

***Sacajawea Historic Byway
Corridor Management Plan—2007***



***Prepared for
Sacajawea Historic Byway
Advisory Committee***

***By
Planmakers and J-U-B ENGINEERS, Inc.***

July 2007



Contents

1	<i>Acknowledgments</i>	1-1
2	<i>Executive Summary</i>	2-1
	Overview	2-1
	National Scenic Byways Program	2-1
	Idaho Scenic Byways Program.....	2-1
	Sacajawea Historic Byway Interpretive Sites	2-2
	Purpose of a Corridor Management Plan	2-4
	Byway Planning Process.....	2-4
	Byway Vision and Goals	2-5
3	<i>Resource Management Strategies</i>	3-1
	Overview	3-1
	Intrinsic Values.....	3-1
	The Visitor Experience	3-3
	Corridor Strategies and Recommendations	3-4
4	<i>Key Sites Recommendations</i>	4-1
	Overview	4-1
	Site 1—Mud Lake Wildlife Management Area.....	4-3
	Site 2—Sacajawea Historic Byway Portal/Birch Creek-Aboriginal Man Interpretive Site	4-5
	Site 3—Lone Pine.....	4-9
	Site 4—Charcoal Kilns	4-11
	Site 5—Gilmore Town Site	4-12
	Site 6—City of Leadore	4-14
	Site 7—Settlement of Tendoy and Lemhi Pass	4-19
	Site 8—Sacajawea Monument.....	4-22
	Site 9—Sacajawea Interpretive, Cultural, and Educational Center	4-24
	Site 10—City of Salmon	4-27
5	<i>Byway Signage Plan</i>	5-1
	Overview	5-1
	Elements of the Byway Signage Plan	5-2
6	<i>Highway Safety and Management</i>	6-1
	Overview	6-1
	General Roadway Performance.....	6-2
	Accident Summary	6-6
	Recommendations.....	6-6



7	<i>Marketing and Promotional Plan</i>	7-1
	Overview	7-1
	Market/Audience Profile.....	7-1
	Marketing Strategy	7-2
	Interpretive Materials	7-2
	Marketing Timelines and Budgets.....	7-3
	Marketing and Promotional Goals and Actions	7-3
8	<i>Byway Implementation</i>	8-1
	Overview	8-1
	Byway Organization.....	8-1
	Byway Investment Strategies	8-2
	Downtown Revitalization.....	8-2
	Maintenance Strategy and Adopt-a-Byway-Site Program.....	8-2
	Byway Resource Management Strategies	8-3
	Implementation Costs	8-3
	Funding Sources	8-4
	Priority of Projects.....	8-7
9	<i>Byway Evaluation</i>	9-1
	Overview	9-1
	Annual Byway Review	9-1
	Interpretive Site Assessments.....	9-1
	National Byway Designation.....	9-1
	Impact Assessment.....	9-1
	Byway Expansion.....	9-1
10	<i>Bibliography</i>	10-1



Figures and Tables

Figures

Figure 2-1	Sacajawea Historic Byway Route Map	2-3
Figure 4-1	Birch Creek-Aboriginal Man Interpretive Site Concept Plan.....	4-8
Figure 4-2	Gilmore and Pittsburgh Railroad Route	4-13
Figure 5-1	Current Sacajawea Historic Byway Mapboard	5-2
Figure 5-2	Proposed Interpretive Kiosk.....	5-4

Tables

Table 5-1	Sacajawea Historic Byway—SH-28 Historical Markers	5-4
Table 6-1	Byway Roadway Characteristics.....	6-4
Table 7-1	Websites Promoting the Sacajawea Historic Byway.....	7-3
Table 8-1	Estimated Implementation Costs.....	8-3
Table 8-2a	High-Priority Projects.....	8-7
Table 8-2b	Medium-Priority Projects.....	8-8
Table 8-2c	Low-Priority Projects.....	8-9



1 Acknowledgments

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Reference Information

A number of excellent maps and books have been published about Lemhi County and the Lewis and Clark Expedition. These serve as guides and educational tools for byway visitors. Wonderful maps include *The Lewis & Clark Historical Map* and *Geology Along the Lewis & Clark National Historical Trail*, prepared by the U.S. Bureau of Land Management. Hope Benedict and the Lemhi County Historical Society Museum recently published *Images of America—Lemhi County*, which contains spectacular historic photographs. *Get Off and Push*, by Thorton Waite, tells the story of the Gilmore and Pittsburgh Railroad. Another good resource is *Idaho's Scenic Highways: A Mile-by-Mile Road Guide* by K. E. Rivers. An extensive collection of resource books tells the story of the Lewis and Clark Expedition. An additional resource is the *Idaho Highway Historical Marker Guide*, published by the Idaho Transportation Department. See the bibliography in Chapter 10 for details about these and other sources of information.

