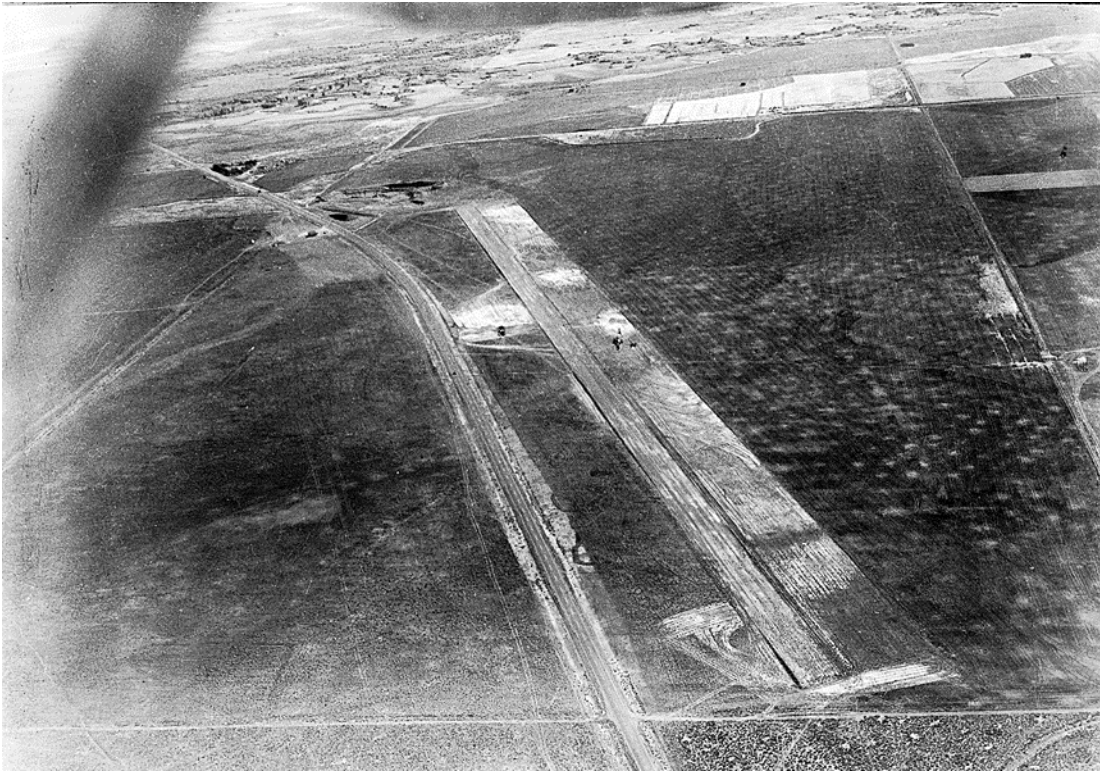


Arco-Butte County Airport Historic Resource Documentation



AIP#3-16-0001-013-2015

June 2020

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Abstract

This report documents the results of a cultural resources survey conducted to identify and evaluate above-ground cultural resources at Arco-Butte County Airport, three miles southwest of Arco, Butte County, on U.S. Highway 93/20/26. This effort includes resource identification and documentation the full extent of the Arco-Butte County Airport property (ARCO-01) for Federal Aviation Administration (FAA) future planning purposes and compliance with National Historic Preservation Act (NHPA).

It should also be noted that per FAA direction, Idaho SHPO has not yet been consulted as to the eligibility assessments herein. As such, all findings below should be considered preliminary and subject to final SHPO review and comment.

Results of Cultural Resource Study

No resources in the survey area had been previously documented (Figure 4, Table 1). A total of twelve resources comprising the airport were newly identified and documented as part of this survey effort (Figure 5, Table 2). In addition to the airport property's Idaho Historic Sites Inventory (IHSI) Form (ARCO-01), five airport resources (i.e. individual buildings and structures) of at least forty-five years of age received separate IHSI documentation. All were surveyed to current SHPO and FAA standards.

A single resource—Arco Airport Beacon (#11; ARCO-05)—was found to be eligible for National Register of Historic Places (NRHP) listing. There is no NRHP-eligible historic district and no other resources in the survey area retain sufficient significance or integrity to be NRHP-eligible individually.

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 Principle Investigator

06/10/2020

Date

Key Information

PROJECT NAME

Arco-Butte County Airport Survey

PROJECT NUMBER(S)

FAA AIP PROJECT NO. 3-16-0001-013-2015

LOCATION

Butte County

USGS QUAD(S)

Arco South, 7.5'

LEGAL LOCATION OF SURVEY

T3N, 26E, Sections 10,11

SURVEY AREA

~ 195 Acres

AREA SURVEYED

~195 Acres Intensive Survey

0 Acres Reconnaissance Survey

PROJECT DATA

0 Previously recorded cultural resources

6 Newly recorded cultural resources

AUTHOR(S)

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FEDERAL AGENCY

FAA

REPORT PREPARED FOR

T.O. Engineers

REPOSITORY

Idaho SHPO

PRINCIPLE INVESTIGATOR

Kerry Davis, M.S.

DATE

6/10/2020

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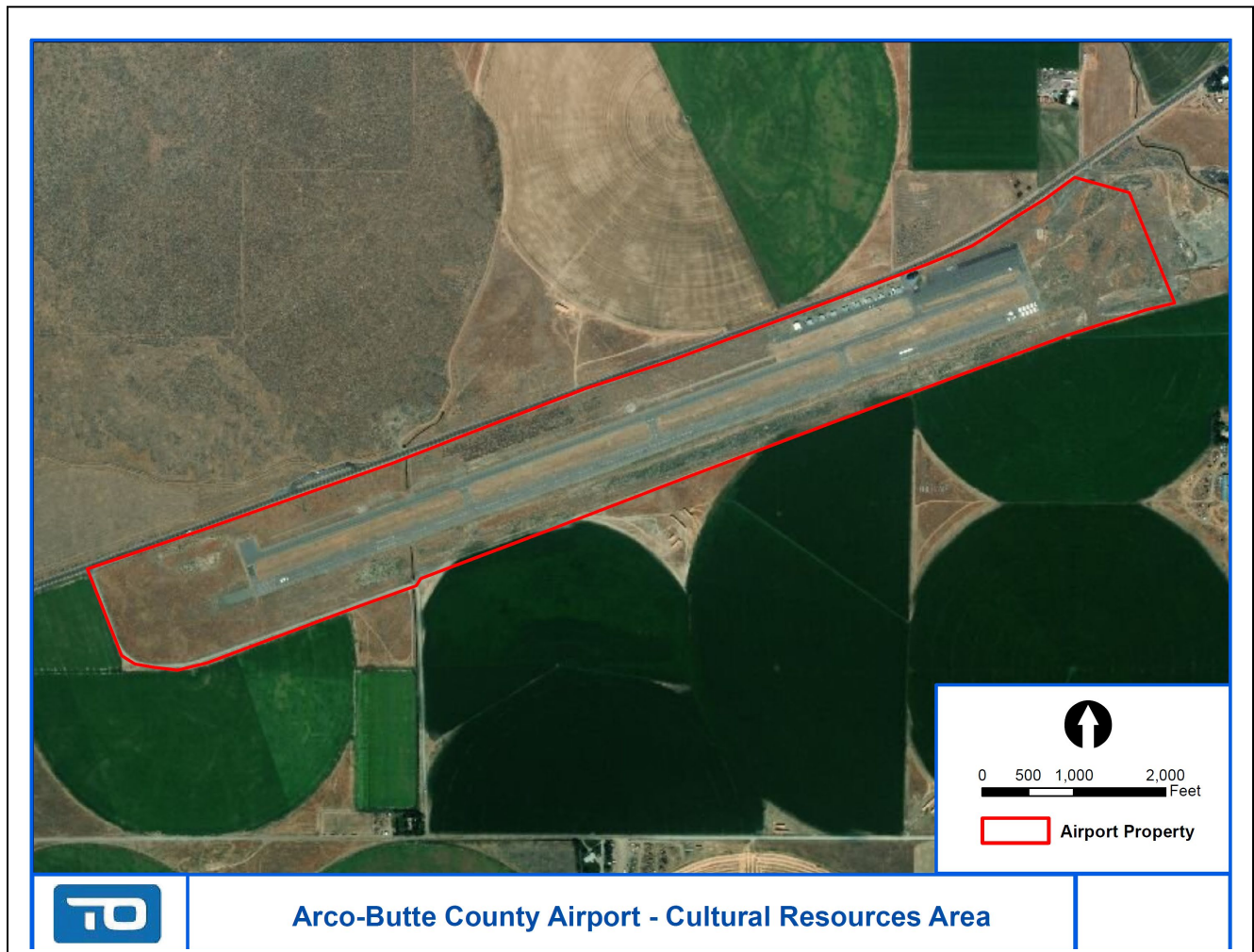
Project Description

