritage Farms – Driscoll Brothers Property
5846 US-93
Jerome, Idaho Vicinity
July 2018



View looking west at the south elevation of Feature 2.

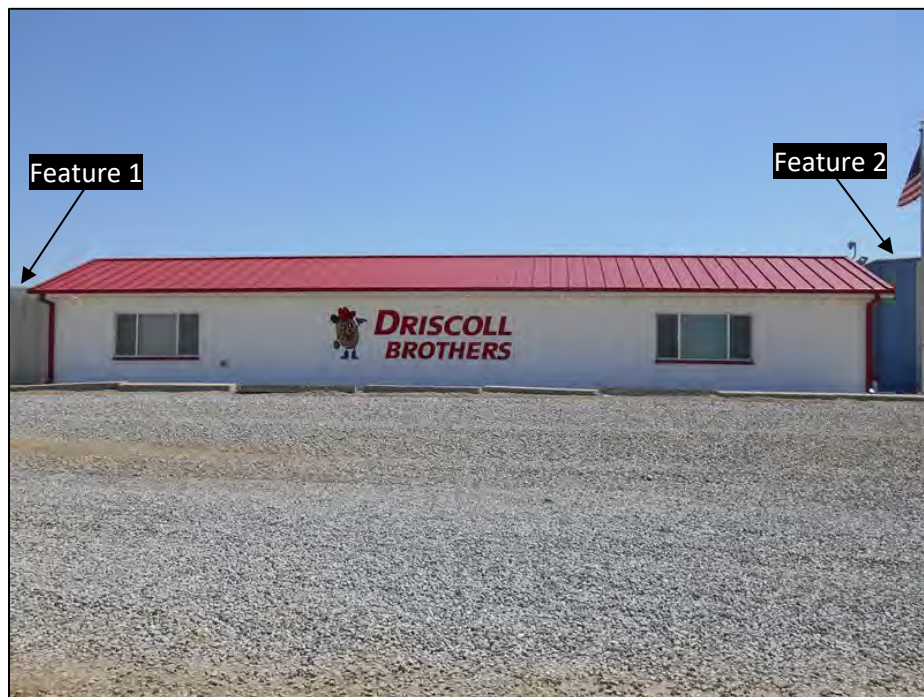


View looking west at the east elevation of Feature 3, historic scale house.

Site Photographs
JR-04: Heritage Farms – Driscoll Brothers Property
5846 US-93
Jerome, Idaho Vicinity
July 2018



View looking north at the south elevation of Feature 3.