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2 Executive Summary

“We live in a wonderful world that is full of beauty, charm, and adventure. There is no end to the adventures we can have if only we seek them with our eyes open.”

Jawaharial Nehru

Overview

America’s byways are a rich collection of diverse landscapes, notable places, and engaging stories. The adventures awaiting the intrepid traveler are no less in Idaho. Idaho’s byways provide the traveler with stimulating, revealing, informative and beautiful day trips through some of the remaining isolated and remote destinations in the United States. The Sacajawea Historic Byway is a remarkable experience awaiting discovery.

This *Sacajawea Historic Byway Corridor Management Plan* provides actions to do the following:

- Protect and preserve significant corridor assets
- Develop new local economic development opportunities

National Scenic Byways Program

The National Scenic Byways Program is a national grass-roots collaborative effort established to help recognize, preserve, and enhance selected roads throughout the United States, so that citizens and visitors can enjoy the many special regional scenic, historic, and cultural experiences. The program is part of the U.S. Department of Transportation, Federal Highway Administration. Since 1992, the National Scenic Byways Program has provided funding for over 1,500 state and nationally designated byway projects in 48 states. The U.S. Secretary of Transportation recognizes certain roads as All-American Roads or National Scenic Byways based on one or more outstanding archeological, cultural, historic, natural, recreational, and scenic qualities. Currently, Idaho has seven National Scenic Byways. This plan recommends that the Sacajawea Historic Byway apply for national byway status.

Idaho Scenic Byways Program

In 1977, scenic routes were designated in Idaho. In 1995, the Scenic Byways Advisory Committee was established by the Idaho Transportation Department (ITD). Today, the successful program has 27 byways with over 2,000 miles of roadways exploring Idaho’s special places. Each route is separately identified with a route name on a pictorial sign. A statewide list of byways and traveling information can be found at <http://itd.idaho.gov/byways>.



Sacajawea Historic Byway Interpretive Sites

The **Sacajawea Historic Byway** parallels the spectacular Continental Divide for almost 100 miles. The 132-mile byway begins at the intersection of I-15 and SH-33 and, as it turns north, becomes SH-28. As the two-lane road winds northward over the Gilmore Divide, the visitor is struck by the overwhelming expanses of the remote high-mountain desert, the Lemhi River Valley. At the byway's southern end, Birch Creek flows south across the valley floor. To the west lie the high peaks and basins of the Lemhi Range and to the east lie the Continental Divide's Beaverhead Mountains, which divide Idaho and Montana. The towering peaks in the Lemhi Range are on average the highest in Idaho. Snow remains on the peaks long after it has disappeared from the Beaverhead Mountains. The range's forested and grassy slopes serve as summer range for cattle, and the Beaverhead Mountains serve as winter range for the same stock.

The Birch Creek high-mountain valley and the Lemhi River Valley together constitute the largest, longest north-south valley in the Pacific Northwest. Eighteen Mile Creek flows north, joining Texas Creek near the town of Leadore to form the Lemhi River. A spectacular side trip from the town of Leadore follows SH-29 to Bannock Pass and the Continental Divide. Peaks across the valley on the western horizon include Bell Mountain (11,600 feet), Portland Mountain (10,820 feet), and Gunsight Peak (10,835 feet).

The area represents the rich heritage of the people who lived in this land before pre-contact. This includes the various bands of the Shoshone and Bannock people who were named for the various resources of the area—namely, the Tuki-Dika Mountain Sheep Eaters and the Agai-Dika Salmon Eaters.

The small communities along the byway include Terreton, Mud Lake, Lone Pine, and Tendoy and the cities of Leadore and Salmon—all with historic ties to ranching, mining, and the railroad.