T.O. Engineers, contracted Preservation Solutions LLC (PSLLC) in September 2016 to complete a cultural resource investigation of the Arco-Butte County Airport (ARCO-01), three miles southwest of Arco, Butte County, Idaho. The purpose of this preemptive survey effort was to identify, document, and evaluate cultural resources for FAA's future planning purposes.

Project Area of Potential Effect (APE)

The defining of an APE is not required, as this report does not and is not intended to assess effect under Section 106 of the NHPA.

Figure 1. Airport Aerial Overview



Environmental Setting

The survey area is located approximately three miles south of Arco, Idaho, along the south-southeast alignment of U.S. Highway 93/20/26. At an elevation of approximately 5,325 feet above sea level, the area is characterized by open, generally level grassy fields interrupted by areas of lava rock. Soils are relatively flat (0-2% grade) Pancheri Silt Loam (USDA WebSoil Survey) and are prime farmland soils if irrigated. Soils have been previously disturbed as the airport was leveled, irrigated, and grazed before being expanded to its current configuration. Sporadic soil intrusions are present on the airport as Polatis-rock outcropping, which is generally loess (fine windblown soils) on basalt (lava rock). Craters of the Moon National Monument and its associated lava field is approximately 3.5 miles southwest of the airport survey area.

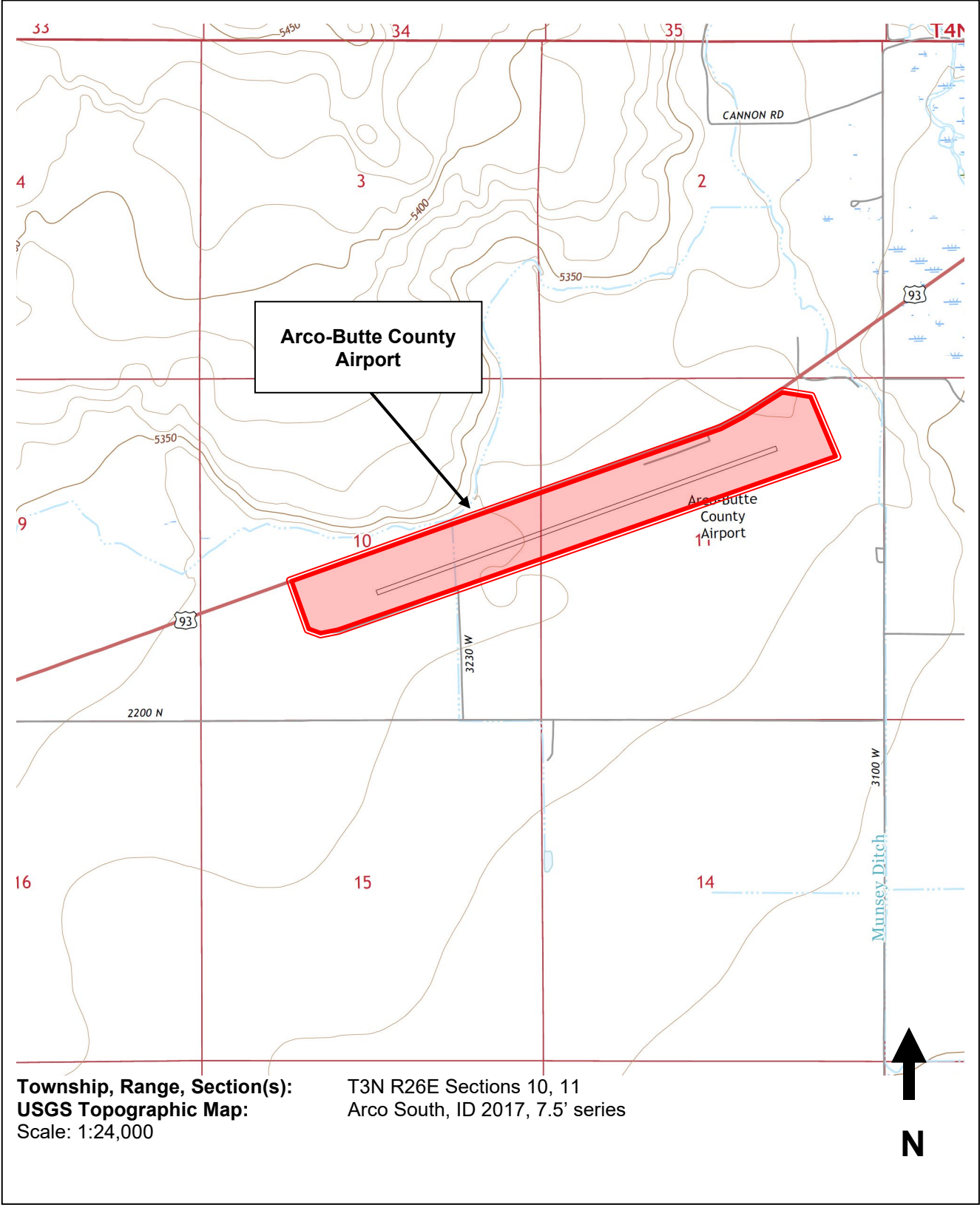
Historically, the Snake River Plain was predominantly sagebrush steppe and riparian/wetland along waterways. Trees such as cottonwood or willows were and are commonly found along these wet areas east of the airport. Short grasses were historically also part of the sage steppe landscape. Several types of wildlife are readily found in and around the study area, of which mammals include antelope, elk, mule deer, and cottontail rabbit. Typical non-game mammals include badgers, coyotes, gophers, and racoons. The nearby Big Lost river and its tributaries have populations of rainbow, cutthroat, and brook trout.

Airport-related resources dating from 1949 to c.1997 are clustered along the northwest edge of the airport property with the single runway and taxiway aligned northeast-southwest across the vast majority of the property. Open grazing pastures and pivot-irrigated agricultural lands characterize the abutting landscape in all directions.

Figure 2: Location



Figure 3: Survey Area Location



Cultural Setting

Pre-history archaeologic resources include those native resources found on the Snake River Plain where artifacts and culturally significant places belong to the Shoshone and Bannock Tribes. Evidence of human occupation in eastern Idaho dates to ten thousand (10,000) years before the present. However, thirty-five hundred (3,500) years ago small bands of hunters and gatherers of Northern Shoshone and Bannock, occupied parts of the Snake River Plain during their annual summer migrations. Artifacts such as tools, temporary shelters, arrowheads, and projectile points have been recovered and identified as belonging to the Shoshone and Bannock tribes all along the Snake River and lava fields located to the west of the survey area (National Park Service, History of Craters of the Moon National Monument). It is believed that indigenous peoples entered the lava fields to forage and hunt in small groups, staying only short periods of time where travel was easier and resources more abundant. Until Euro-American settlement changed the natural character of the wildlife on the Snake River Plain, the Shoshone and Bannock hunted bison, elk, wolf, grizzly and black bear, cougar, and bighorn sheep. In 1868 the Fort Hall Reservation was set aside for the Shoshone and Bannock Tribes (Fort Hall is located about seventy (70) miles southeast of the airport).