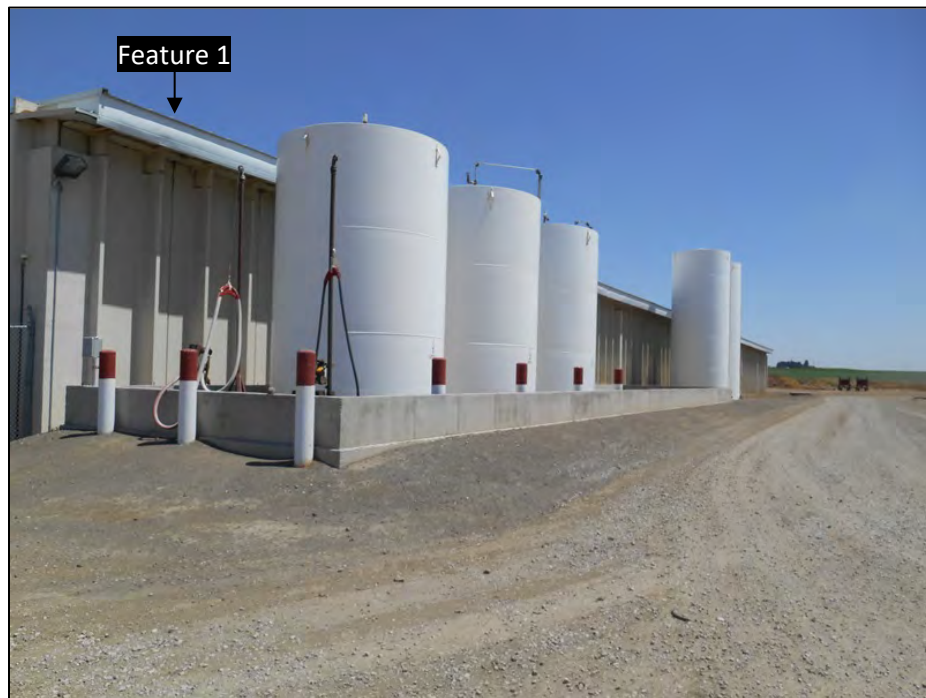


View looking east at the west elevation of Feature 3.
Also partially visible is Feature 1 and Feature 2.

Site Photographs
JR-04: Heritage Farms – Driscoll Brothers Property
5846 US-93
Jerome, Idaho Vicinity
July 2018



View looking south at the north elevation of Feature 3.
Also partially visible is Feature 2.



View looking northeast at Feature 4, modern fuel tanks.
Also partially visible is Feature 1.

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	State Highway 25 (Jerome County)			FIELD#	JR-05		
STREET						RESTRICT	<input type="checkbox"/>
CITY		VICINITY	<input type="checkbox"/>	COUNTY CD	53	COUNTY NAME	Jerome
SUBNAME		BLOCK		SUBLOT		ACRES	
TAX PARCEL		UTMZ	11	EASTING	709521	NORTHING	4733328
TOWNSHIP	8	N_S	S	RANGE	17	E_W	E
SECTION	14					1/4, 1/4	1/4
QUADRANGLE	FALLS CITY			OTHERMAP			
SANBORN MAP		SANBORN MAP#		PHOTO#	Digital		

PROPERTY TYPE	Structure	CONST/ACT1	Original Construction	ACTDATE1	1919	CIRCA1	<input type="checkbox"/>
		CONST/ACT2		ACTDATE2		CIRCA2	<input type="checkbox"/>

ASSOCIATED FEATURES	highway	TOTAL # FEATURES	1
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ORIGINAL USE	Transportation	WALL MATERIAL	
ORIGSUBUSE	road-related (vehicular)	FOUND. MATERIAL	ASPHALT
CURRENT USE	Transportation	ROOF MATERIAL	
CURSUBUSE	road-related (vehicular)	OTHER MATERIAL	
ARCHSTYLE	No Style	PLAN	linear
		CONDITION	Good

NR REF #		NPS CERT		ACTIONDATE		FUTURE ELIG DATE	
DIST/MPLNAME1				DIST/MPLNAME2			

Individually Eligible	<input checked="" type="checkbox"/>	Contributing in a potential district	<input type="checkbox"/>	Noncontributing	<input type="checkbox"/>	Future eligibility	<input type="checkbox"/>
Not Eligible	<input type="checkbox"/>	Multiple Property Study	<input type="checkbox"/>	Not evaluated	<input type="checkbox"/>		

CRITERIA	A	<input checked="" type="checkbox"/>	B	<input type="checkbox"/>	C	<input type="checkbox"/>	D	<input type="checkbox"/>	CRITERIA CONSIDERATION	A	<input type="checkbox"/>	B	<input type="checkbox"/>	C	<input type="checkbox"/>	D	<input type="checkbox"/>	E	<input type="checkbox"/>	F	<input type="checkbox"/>	G	<input type="checkbox"/>
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AREA OF SIGNIF	Transportation	AREA OF SIGNIF	
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COMMENTS	Summary of site: Within Jerome County, State Highway 25 (SH-25) is approximately 37 miles long. The highway begins at Exit 164 off the I-84 in Jerome County and extends east/southeast through Jerome, Eden, Hazelton, and Greenwood before exiting Jerome County and entering Minidoka County. This site includes the original alignment of the highway, which has not been previously recorded. Overall, this site as a whole is eligible for the National Register of Historic Places (NRHP) under Criterion		
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PROJ/RPT TITLE	100 South Road, Jerome County - ITD Project No. A019(134), Key No. 19134	SVY DATE	07/17/18	SVY LEVEL	Intensive
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RECORDED BY	N. Nickoloff and S. May	PH	208-939-1022	ADDRESS	Bionomics Environmental, Inc. 1045 E. Winding Creek Drive Eagle, ID 83616
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SUBMITTED PHOTOS	<input checked="" type="checkbox"/>	NEGS	<input type="checkbox"/>	SLIDES	<input type="checkbox"/>	SKETCH MAP	<input type="checkbox"/>
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SVY RPT #		***** FOR ISHPO USE ONLY *****			IHSI#	JR-05
MS RPT #					SITS#	
IHPR #		HABS NO. ID-		HAER NO. ID-	REV#	