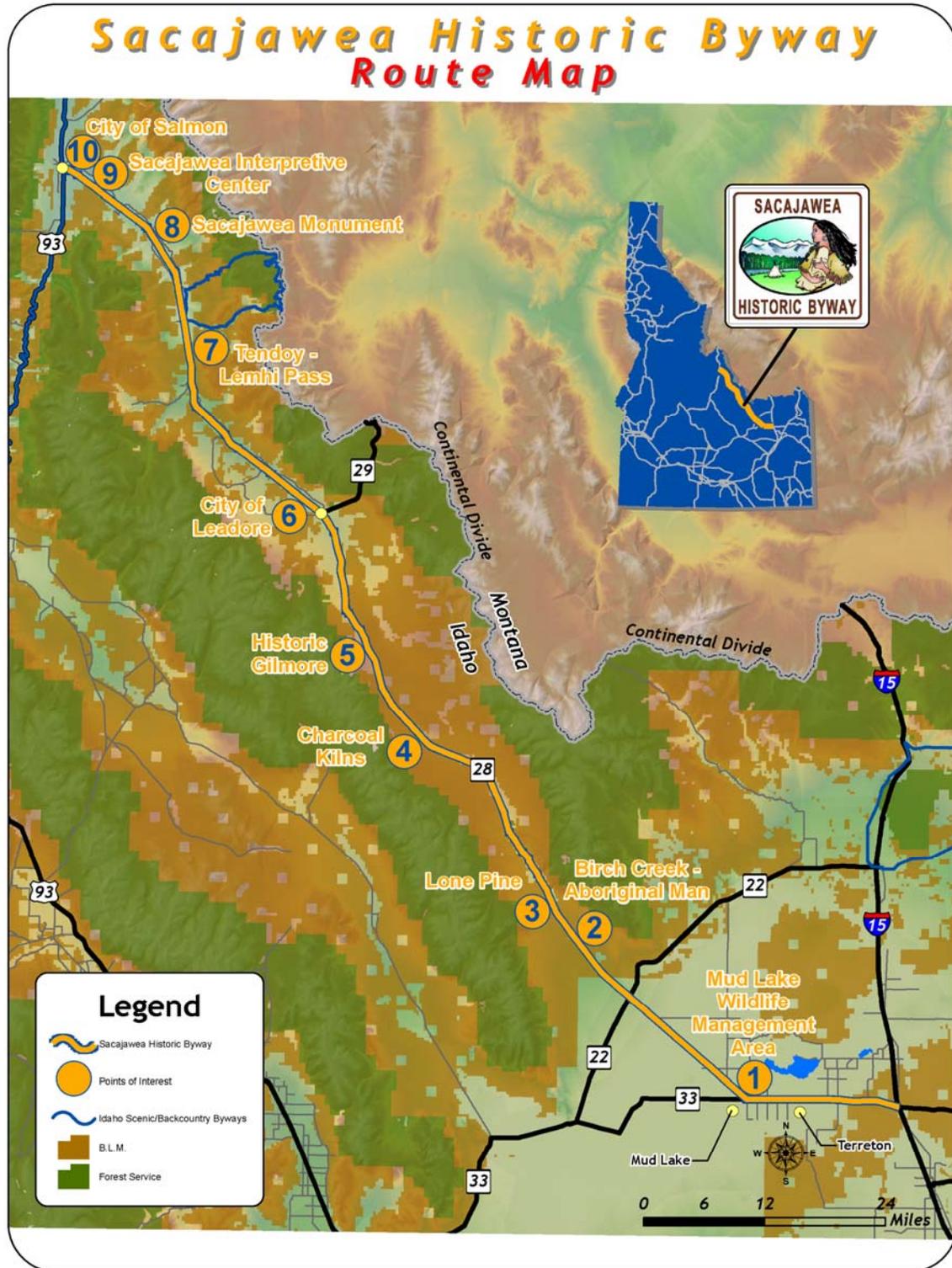
See the **Key Site Index** for a list of the key sites along the byway chosen by the Sacajawea Historic Byway Advisory Committee. **Figure 2-1** is a route map that identifies these sites on the byway. Chapter 4 provides information about each site.