Though some archaeologic studies have been completed in the vicinity of Arco Airport, none have taken place on airport property. Since these resources typically occur underground and this inventory is restricted to the study of above-ground resources within the boundaries of airport property, this study does not provide any clearance for sub-surface disturbance and archaeological resources are not discussed further in this report.

First surveyed by the Government Land Office (GLO) in 1883, settlement of the area was slow and sparse until the 1901 completion of the Oregon Short Line Railroad spur line between Blackfoot and Mackay. An additional upsurge in settlement took place with the 1909 disposal of Carey Land Act lands in the Big Lost River Tract.

Aviation Development

Local sources indicate that aviation at the Arco-Butte County Airport has affected multiple aspects of the development of the region, among which were commerce, tourism, transportation, and post-World War II nuclear research activity east of Arco (at present-day Idaho National Laboratory (INL)). The first noteworthy aviation activity in the survey area dates to the post-World War II period.

With the onset of World War II federal programs such as the Development of Landing Areas for National Defense (DLAND) received large allocations of funding, which were administered by the Civil Aeronautics Administration (CAA) for both civil and defense purposes. Airport traffic control, airport construction, and other associated activities became the purview of this federal agency.¹ Following World War II was a period of focused expansion of the nation's civil airports. The Civil Aeronautics Administration (CAA) promoted this expansion through a federal aid program, proposing work to more than 120 airports in Idaho in the late 1940s, which included a new field at Arco.²

While this announcement came in 1947, the appropriation of funding was slow to follow. It wasn't until the Atomic Energy Commission announced in early 1949 its selection of a site near Arco as the location for its first peacetime nuclear power plant that local officials pressed the State of Idaho for airport

¹ National Register Bulletin, *How to Evaluate and Document Historic Aviation Properties*, 1998, 17.

² "67 New Airport Cites Listed For Gem State," *The Idaho Statesman*, 12 February 1947.

funding. At the urging of State Senator Earl J. Soelberg (R-Butte), in 1949 the State allocated \$7,000 to develop Arco Airport, in part "because of the emergency situation expected to develop there in connection with the [nearby] atomic energy plant."³ The strip would be located about three miles southwest of Arco on land owned by the city. Funding was expected to pay for a gravel strip measuring between 3,500 and 4,000 feet long and large enough to accommodate a DC-3.⁴

Taking cues from Soelberg himself, the state and local press largely credited the state senator with the successful lobbying campaign to secure state approvals and funding for an airport at Arco. Himself a pilot and owner of a sprawling ranch operation headquartered near Arco, the "flying senator" saw the value in such infrastructure for the small town and likely had the backing of the local Chamber of Commerce, of which he was a member.⁵



Arco Airport, under construction, 1949 (view E-NE)
Courtesy Idaho Transportation Department Archives

The Arco airstrip, built parallel to the U.S. Highway 93/20/26, was finished and in use by November 1949. By year's end, the CAA reported a net gain of 28 new airports of all types, including the airstrip at Arco, in the Rocky Mountain states.⁶ Soelberg said the swift completion of the Arco airstrip accounted for the "speeded up development" at the reactor plant site, which he said was employing between 300 and 400 men in late 1949.⁷ Construction of the reactor, known as Experimental Breeder Reactor 1, began in May 1950 on a site about eighteen miles southeast of Arco.⁸ All of this activity related to the power

³ "Arco Receives Airport Fund," *The Idaho Statesman*, 19 April 1949.

⁴ "Arco Airport Fund Pledged," *The Idaho Statesman*, 1 April 1949.

⁵ "Varied Interests Characterizes Life Of Senator E.J. Soelberg," *The Arco Advertiser*, 9 June 1950; "Arco Airport Fund Pledged," *The Idaho Statesman*, 1 April 1949; and "New Airstrip Fits In With Arco's Progress," *The Idaho Statesman*, 20 November 1949.

⁶ "Airport Gain In West Told," *The Idaho Statesman*, 27 March 1950.

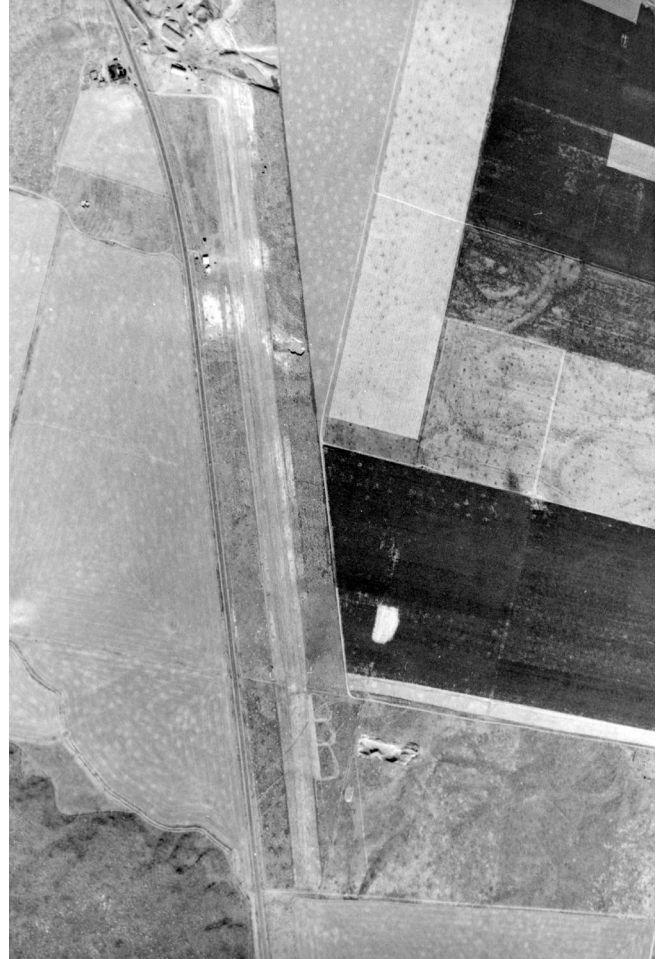
⁷ "New Airstrip Fits In With Arco's Progress," *The Idaho Statesman*, 20 November 1949.

⁸ "Work To Begin On Atomic Reactor," *The Arco Advertiser*, 12 May 1950; Experimental Breeder Reactor 1, now decommissioned, is a National Historic Landmark and is listed in the National Register of Historic Places.

plant resulted in a flurry of development in and around Arco, including the construction of 400 houses and a hotel.⁹

In October 1950, the CAA announced grant aid amounts for airport development and improvement, with \$7,377 earmarked for Arco Airport for land acquisition, grading, draining and stabilizing the runway, and installation of segmented circle and wind cones.¹⁰ The CAA allotted the following year another \$4,310, part of which was to fund stabilization of the tiedown area.¹¹

The new Federal Aviation Agency in 1959 recommended a \$5.9 million airport program for Idaho, which included acquisition of land and general improvements such as runway paving, lighting, automobile parking areas, and operational buildings at fourteen airports including Arco. In 1965 the State of Idaho gave its Department of Aeronautics approval to spend up to \$3,000 in improvements at Arco Airport. Construction on improvements began in August and included extending the gravel runway from 3,850 feet to 5,000 feet, applying oil to the gravel surface, and equipping the runway with lights.¹² Historic photos from this period show the extended runway, as well as the presence of a single hangar (#2; ARCO-03) and beacon (#11; ARCO-05)).



Arco Airport, 1965 (NE at top)

Courtesy Idaho Transportation Department Archives

In 1966, the longtime director of the Idaho Department of Aeronautics, Chet Moulton, first proposed a so-called caretaker plan for airports that do not generate enough business to justify full-time staffing. The plan, estimated to cost approximately \$5,000 per airport, called for the placement of mobile homes at low-traffic airports, provided rent-free to those who agreed to complete caretaker and administrative duties. The State agreed to match half the cost with airport owners.¹³ Arco adopted the plan in 1970 when the State approved Moulton's request for aid in "the first establishment of a resident-administration building at the air facility," which was expected to cost between \$5,000 and \$6,000.¹⁴

⁹ "Work on Arco Homes To Start January 1," *The Idaho Statesman*, 16 December 1949; and "Contract Awarded for Construction Of New Hotel To Cost \$108,000 For Arco," *The Arco Advertiser*, 23 June 1950.