CS #		IHSI# REF		NR REF# 2		REV# REF	
SVY RPT# 1		SVY RPT# 2		SVY RPT# 3		MS RPT# 1	
						MS RPT# 2	

ADD'L NOTES Additional Legal Descriptions: T. 8 S., R. 17 E., Sections 15, 22, and 23

MORE DATA ☒

ATTACH ☒

OF PHOTOS NEGBOX# # OF SLIDES SHPO DETER DETER DATE

INITIALED ENTRY DATE REVISE1 REVISE2 REVISE3

IHSI#	
SITS#	
REV#	

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	State Highway 25 (Jerome County)	IHSI#	JR-05
FIELD#	JR-05	COUNTY NAME	Jerome
OTHER NAME			
COUNTY CD	53	CITY	
		VICINITY	<input type="checkbox"/>
UTM REF2		UTM REF3	
		UTM REF4	

OTHER MATERIAL2		CULTAFFIL		AGENCYCERT	
SIGNIFDATE		SIGNIFPERIOD		SIGNIFPERSON	
ARCH/BUILD		ARCHPLANS	<input type="checkbox"/>	TAXEASE	<input type="checkbox"/>
		TAXCERT	<input type="checkbox"/>		
OWNERSHIP	Public-State	PROPOWN	Idaho Transportation Department		
MORE DATA	<input checked="" type="checkbox"/>	ATTACH	<input checked="" type="checkbox"/>		

DOCSOURCE	
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ADD'L NOTES	Additional Legal Descriptions: T. 8 S., R. 17 E., Sections 15, 22, and 23
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COMMENTS	Summary of site: Within Jerome County, State Highway 25 (SH-25) is approximately 37 miles long. The highway begins at Exit 164 off the I-84 in Jerome County and extends east/southeast through Jerome, Eden, Hazelton, and Greenwood before exiting Jerome County and entering Minidoka County. This site includes the original alignment of the highway, which has not been previously recorded. Overall, this site as a whole is eligible for the National Register of Historic Places (NRHP) under Criterion A for its association with the development of interstate highways in the early twentieth century, and its important connection of small towns in rural Idaho. This site is not eligible for the NRHP under Criteria B, C, or D. It is not associated with any persons of known significance in local, regional, or national history (Criterion B); it does not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master (Criterion C); and it is unlikely to yield information important in prehistory or history (Criterion D).
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PHOTO LOG	<input type="checkbox"/>	IHSI# REF		INITIALED		DATEENTERED	
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SKETCH ☐

IHSI#	SITS#	REV#
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IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	State Highway 25 (Jerome County)	IHSI#	JR-05
FIELD#	JR-05	COUNTY NAME	Jerome

COMMENTS:

Summary of site: Within Jerome County, State Highway 25 (SH-25) is approximately 37 miles long. The highway begins at Exit 164 off the I-84 in Jerome County and extends east/southeast through Jerome, Eden, Hazelton, and Greenwood before exiting Jerome County and entering Minidoka County. This site includes the original alignment of the highway, which has not been previously recorded. Overall, this site as a whole is eligible for the National Register of Historic Places (NRHP) under Criterion A for its association with the development of interstate highways in the early twentieth century, and its important connection of small towns in rural Idaho. This site is not eligible for the NRHP under Criteria B, C, or D. It is not associated with any persons of known significance in local, regional, or national history (Criterion B); it does not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master (Criterion C); and it is unlikely to yield information important in prehistory or history (Criterion D).

ATTACH ☒

Previous recording: This site has not been previously recorded.