Key Site Index

Site 1	Mud Lake Wildlife Management Area
Site 2	Sacajawea Historic Byway Portal/Birch Creek-Aboriginal Man Interpretive Site
Site 3	Lone Pine
Site 4	Charcoal Kilns
Site 5	Gilmore Town Site
Site 6	City of Leadore
Site 7	Settlement of Tendoy and Lemhi Pass
Site 8	Sacajawea Monument
Site 9	Sacajawea Interpretive, Cultural, and Educational Center
Site 10	City of Salmon



Figure 2-1. Sacajawea Historic Byway Route Map





Purpose of a Corridor Management Plan

A *corridor management plan* (CMP) is a required component of a byway designation. This planning document is a local effort of residents, officials, and agencies to balance a byway's experience and capitalize on local economic development opportunities. A vision statement, list of goals, and action plans are included as part of the plan along with:

- History of the planning process and byway goals
- Evaluation and prioritization of interpretive sites along the byway
- Analysis of the physical and safety conditions of the byway roads and sites
- Visitor services that either exist or are needed to meet the expectations of travelers
- Balanced strategies to promote and protect the valuable historic, scenic, and cultural resources
- Byway management strategies
- Byway implementation actions
- Byway funding sources

Byway Planning Process

Extensive public involvement is essential in developing a corridor management plan. A dedicated group of individuals representing local cities, counties, agencies, and business and property owners gave generously of their time and energy to draft a meaningful and usable document that represents multiple interests, opportunities, and constraints (see the Acknowledgments).

In February 2006, the Sacajawea Historic Byway Advisory Committee organized and met throughout the year in the city of Salmon to discuss the future of the byway. The advisory committee provided invaluable knowledge and local guidance for the *Sacajawea Historic Byway Corridor Management Plan*. The results of these efforts are detailed in this plan.

Workshops

Four workshops held at the Salmon City Center were facilitated by either John Bertram (Planmakers) or the chair of the committee, Adrienne Blauser (Executive Director of the Salmon Valley Stewardship), and then Rene Toman (Director of the North Custer and Lemhi Counties Economic Development Association). Highlights of the workshops included a collaborative vision and goals statement, current Sacajawea byway events and developments, the predominantly cultural and historical role of the byway, highway safety, strategic byway partnerships, site improvements, and priorities for byway projects.



Sacajawea Historic Byway Committee
Advisory Committee Workshop



Tour

In April 2006, the Sacajawea Historic Byway Advisory Committee invited anyone interested in the byway to join a day-long byway tour. A public invitation to join the bus tour was placed in the *Recorder-Herald* and *The Challis Messenger* newspapers. Together the group visited and evaluated the limitations and opportunities for travelers' experience along the byway. This critical information was the basis for the 10 recommended byway sites.

Open House

Successful open house meetings were held at the Challis City Hall, the Salmon Business Center, and the Leadore Community Center on May 31 and June 1, 2007.

Byway Vision and Goals

Early in 2006, the Sacajawea Historic Byway Advisory Committee identified the following vision statement and goals for the byway.

Vision Statement

The Sacajawea Historic Byway is a heritage corridor that celebrates and promotes the early American experience; provides travelers and residents access to interesting and abundant cultural, natural, and recreational opportunities; and expands local economic development opportunities while preserving the important historic sites, natural resources, and scenic vistas of the byway.

Goals

- Preserve and enhance the byway's cultural, natural, and scenic resources.
- Provide information and interpretive facilities that will promote awareness, insight, and respect for our American history and cultures.
- Provide stewardship of the byway history, vistas, flora, and fauna to provide a defining experience for present and future generations.
- Develop appropriate development standards, including signage, for commercial development along the byway.
- Promote education and awareness of the cultural significance of the Shoshone and Bannock people's use and beliefs of the Salmon River and its resources.



3 Resource Management Strategies

Overview

Protection of the byway's scenic, historic, geologic, cultural, and natural resources is a primary objective of this corridor management plan. Generally, scenic and historic resources are maintained by federal, state, and local government. Locally, regulatory protection strategies exist through local zoning regulations. These zoning regulations guide the development and expansion of land use within Lemhi County and local communities that border the byway. State preservation standards for cultural and historic sites can assist in the protection of byway sites. Federal cultural resource management and antiquity laws provide for the protection of cultural and historic sites.

Intrinsic Values

A byway's intrinsic qualities encompass archeological, cultural, historic, natural, recreational, and scenic features that are considered representative, special, and scenic, and that are evaluated to be representative, unique, irreplaceable, or distinctly characteristic of an area. These intrinsic values are found in the world-class natural resources that are visible throughout the byway. Although not as visible, rich cultural and historical resources provide the real character for the byway. Viewing the Birch Creek and Lemhi Valley is magnificent in itself, but also provides a unique background for interpreting the cultural and historical significance of the Agai-Dika Indians as well as the paleontological resources of the region. Unique sites such as the Charcoal Kilns and Gilmore tell the region's mining history. The byway also offers world-class natural scenery in views of the Bitterroot Range to the east and the Lemhi Range to the west. Together, these and the other unique resources define the Sacajawea Historic Byway.