¹⁰ "Funds Obligated For Airport Work Exceed \$6 Million," *The Idaho Statesman*, 27 October 1950.

¹¹ "Boise Airport Gets Signal To Go Ahead," *The Idaho Statesman*, 2 November 1951.

¹² "Airport Improvement For Arco Approved," *The Idaho Statesman*, 10 June 1965; "Arco Airport Sets Closure For Tuesday," *The Idaho Statesman*, 5 August 1965.

¹³ "State Approves Caretaker Plan At Air Strips," *The Idaho Statesman*, 16 August 1966.

¹⁴ "Examiners Approve Pact For Airport Work at Arco," *The Idaho Statesman*, 21 January 1970.

The new facility (#1; ARCO-02) was dedicated July 25, 1970.¹⁵ The 1972 USGS quadrangle and historic aerials show this building in place, along with three additional hangars (a nonextant T-hangar and Resources #2 (ARCO-03) and #3 (ARCO-04). Arco Airport received another \$2,452 in state matching funds in 1971 for unspecified improvements.¹⁶ Though not specified, it is known that the previously unpaved gravel landing strip was paved around this time.

The aviation industry and airport infrastructure nationwide underwent drastic changes in the late 1970s, particularly due to the Airline Deregulation Act of 1978, which "had an immediate and drastic impact on the aviation industry...[and] especially felt in Idaho, with a population less than a million people. Without strict Civil Aeronautics Board regulation, airlines were free to pull out of small-town service that was unprofitable."¹⁷

As is typical of the airport property type, a property type that is in constant flux due to the ever-present need to meet expanding passenger expectations, shifting codes and regulations, and rapidly changing technology, Arco Airport has experienced ongoing improvements throughout the second half of the twentieth century and into the twenty-first century. These changes altered the appearance of the property considerably and since c.1980 include the following:

- c.1984 - six single-plane hangars constructed (#4-#9)
- 1990 – original runway converted to a taxiway and a new runway (6-24) introduced parallel to the south
- c.1990 - demolition of c.1960 T-hangar (originally stood just SW of #2 (ARCO-03)
- 1995 - airport dedicated as Pope Field, in memory of Blaine K. Pope, who served as airport commissioner from 1968 through 1994. A flagpole and memorial water fountain installed just southwest of the caretaker's dwelling (#1; ARCO-02) at the time of the October dedication.
- c.1997 - one single-bay hangar constructed (#10)
- c.2000 - runway/taxiway network (#12; ARCO-06) extended approximately 1,850 feet, for a total length of ~6,600 feet
- c.2010 - caretaker's dwelling (#1; ARCO-02) was remodeled

The survey area (Figures 1, 3) now reflects late twentieth century and turn of the twenty-first century air transportation development, as well as agricultural land use immediately abutting the airport. Please see the attached Idaho Historic Sites Inventory forms for an expanded discussion of the development history.

¹⁵ "Arco Slates Dedication At Airport," *The Idaho Statesman*, 22 July 1970.

¹⁶ "13 Airports Awarded State Funds," *The Idaho Statesman*, 5 May 1971.

¹⁷ Hart.

Pre-Field Research

Results from Idaho Record Search #17024 were received on October 19, 2016.

Previous Cultural Resources Studies

Several cultural resources studies have taken place in the vicinity over the years, primarily triggered by Idaho Transportation Department (ITD) road-related actions dating from 1990 through 2013. No previous Idaho Historic Sites Inventory form is on file within the survey area. The table below is a summary of previous studies in this area (within one mile of the survey area).

Report#	Author	Date	Title
1990/268	Hill	1990	Bureau Motion Direct Sale to City of Arco/Butte County (BLM)
2004/423	Harding	2003	Arco West/North Wind Inc. (ITD)
2003/285	Miller	2003	ECIPDA Arco Wastewater Facilities Improvement (ICDBG)
2005/808	Harding	2005	Arco West/North Wind Inc. (ITD)
2010/264	Crockett	2010	Collins Excavating Gravel Sources (ITD)
2014/139	Roberts	2013	Arco-Salmon River Bridge Preservation Project (ITD)

Expected Cultural Resources

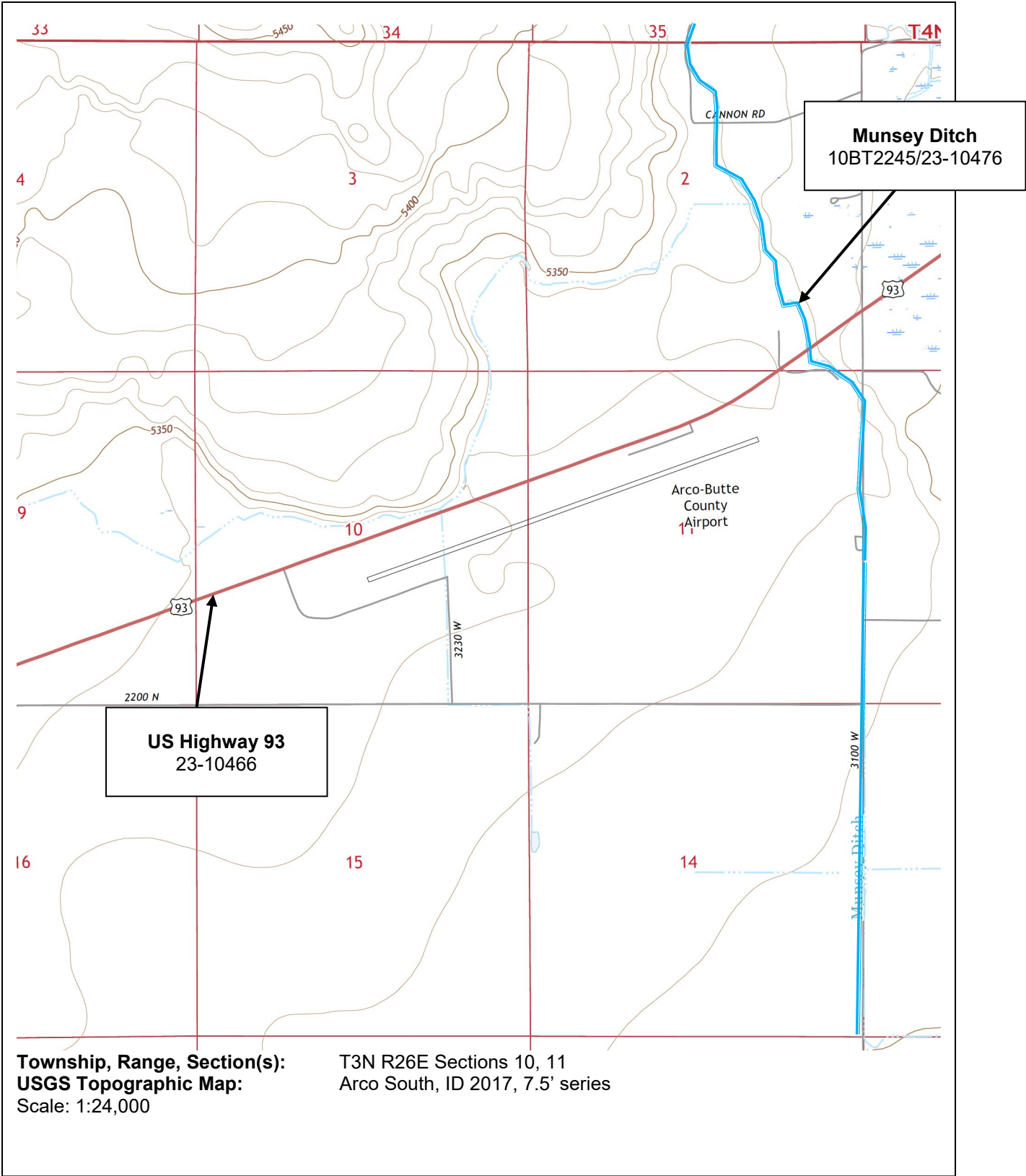
Pre-settlement, the area was occupied by the Shoshone Bannock tribes, which hunted, traveled, and were found throughout the Snake River Plain. Due to the proximity of the Big Lost River to the east of the survey area and probable resource procurement sites, prehistoric sites may be encountered. The region around present-day Arco-Butte County Airport served primarily as irrigated agricultural lands during the early twentieth century, and as such encountering historic artifacts/sites is likely to occur.