History: The following information was adapted from the Minute books from 1913 to present:

On June 16, 1919, the Director of Highways approved the designation and construction of the Gooding-Rupert Highway (present day SH-25) extending in a southeastern direction from Gooding through Wendell, Jerome, and Paul, and terminating at Rupert. The Director of Highways also requested for Federal Aid for the construction of the highway and for it to be represented on the State of Idaho highway map. On December 24, 1919, construction and surfacing began on 12 miles of the highway between Jerome and Rupert for a total cost of \$132,000. In 1923, a petition from commercial organizations and citizens of Rupert, Gooding, Paul, Jerome, Wendell, and Hazelton was received and granted by the Commissioner of Public Works to change the designated name of the Gooding-Rupert Highway to Northside Highway.

In June 1925, the Northside Highway was designated as a state highway extending in a general southeasterly direction from Gooding, in Gooding County, via Wendell, Jerome, Eden, Hazelton, Paul, and Rupert to Declo in Cassia County. In 1930, 4.808 miles of roadbed, drainage structures and crushed gravel surfacing of the highway were constructed west of Jerome. Between 1931 and 1935, several miles of roadbed, drainage structures, crushed rock surfacing and road mix bituminous mat were constructed between Jerome and Rupert on the highway.

In 1950, the Northside Highway was redesignated to commence at the junction with the Old Oregon Trail at Bliss in Gooding County and extending southeasterly via Wendell, Jerome, Eden, Hazelton, and Paul to a junction with the Old Oregon Trail west of Rupert. Then in 1953 and 1954, the western end of the highway was reduced by 11.07 miles, beginning at a new location 0.687 miles west of the city limits of Jerome where the highway currently begins today.

Legal Description of Entire Jerome County Segment:

T. 8 S., R. 16 E. Sections 13, 14, 18, 19, 23, and 24
 T. 8 S., R. 17 E. Sections 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, and 25
 T. 8 S., R. 18 E. Sections 29, 30, 32, and 33
 T. 9 S., R. 18 E. Sections 1, 2, 3, 4, 10, 11, and 12
 T. 9 S., R. 19 E. Sections 7, 8, 17, 20, 26, 27, 28, 29, 30, 32, 33, 34, 35, and 36
 T. 9 S., R. 20 E. Sections 31, 32, 33, 34, and 35
 T. 10 S., R. 20 E. Sections 1, 2, and 12
 T. 10 S., R. 21 E. Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12

Site Description: Within Jerome County, SH-25 is approximately 37 miles long. The highway begins at Exit 164 off the I-84 in Jerome County and extends east/southeast through Jerome, Eden, Hazelton, and Greenwood before exiting Jerome County and entering Minidoka County. The highway through Jerome County is a two lane arterial roadway.

Setting: Within Jerome County, SH-25 is primarily located in a rural subbasin that consists of dry land agriculture, irrigated agriculture, rangeland, and riparian or open water environments consisting of irrigation canals, croplands, pastures, grasses, herbs, shrubs, and vines. As SH-25 travels through Jerome, Eden, and Hazelton city centers, the setting changes to an urban environment with residential lands. SH-25 also travels through a few sections of land owned by the Bureau of Land Management (BLM), which consists of overgrown tumbleweeds, cheat grass, sagebrush, bunch grass, and forbs.

Condition and Integrity: This site is in good condition; and it retains its historic integrity. This site remains in its original location and appears generally unaltered. This site retains integrity of location, design, materials, association, feeling, workmanship, and setting. Since construction, the materials of the road have changed numerous times. However, this is common for roads.

Eligibility: This site is in good condition; and it does retain its historic integrity. Additionally, this site is historically significant because it is the original alignment of SH-25, and provided an important connection between many small towns in rural Idaho. Therefore, this site is eligible for listing in the NRHP under Criterion A for its association with transportation.

This site is not eligible for the NRHP under Criteria B, C, or D. It is not associated with any persons of known significance in local, regional, or national history (Criterion B); it does not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master (Criterion C); and it is unlikely to yield information important in prehistory or history (Criterion D).