Between 1949 and c.2000, the area saw the establishment and expansion of the airport from a small dirt airstrip and single beacon to over thirty acres of asphalt surfaces including a taxiway, aircraft and auto park areas, and a runway measuring approximately 6,600'-x-100'. The survey area is characterized by late twentieth century aviation development. Listed below are all properties previously documented within the vicinity, as shown on the Record Search provided by SHPO in early October 2016.

Table 1. Previously recorded resources near the survey area

IHSI #	Property	Resource(s)/Associations	NRHP Status	Distance to Survey Area
23-10476	Munsey Ditch	c.1909 irrigation facility/ early 20 th c. agricultural development	Eligible	~0.28mi
23-10466	US Highway 93	c.1925 roadway/early 20 th century transportation development	Eligible	abutting

Figure 4: Previously Recorded Sites



Methodology

Regulatory Framework

The National Historic Preservation Act of 1966 (NHPA) was enacted to preserve cultural resources, both historic and prehistoric. Section 110 of NHPA requires Federal agencies to establish a historic preservation program providing for the identification and protection of the historic properties under agency ownership, management, or oversight. This program must ensure such properties are maintained and managed with due consideration for preservation of their historic values, and must contain procedures to implement Section 106, which must be consistent with the Advisory Council on Historic Preservation (ACHP) regulations. Section 106, Section 110, and various other statutes listed in FAA Order 1050 require that impacts to cultural resources (i.e. historic, architectural, archaeological) be considered.

The documentation of resources conducted as part of this report was done solely for FAA's future planning purposes and compliance with the NHPA.

Personnel and Research

Preservation Solutions architectural Historian, Kerry Davis, M.S., served as project manager, field photographer, researcher, and cultural resource assessment author. T.O. Engineers facilitated fieldwork and research, as well as authored all discussions of prehistory, prehistoric resources, previous archaeological investigations, and tribal consultations. Davis completed the necessary research at Idaho SHPO in Boise. Additional research included review of Butte County Assessor records, utilization of the online collections of USGS, BLM GLO, and the *Idaho Statesman* Historical Archive (available through the Boise Public Library), as well as oral history interviews with the airport caretaker.

Fieldwork

The field survey to document each resource took place on November 10, 2016, and included photographic documentation of each above-ground resource sufficient to determine National Register eligibility. The resource-by-resource analysis included field investigation and documentation of the exterior of each of the twelve resources located in the survey area.

This fieldwork consisted of on-site integrity assessments and photographic documentation of all properties. Field analysis led to the identification of potentially eligible and ineligible resources in accordance with *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Photographic documentation complied with National Register and Idaho SHPO photography policies and included at least two views of each resource regardless of age.

Compilation and Analysis of Data

Preservation Solutions used Idaho SHPO's Microsoft Access database template to compile the survey information based upon the information required by the IHSI Form. The completed database includes data fields for each building's historic and current functional use; physical features (e.g., principal materials, roof type, number of stories); architect and/or builder, if known; estimated or documented date of construction; presence of historic outbuildings; source(s) of historic information; parcel identification numbers; and assessments of eligibility.

In order to accurately evaluate the eligibility of each resource and/or group of resources according to the criteria established by the Secretary of the Interior and Idaho SHPO, the consultant analyzed the following four categories of data to identify contiguous districts, discontinuous thematic resources, and individual properties that are potentially eligible for National Register listing.

- Architectural Integrity
- Date of Construction
- Original Building Use/Function
- Building Form/Architectural Style

Evaluation and Analysis

Significance Requirements

In addition to retaining integrity of historic architectural design, properties eligible for listing in the National Register must meet certain criteria of historic significance. Historic significance is the importance of a resource to the history, architecture, archaeology, engineering, or culture of a community, a state, or the nation. To be listed, properties must have significance in at least one of the following areas:

- | | |
|--------------|---|
| Criterion A: | Association with events, activities, or broad patterns of history. |
| Criterion B: | Association with the lives of persons significant in our past. |
| Criterion C: | Embody distinctive characteristics of construction, or represent the work of a master, or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. |
| Criterion D: | Have yielded, or be likely to yield information important in prehistory or history. |

Integrity Requirements

In addition to historic significance, a resource must also retain integrity. As defined by the National Register of Historic Places, "historic integrity is the authenticity of a resource's historic identity, evidenced by the survival of physical characteristics that existed during the resource's historic period."¹⁸ Thus, all properties eligible for listing in the National Register of Historic Places and/or for local designation, whether for individual significance or as contributing elements to a district,¹⁹ must retain sufficient historic architectural integrity to convey the period of time for which they are significant.²⁰

The consultant visually inspected the exterior of buildings to determine the retention of integrity of each resource in the survey area. The National Register defines seven physical aspects of integrity against which a resource or district must be evaluated:

¹⁸ National Park Service, *National Register Bulletin: How to Complete the National Register Registration Form* (Washington D.C.: U.S. Department of Interior, 1997), 4.

¹⁹ A contributing property to a historic district does not have to meet the threshold for individual significance, but it must contribute to the district's area of significance. Properties contributing to a district's significance for architecture must retain a higher degree of architectural integrity than in a district significant for associations with an important individual or with historical events or patterns of history.

²⁰ Historic architectural integrity should not be confused with the physical condition of a building or structure. A building may be in excellent physical and structural condition, but may have lost its historical character-defining elements. Conversely, a building may retain all of its historical architectural features, but may be structurally unsound and, therefore, in poor condition.

- Location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association

To maintain integrity, a resource must possess at least several of these aspects, enough so that the essential physical features that enable it to convey its historic significance remain intact. Determining which aspects are important to integrity requires knowledge of why, when, and where the resource is significant.

Results

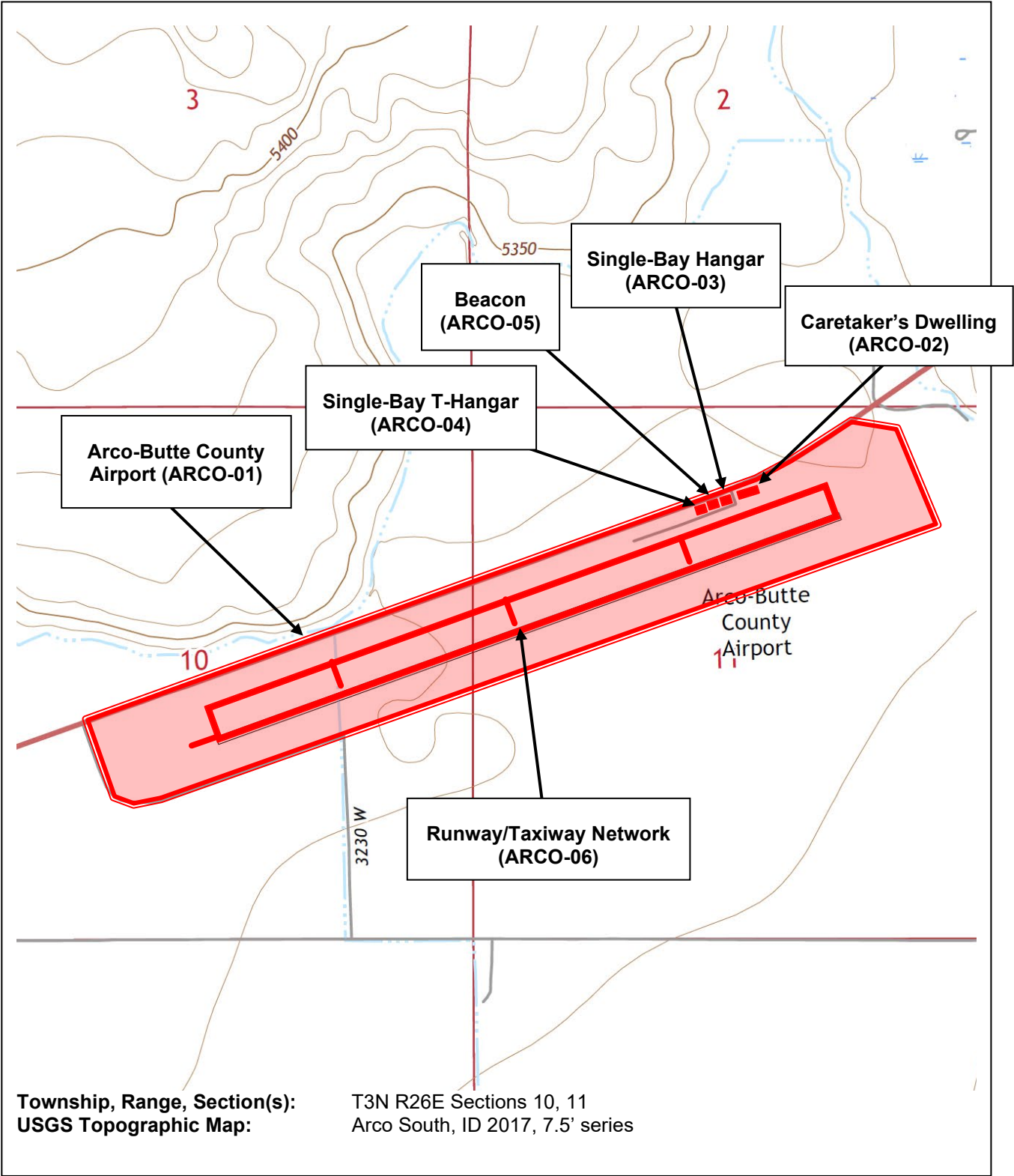
A total of ~195 acres, consisting of the airport property (ARCO-01), were intensively surveyed and reviewed against NRHP eligibility criteria (i.e. ~50 years of age, significance, integrity, etc.) as a part of this investigation. The airport property nor any of its resources had not previously been surveyed. The airport's twelve resources were each reviewed against NRHP eligibility criteria (i.e. ~50 years of age, significance, integrity, and so forth (Table 3 below). Per FAA and SHPO preference for documentation of resources at least 45 years of age, five additional separate airport resources within the Arco-Butte County Airport property (ARCO-01) received intensive-level documentation (Table 2 below). For further information please see the attached IHSI forms below.

A single resource was found to be NRHP-eligible: the airport beacon structure (ARCO-05) located on the otherwise ineligible airport (ARCO-01).

Table 2. Newly Recorded Properties

IHSI Field #	ARCO-01 Resource #	Property/Resource	Construction Date(s)	NRHP Eligibility	Justification
ARCO-01	01-13	Arco-Butte County Airport	1949; 1965; 1970; 1990; c.2000	Ineligible	Insufficient integrity to communicate historic associations
ARCO-02	01	Caretaker's Dwelling	1970; c.2010	Ineligible	Insufficient integrity to communicate historic associations
ARCO-03	02	Single-Bay Hangar	c.1957	Ineligible	Insufficient significance to be individually eligible and no district potential present
ARCO-04	03	Single-Bay T-Hangar	c.1969	Ineligible	Insufficient significance to be individually eligible and no district potential present
ARCO-05	11	Beacon	c.1950	Eligible, Individually	Retains sufficient integrity to communicate significant historic associations under Criterion A
ARCO-06	12	Runway/Taxiway Network	1949; 1965; 1990; c.2000	Ineligible	Insufficient integrity to be individually eligible and no district potential present

Figure 5: Newly Recorded Sites



ARCO-01 – Arco-Butte County Airport

Eligibility Assessment: The airport as a whole (ARCO-01) is not eligible for listing in the National Register of Historic Places due to the cumulative effect of the series of late-twentieth and early twenty-first century changes. With only integrity of location and setting intact, the property as a whole is not eligible for NRHP listing. Of the twelve total resources and ~195 acres comprising the airport property, the only resource that appears to be individually eligible for listing in the National Register is the c.1950 free-standing beacon structure (#11; ARCO-05), which is still in use as a beacon today.

Overview: The Arco-Butte County Airport spans approximately 195 acres about three miles southwest of Arco, Butte County, Idaho. Aligned parallel to the south of U.S. Highway 93/20/26, the airport property encompasses twelve resources constructed between 1949 and c.1997, of which ten are buildings (a caretaker's dwelling and nine hangars) and two are structures (runway/taxiway network, beacon tower). The Arco-Butte County Airport is characterized by its single runway (and associated parallel taxiway) aligned northeast-southwest amidst open grassy ground interrupted by areas of exposed lava rock. Overall, the airport conveys the character of aviation-related resources (hangars, runways, and so forth) from the late twentieth century. Of the twelve resources on the airport property, half date to the c.1984 or later, or reflect extensive alterations from the same era. For an elaborated history, see the section 'Cultural Setting' above, or the attached IHSI form below.

National Register Significance Evaluation: Having been established in the post-World War II era in direct response to the development of peacetime nuclear facilities in the region, and in continual operation as an airport since, the property's period of significance spans from 1949 through 1970.²¹ Arco-Butte County Airport is significant under NRHP Criterion A in the Area of Transportation. The airport is directly associated with the local pattern of aviation development in Butte County, which was significant in the overall development of the Arco community.²²

As stated above, the overall character of the airport is that of resources dating from the late twentieth century, none of which meet NRHP Criteria Consideration G for exceptional importance of resources less than fifty years of age.

Integrity Analysis: Only half of the airport's resources date from the period of significance, just two of which also retain integrity from that period (#3, #11). The airport property retains the following aspects of integrity: location and setting. Integrity of design, materials, workmanship, feeling, and association have been lost. More specifically:

Location: This property has not been moved, and thus integrity of location is intact.

Setting: The historic setting is hindered by nonhistoric intrusions but is generally intact by means of the surrounding open airfield space and aviation resources in the vicinity

²¹ The end of this period of significance represents a combination of the NRHP's recommended fifty-year 'cut-off', being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance" and the date of construction of the youngest resource on the property that has potential significance (#1; ARCO-02 Caretaker's Dwelling). National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

²² National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998).

Design: This property's integrity of design is no longer intact due to various nonhistoric alterations to the runway/taxiway network, demolition of a historic hangar, extensive alteration to the caretaker's dwelling, and addition of six buildings across the property since c.1984.

Materials: With only two of the airport's twelve resources dating to the period of significance and also retaining integrity, little historic material is present to communicate the overall significance of the airport as a whole. The vast majority of materials present at Arco Airport are nonhistoric and date to the late twentieth through early twenty-first century.

Workmanship: Character-defining elements of workmanship are no longer evident due to lack of integrity of materials.

Feeling: The airport property's integrity of feeling is no longer present due to the cumulative effect of the loss of integrity of design, materials, and workmanship.

Association: The association between the airport's resources has been lost with the extensive changes to paved aspects of the airfield and nonhistoric introduction of numerous hangars in the 1980s and 1990s.