References

Idaho Department of Transportation (ITD) Minute Books
 1913ITD Minute Books 1913 to 1919. Available online at <http://cdm16876.contentdm.oclc.org/cdm/>

IHSI# _____ _____ _____	SITS# _____ _____ _____	REV# _____ _____ _____
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IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	State Highway 25 (Jerome County)	IHSI#	JR-05
FIELD#	JR-05	COUNTY NAME	Jerome

Idaho Department of Transportation (ITD) Minute Books
1921ITD Minute Books 1921 to 1925. Available online at <http://cdm16876.contentdm.oclc.org/cdm/>

Idaho Department of Transportation (ITD) Minute Books
1929ITD Minute Books 1929 to 1931. Available online <http://cdm16876.contentdm.oclc.org/cdm/>

Idaho Department of Transportation (ITD) Minute Books
1931ITD Minute Books 1931 to 1932. Available online at <http://cdm16876.contentdm.oclc.org/cdm/>

Idaho Department of Transportation (ITD) Minute Books
1932ITD Minute Books 1932 to 1934. Available online at <http://cdm16876.contentdm.oclc.org/cdm/>

Idaho Department of Transportation (ITD) Minute Books
1934ITD Minute Books 1934 to 1935. Available online at <http://cdm16876.contentdm.oclc.org/cdm/>

Idaho Department of Transportation (ITD) Minute Books
1950ITD Minute Books 1953. Available online at <http://itd.idaho.gov/board/>

Idaho Department of Transportation (ITD) Minute Books
1953ITD Minute Books 1953. Available online at <http://itd.idaho.gov/board/>

Idaho Department of Transportation (ITD) Minute Books
1954ITD Minute Books 1953. Available online at <http://itd.idaho.gov/board/>

**Idaho Transportation Department
Road / Highway SEGMENT Site Form**

1. IHSI Number / Temporary Site Number: JR-05
2. Overall Resource Name: State Highway 25 (SH-25)
3. County: Jerome
4. Legal Description(s) of Segment: T. 8 S., R. 17 E. Sections 14, 15, 22, and 23
5. UTM Coordinates of Segment: UTM NAD 83, Zone 11: 709521, 4733328
UTM NAD 83, Zone 11: 709209, 4733322
6. Mileposts: Milepost (M.P.) 5.257 to M.P. 5.45
7. Description of Segment (include site dimensions, geographical setting): At this location, the highway is located between M.P. 5.257 and M.P. 5.45. This segment of the highway intersects United States Highway 93 (US-93) and is located approximately four miles east/southeast of Jerome, Idaho (for a total length of 1,010 feet).
8. Original Use: Transportation
9. Current Use: Transportation; SH-25
10. Modifications to the Segment (change in materials, alignment, function, etc.) (describe in detail and provide dates where known): Little to no modifications to the alignment or function have been made. The only exception is the intersection with US-93, which was rebuilt in 1985.
11. Notable Site Features within the Segment (include at least one photo of each site feature): No notable site features were observed during this recordation.
12. National Register Eligibility of the Entire Linear Resource:
☒ A. Associated with events that have made a significant contribution to the broad patterns of our history
☐ B. Associated with the lives of person significant in our past
☐ C. Embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or possess high artistic value, of that represents a significant and distinguishable entity whose components may lack individual distinction
☐ D. Has yielded, or may be likely to yield information important in history or prehistory
13. Evaluation of the Segment Being Recorded: ☒ Contributing ☐ Non-Contributing
14. Materials: Gravel mix roadbed with asphalt overlay.
15. Historical Narrative on the Segment:

The following information was adapted from the Minute books from 1913 to present:

On June 16, 1919, the Director of Highways approved the designation and construction of the Gooding-Rupert Highway (present day SH-25) extending in a southeastern direction from Gooding through Wendell, Jerome, and Paul, and terminating at Rupert. The Director of Highways also requested for Federal Aid for the construction of the highway and for it to be represented on the State of Idaho highway map. On December 24, 1919, construction and surfacing began on 12 miles of the highway between Jerome and Rupert for a total cost

of \$132,000. In 1923, a petition from commercial organizations and citizens of Rupert, Gooding, Paul, Jerome, Wendell, and Hazelton was received and granted by the Commissioner of Public Works to change the designated name of the Gooding-Rupert Highway to Northside Highway.