Table 3. Resources documented as part of ARCO-01

ARCO-01 Resource #	Resource	Construction Date(s)	NRHP Eligibility	Eligibility Assessment Justification
01	Caretaker's Dwelling (ARCO-02)	1970; c.2010	Ineligible	Insufficient integrity to communicate historic associations
02	Single-bay Hangar (ARCO-03)	c.1957	Ineligible	Insufficient integrity to be individually eligible and no district potential present
03	Single-bay T-Hangar (ARCO-04)	c.1969	Ineligible	Insufficient significance to be individually eligible and no district potential present
04	Single-bay Hangar	c.1984	Ineligible	Constructed after period of significance; not historic
05	Single-bay Hangar	c.1984	Ineligible	Constructed after period of significance; not historic
06	Single-bay Hangar	c.1984	Ineligible	Constructed after period of significance; not historic
07	Single-bay Hangar	c.1984	Ineligible	Constructed after period of significance; not historic
08	Single-bay Hangar	c.1984	Ineligible	Constructed after period of significance; not historic
09	Single-bay Hangar	c.1984	Ineligible	Constructed after period of significance; not historic
10	Single-bay Hangar	c.1997	Ineligible	Constructed after period of significance; not historic
11	Beacon (ARCO-05)	c.1950	Eligible, Individually	Retains sufficient integrity to communicate significant historic associations under Criterion A
12	Runway/Taxiway Network (ARCO-06)	1949; 1965; 1990; c.2000	Ineligible	Insufficient integrity to be individually eligible and no district potential present

Figure 6: Arco-Butte County Airport Resource Map





Arco-Butte County Airport (ARCO-01), Resources #10-#1 (L-R),
view NW, November 2016



Arco-Butte County Airport (ARCO-01), Beacon
(#11; ARCO-05), view NE, November 2016



Arco-Butte County Airport (ARCO-01), #10-#2 (L-R), view NE,
November 2016



Arco-Butte County Airport (ARCO-01), view NE down Runway 6-24
(#12), November 2016

ARCO-02 – Caretaker's Dwelling

Eligibility Assessment: The Caretaker's Dwelling is not eligible for listing in the National Register of Historic Places due to a loss of integrity. The cumulative effect of the series of nonhistoric changes compromises the building's integrity. With only integrity of location, setting, and association intact, it is not able to communicate its historic associations and is ineligible for NRHP listing.

Overview: This one-story dwelling dates to 1970 and appears to be a mobile home that was extensively altered and made more permanent around 2010. The side-gabled building has a long, narrow rectangular footprint that includes a two-car garage at the southwest end. The dwelling reflects the manifestation in Arco of a late-1960s State program that facilitated the installation of mobile homes at low-traffic airports to serve as caretaker quarters, as well as on-call/part-time terminals. The terminal room is at the southwest end of the building, adjacent the garage.



Caretaker's Dwelling (#1; ARCO-02), view NW,
November 2016

National Register Significance Evaluation: Constructed in 1970 and in continual operation as the airport caretaker's dwelling and part-time terminal since, this structure's period of significance is 1970.²³ This building is significant under NRHP Criterion A in the area of Transportation at the local level, as it is directly associated with the pattern of aviation and airport development at rural airports in Idaho, which was significant in the overall development of the Arco community.²⁴

Integrity Analysis: Recent remodeling has left little to no historic material visible. This building retains integrity of location, setting, and association. All other aspects of integrity—design, materials, workmanship, and feeling—have been lost. More specifically:

Location: This resource has not been moved, and thus integrity of location is intact.

Setting: This building's setting is intact, communicated by means of the open airfield to the south-southeast, the highway and set of evergreen screen trees to the northwest, and the airport entrance driveway and single-plane hangars to the west-southwest.

Design: This resource's integrity of design is no longer intact due to the alterations to fenestration, change of wall siding, and an apparent change to the roof pitch.

²³ The end of this period of significance represents the NRHP's recommended fifty-year 'cut-off', being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance." National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

²⁴ National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998).

Materials: The nonhistoric secondary siding, replacement entrance doors, vinyl windows, and nonhistoric roof sheathing leave little to no historic materials visible, thus integrity of materials is not intact.

Workmanship: Character-defining elements of workmanship are no longer evident due to loss of integrity of materials.

Feeling: The resource's integrity of feeling is no longer present due to the cumulative effect of the resource's loss of integrity of design, materials, and workmanship.

Association: The association between this resource with its historic neighboring resources is intact, communicated by means of the presence of paved taxiway, open space, and adjacent hangars.

ARCO-03 – Single-Bay Hangar

Eligibility Assessment: This Single-Bay Hangar is not eligible for listing in the National Register of Historic Places due to a loss of integrity and a lack of historic district potential in the vicinity. The nonhistoric metal siding on 75 percent of the exterior walls prevents this building from clearly communicating its historic associations. If the secondary siding were removed and the original historic materials found intact below, it could be reconsidered for potential eligibility. Furthermore, a hangar of this size, age, relative commonness, hindered integrity, and modest character generally requires a surrounding historic district to which it can contribute and wherein the physical context can help interpret building's historic functional associations. Unfortunately, there is no historic district potential present in the vicinity.



Single-Bay Hangar (#2; ARCO-03), view NW,
November 2016

Overview: This Single-Bay Hangar dates to c.1957 and reflects a common utilitarian hangar type employed at rural airports nationwide. The rectangular building has metal-clad walls, roof, and doors. Corrugated metal clads the roof and doors, while nonhistoric standing seam metal clads the three walls. The single aircraft vehicular bay contains a set of balance-type canopy doors supported by a heavy timber frame.²⁵ A pedestrian entrance is at the south end of the northeast side elevation.

National Register Significance Evaluation: Constructed in c.1957 and in continual operation as a hangar since, this building's period of significance is c.1957 through c.1970.²⁶ This building is significant under

²⁵ Michael A. Pedrotty, Julie L. Webster, Gordon L. Cohen, Aaron R. Chmiel, and Julie L. Webster, *Historical and Architectural Overview of Military Aircraft Hangars: A General History, Thematic Typology, and Inventory of Aircraft Hangars Constructed on Department of Defense Installations*, (Vicksburg, Mississippi: United States Air Force, Air Combat Command, May 2001).

²⁶ The end of this period of significance represents the NRHP's recommended fifty-year 'cut-off', being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance." National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

NRHP Criterion A in the area of Transportation at the local level. It is directly associated with the pattern of aviation and airport development at rural airports in Idaho, which was significant in the overall development of the Arco community.²⁷

Integrity Analysis: This hangar retains integrity of location, setting, design, and association. Integrity of materials, workmanship, and feeling have been lost. More specifically:

Location: This resource has not been moved, and thus integrity of location is intact.

Setting: The historic setting is intact, conveyed by means of the adjacent hangar to the southwest, the nearby beacon, and open airfield space.

Design: This resource's integrity of design is intact, conveyed by means of its one-story massing, shallow shed roof with tight eaves, rectangular footprint, and set of balance-type canopy doors occupying the single aircraft vehicular bay.

Materials: The nonhistoric secondary siding and replacement pedestrian door have compromised the overall integrity of materials.

Workmanship: Character-defining elements of workmanship are only minimally evident due to loss of integrity of materials.

Feeling: The resource's integrity of feeling is no longer present due to the cumulative effect of the resource's loss of integrity of materials and workmanship.

Association: The association between this resource with its historic neighboring resources is partially intact, despite the loss of the historic T-hangar to the southwest (demolished around 1990). The beacon, taxiway, and caretaker's dwelling combine to support integrity of association.

ARCO-04 – Single-Bay T-Hangar

Eligibility Assessment: This Single-Bay T-Hangar is not eligible for listing in the National Register of Historic Places. Though it retains sufficient integrity and has associations with significant trends in local history, this resource type generally requires a surrounding historic district to which it can contribute, wherein the surrounding physical context can help convey the necessary historic functional associations (as required by NRHP). Integrity of association is critical for a building of this size, design, relative commonness, and age and without historic district potential in the vicinity,



Single-Bay T-Hangar (#3; ARCO-04), view N-NE, November 2016

²⁷ National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998).

NRHP eligibility is not substantiated.

Overview: This Single-Bay T-Hangar dates to c.1969 and reflects a common utilitarian hangar type employed at rural airports nationwide. The T-plan building has concrete block walls, a metal-clad shed roof, and a pair of corrugated metal-clad sliding doors occupying the single aircraft vehicular bay. Extending to each side of the primary elevation are wood-framed wing support structures upon which the doors hang when the hangar bay is open.