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In 1950, the Northside Highway was redesignated to commence at the junction with the Old Oregon Trail at Bliss in Gooding County and extending southeasterly via Wendell, Jerome, Eden, Hazelton, and Paul to a junction with the Old Oregon Trail west of Rupert. Then in 1953 and 1954, the western end of the highway was reduced by 11.07 miles, beginning at a new location 0.687 miles west of the city limits of Jerome where the highway currently begins today.

16. Statement of Integrity Related to Significance (address all seven aspects): This segment is in good condition; and it retains all aspects of its historic integrity because this segment remains generally unaltered. This segment retains integrity of location, design, materials, association, feeling, workmanship, and setting. Since construction, the materials of the road have changed numerous times. However, this is common for roads.

17. Bibliography / Sources¹:

ITD Minute Books 1912 to 1950, available online at <http://cdm16876.contentdm.oclc.org/cdm/>

ITD Minute Books 1950 to present, available online at <http://itd.idaho.gov/board/>

18. Previous Documentation of the Segment (include recorder, date, agency, determination of eligibility): none

19. Recorder: Niki Nickoloff, M.A.A. and Scott May B.A.

20. Recorder Affiliation: Bionomics Environmental, Inc.

21. Project Title and Key Number: 100 South Road, Jerome County
ITD Project No. A019(134), Key No. 19134

22. Date of Field Work: July 17, 2018

23: Date of Site Form: August 01, 2018

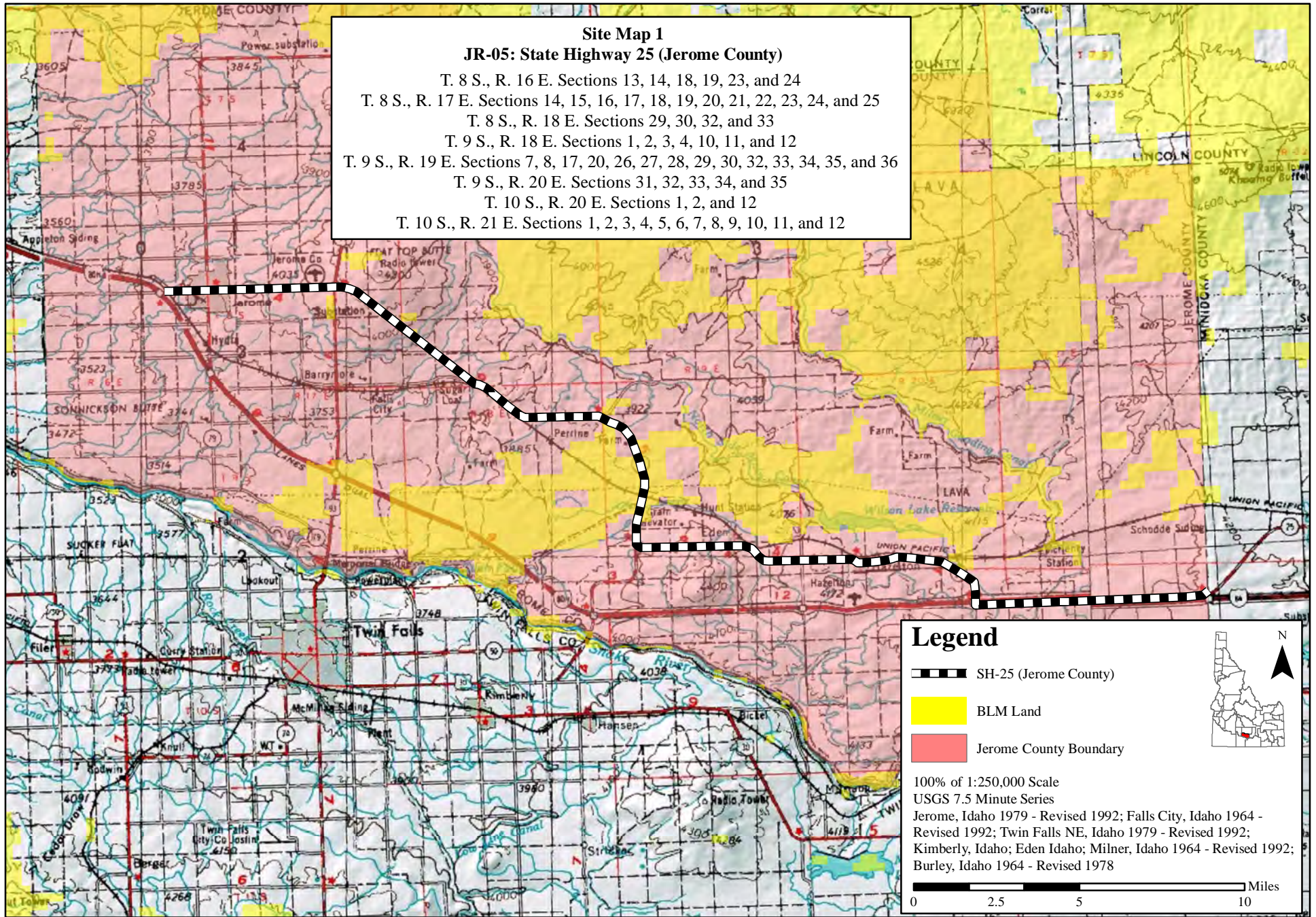
Please attach a map of the segment on a USGS 1:24,000 map and aerial map indicating the resource location, photographs of the segment, and photographs of any notable site features within the segment.

¹ Use historic aerial photography, maps, and primary and secondary sources. When documenting canals, please contact the canal company for information.

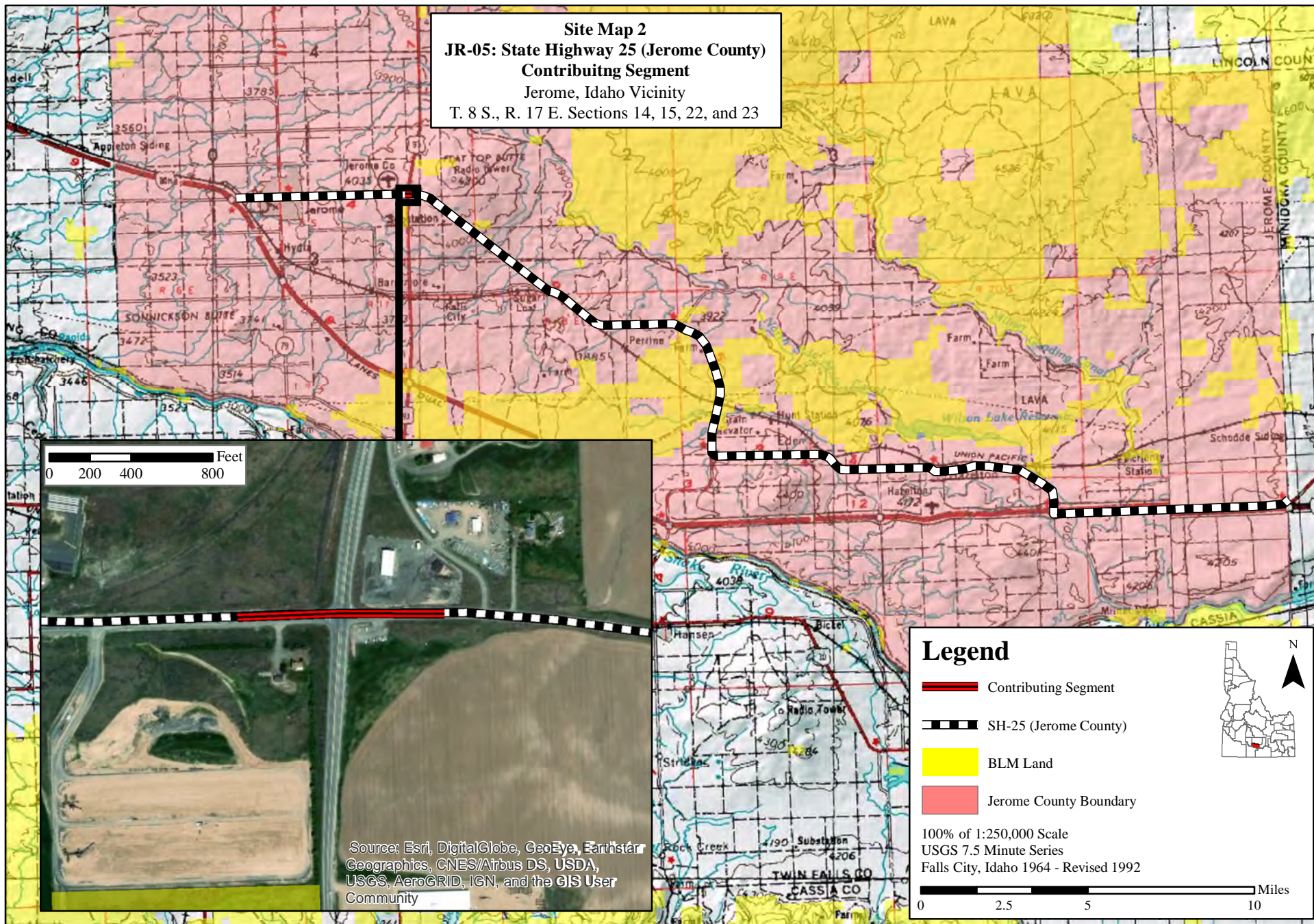
Site Map 1

JR-05: State Highway 25 (Jerome County)

- T. 8 S., R. 16 E. Sections 13, 14, 18, 19, 23, and 24
- T. 8 S., R. 17 E. Sections 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, and 25
- T. 8 S., R. 18 E. Sections 29, 30, 32, and 33
- T. 9 S., R. 18 E. Sections 1, 2, 3, 4, 10, 11, and 12
- T. 9 S., R. 19 E. Sections 7, 8, 17, 20, 26, 27, 28, 29, 30, 32, 33, 34, 35, and 36
- T. 9 S., R. 20 E. Sections 31, 32, 33, 34, and 35
- T. 10 S., R. 20 E. Sections 1, 2, and 12
- T. 10 S., R. 21 E. Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12



Site Map 2
JR-05: State Highway 25 (Jerome County)
Contributing Segment
Jerome, Idaho Vicinity
T. 8 S., R. 17 E. Sections 14, 15, 22, and 23



Site Photographs
JR-05: State Highway 25 (Jerome County)
Jerome, Idaho Vicinity
June 2018



Overview looking east at SH-25 from Exit 168 of I-84 (image provided by Google Earth).



Overview looking east at the SH-25 and Lincoln Avenue intersection in Jerome, ID
(image provided by Google Earth).

Site Photographs
JR-05: State Highway 25 (Jerome County)