National Register Significance Evaluation: Constructed in c.1969 and in continual operation as a hangar since, this building's period of significance is c.1969-c.1970.²⁸ This building is significant under NRHP Criterion A in the area of Transportation at the local level. It is directly associated with a pattern of aviation and airport development at rural airports in Idaho during the period of significance, which was significant in the overall development of the Arco community.²⁹

Integrity Analysis: This hangar retains integrity of location, setting, design materials, workmanship, and feeling. Integrity of association has been lost. More specifically:

Location: This resource has not been moved, and thus integrity of location is intact.

Setting: The historic setting is intact, conveyed by means of the adjacent hangar to the northeast, beacon, and open airfield space. Though nonhistoric hangars are present to the southwest, they do not compromise this aspect of integrity.

Design: This resource's integrity of design is intact, conveyed by means of its one-story massing, shed roof with tight eaves, T-shaped footprint, and double-leaf sliding doors with accompanying wing support structures.

Materials: The original utilitarian concrete block and corrugated metal, along with the wood-framed roof and door support system are present to convey this aspect of integrity.

Workmanship: Character-defining elements of workmanship are evident due to the presence of integrity of materials.

Feeling: The resource's integrity of feeling is present due to the cumulative presence of the resource's integrity of materials and workmanship.

Association: The association between this resource with its historic neighboring resources is no longer clearly intact. Previous open space to the southwest has been filled with new hangars and a previous, historic T-hangar that once stood immediately to the northeast was demolished around 1990.

²⁸ The end of this period of significance represents the NRHP's recommended fifty-year 'cut-off', being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance." National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

²⁹ National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998).

ARCO-05 – Airport Beacon

Eligibility Assessment: This original structure retains excellent integrity and appears to be individually NRHP-eligible as one of only a few historic beacons remaining in Idaho. To date, SHPO records include only three other documented beacons – the Cold Springs Beacon near Hammet (39-018251) constructed in 1942; the c.1950 Preston Airport Beacon (Temp. No. PA-08); and the Idaho Falls Airport Beacon constructed in 1930 and counted as a contributing resource to Idaho Falls Airport Historic District (NR #97001126).

Overview: This beacon tower dates to c.1950 and the initial development stage of the airport. The beacon sits atop a self-supported, four-sided lattice tower that stands approximately 60' in-height. The simple, four-sided tower is comprised of an open lattice framework of bolted angle iron. The beacon mechanism and lamp are intact. A nonhistoric pre-fabricated metal shed houses the beacon generator at the base of the tower. The four legs together form an approximately 9' square footprint. The beacon access ladder rises along the west face of the tower to a small square platform below the beacon.



Beacon (#11; ARCO-05), view NW,
November 2016

Based on historic photographs and newspaper articles, this beacon dates to c.1950 and served traffic on the original runway. It continues to function in its historic use today.

National Register Significance Evaluation: Constructed in c.1950 and in continual operation as the airport's beacon since, this structure's period of significance is c.1950 through c.1970.³⁰ This structure is significant under NRHP Criterion A in the Area of Transportation at the local level. It is directly associated with the pattern of aviation and airport development at rural airports in Idaho, which was significant in the overall development of the Arco community.³¹

Integrity Analysis: This structure retains integrity of location, setting, design, materials, workmanship, feeling, and association. It clearly conveys its historic associations with the local development of aviation. More specifically:

Location: This resource has not been moved, and thus integrity of location is intact.

Setting: The historic setting is intact, communicated by means of the surrounding airfield and associated taxiway, hangars, and so forth.

³⁰ The end of this period of significance represents the NRHP's recommended fifty-year 'cut-off', being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance." *National Register Bulletin How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

³¹ *National Register Bulletin How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998).

Design: This resource's integrity of design is intact, communicated primarily by means of the four-sided pyramidal form of the support structure and intact beacon light with surrounding catwalk.

Materials: Though this resource retains all its original materials.

Workmanship: Character-defining elements of workmanship are intact by means of the presence of integrity of materials.

Feeling: The resource's integrity of feeling is present due to the cumulative presence of integrity of design, materials, and workmanship.

Association: The association between this resource with the neighboring resources (e.g. hangars, taxiway) is intact.

ARCO-06 – Runway/Taxiway Network

Eligibility Assessment:

The Runway/Taxiway Network is not eligible for listing in the National Register of Historic Places due to a loss of integrity. The cumulative effect of the series of late-twentieth century changes, not only to the runway/taxiway network itself, but to the surrounding associated buildings and site features, compromises the taxiway's integrity of design, materials, workmanship, feeling, and association. With only integrity of location and setting intact, it is not able to communicate its historic associations and is ineligible for NRHP listing.



Runway/Taxiway Network (#12; ARCO-06), view NE down Runway 6-24, November 2016

Overview: The Arco-Butte County Airport Runway/Taxiway Network (#12) is comprised of a single runway 6-24, its parallel taxiway, and the characteristic accompanying network of connecting taxiways and aprons. The network is aligned northeast to southwest, parallel to the south of U.S. Highway 93/20/26. The present-day taxiway originally served as the airfield's ~3,600' runway, which was unpaved until about 1970 and downgraded to serve as a taxiway in 1990 when the existing runway was introduced. Both the taxiway and runway were extended ~1,850' to the southwest around 2000 to their current length of ~6,600'.

National Register Significance Evaluation: Constructed in 1949 and in continual operation as the airfield's runway/taxiway network until the present, this structure's period of significance is 1949 through c.1970.³² This structure is significant under NRHP Criterion A in the Area of Transportation, as it is directly

³² The end of this period of significance represents the NRHP's recommended fifty-year 'cut-off', being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance." National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

associated with the pattern of aviation and airport development in Idaho, which was significant in the overall development of the Arco community.³³

Integrity Analysis: Though the runway/taxiway network is the oldest feature on the airport property, various alterations, widenings, and lengthening projects dating throughout the late twentieth and as recent as c.2000 have since obscured the original design of the landing strip. This resource possesses the following aspects of integrity: location and setting. Integrity of design, materials, workmanship, feeling, and association have been lost. More specifically:

Location: This resource has not been moved, and thus integrity of location is intact.

Setting: The historic setting is hindered but generally intact by means of the surrounding open airfield space and aviation resources in the vicinity.

Design: This resource's integrity of design is no longer intact due to various alterations, widenings, and lengthening projects dating to the late twentieth century.

Materials: Though this resource is comprised compatible paving materials, numerous repavings, extensions, and widenings during the late twentieth century have left no historic materials visible.

Workmanship: Character-defining elements of workmanship are no longer evident due to lack of integrity of materials.

Feeling: The resource's integrity of feeling is no longer present due to the cumulative effect of the loss of integrity of design, materials, and workmanship.

Association: The association between this resource with the neighboring resources has been lost with the extensive changes to paved aspects of the airfield and nonhistoric introduction of numerous hangars in the 1980s and 1990s.



Runway/Taxiway Network (#12; ARCO-06), view SW down taxiway, November 2016

³³ National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998).

Conclusions

This report documented the results of a cultural resources survey conducted to identify and evaluate above-ground cultural resources at Arco-Butte County Airport, three miles southwest of Arco, Butte County, on U.S. Highway 93/20/26. This effort includes resource identification and documentation the full extent of the Arco-Butte County Airport property (ARCO-01) for FAA future planning purposes and compliance with the NHPA. The defining of an APE was not required, as this report does not and is not intended to assess effect under Section 106 of the NHPA. It should also be noted that per FAA direction, Idaho SHPO has not yet been consulted as to the eligibility assessments herein. As such, all findings above should be considered preliminary and subject to final SHPO review and comment.

Results of Cultural Resource Study

No resources in the survey area had been previously documented (Figure 4, Table 1). A total of twelve resources comprising the airport were newly identified and documented as part of this survey effort (Figure 5, Table 2). In addition to the airport property's Idaho Historic Sites Inventory (IHSI) Form (ARCO-01), five airport resources (i.e. individual buildings and structures) of at least forty-five years of age received separate IHSI documentation. A single resource—Arco Airport Beacon (#11; ARCO-05)—was found to be eligible for National Register of Historic Places (NRHP) listing. There is no NRHP-eligible historic district and no other resources in the survey area retain sufficient significance or integrity to be NRHP-eligible individually.

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