Jerome, Idaho Vicinity
June 2018



Overview looking east at the SH-25 and US Highway 93 (US-93) intersection, east of Jerome ID.



Overview looking west at the SH-25 and US-93 intersection, east of Jerome ID.

Site Photographs
JR-05: State Highway 25 (Jerome County)
Jerome, Idaho Vicinity
June 2018



Overview looking southeast at the SH-25 and Fall City Road intersection, east of Sugar Loaf, ID
(image provided by Google Earth).



Overview looking south at the SH-25 and State Highway 50 junction, west of Eden, ID
(image provided by Google Earth).

Site Photographs
JR-05: State Highway 25 (Jerome County)
Jerome, Idaho Vicinity
June 2018



Overview looking east at the SH-25 and Idaho Street intersection in Eden, ID
(image provided by Google Earth).



Overview looking east at the SH-25 and Lenz Avenue intersection in Hazelton, ID
(image provided by Google Earth).

Site Photographs
JR-05: State Highway 25 (Jerome County)
Jerome, Idaho Vicinity
June 2018



Overview looking south at the SH-25 and Interstate 84 (I-84) junction, east of Greenwood, ID
(image provided by Google Earth).



Overview looking north at the SH-25 and I-84 junction at the Jerome County/Minidoka County boarder
(image provided by Google Earth).