One of Many Lemhi Valley Historic Markers

Interpretive Guidelines

The common theme linking the Sacajawea Historic Byway is its combination of scenery, nature, history, and geology. The byway provides a compelling history of the Shoshone and Bannock people, early explorers, trappers, miners, and pioneer homesteaders.

Interpretation of byway resources is intended to educate travelers, improve their understanding and appreciation of these resources, and enhance their travel experience. Interpretation should inspire and provoke interest. Descriptive information should be conveyed means of both text and graphics (such as maps, sketches, and photographs). Text should be descriptive and informative and geared toward the general public.



Interpretive Planning

The Sacajawea Historic Byway mapboard (illustrated in Chapter 5) contains a brief summary of each site. Additional information, graphics, photographs, and text are needed to tell the full story of each site. Individuals and agencies are to be recruited to gather resource data and create text to prepare an interpretive story for the byway and each of its sites. Additionally, they will create a chronology of important events that occurred along the byway.

Brochures that depict special attractions along the byway are encouraged. One brochure might focus on the byway's plants and wildlife, including hiking trails. Another might feature the byway's Lemhi River and Birch Creek and the fishing in them. Another might describe the rich mining history of Gilmore and the Birch Creek Kilns. Another could feature area agriculture and pioneer homesteaders. Still another could feature recreation, including hiking, biking, fishing, and camping. Another brochure could focus on early explorers and prehistory. A subsequent book and brochure could feature American Indian history and native site names.

Potential interpretive themes could include the following:

- **Aquatic and wildlife animals**
Interpretive information should identify aquatic life specific to the Lemhi River and Birch Creek. Likewise, the terrestrial creatures and birds and waterfowl that inhabit the byway should be illustrated with interpretive text and graphics.
- **Agai-Dika and Tuki-Dika Indians**
Tell the story from past to present from its native Lemhi Shoshone Indians, the Agai-Dika. Identify Indian names for key sites, mountains, and rivers. This area is the aboriginal homeland of the Shoshone bands of Salmoneater and Sheepeater as well as Bannock people.
- **Stewardship**
Protect riparian vegetation through education on the importance of caring for rivers creek banks. Teach visitors rock art protections and preservation. Don't touch, chalk, wet, pick at, hammer, peel, pry, lick, or graffiti rock art sites. It is illegal to dig for Indian artifacts. The material remains may contain vital information about dates of use and possible uses, and may indicate past life ways of the Shoshone and Bannock people who previously and currently use this area
- **Exploration**
In 1833, brigades of the Hudson's Bay Company, the Rocky Mountain Fur Company, and the American Fur Company established their winter camp near the confluence of the Salmon River and Lemhi River. There, the likes of Jim Bridger, Joe Meek, Henry Fraeb, Milton Sublette, Tom Fitzpatrick, Kit Carson, Captain Bonneville, Joseph Walker, John Work and Francois Payette gathered round their campfires waiting for the green-grass moon of spring.
- **Ranching and agriculture**
The values of pioneer ranching and farming are still cherished here.
- **Archaeology and paleontology**
Birch Creek and Lemhi Valley possess an extensive human and animal history. Several area archeology and paleontology research projects have been conducted over the years, recovering artifacts now located in museums. These discoveries should be interpreted in both a permanent and traveling exhibit.



- **Geology**

Elaborate on the geologic features of the Beaverhead Mountains, Bitterroot Mountains, and the Lemhi Mountains. The Birch Creek Valley and the Lemhi River Valley constitute the longest, north-south valley in the Pacific Northwest.

The Visitor Experience

Visitor Experience

The byway's aim is to help visitors experience and appreciate the historic events and natural resources in the area. Goals for a pleasurable visitor experience assume visitors will be able to easily find selected, identified sites where visitor use is appropriate. Optimally, visitors will have opportunities for uncrowded road, highway, and trail experiences.

View Corridor Protection

The visual or scenic quality is a very important value for the corridor. The objective is for management activities to remain invisible to visitors. This is especially true for the foreground areas (up to ½ mile from the viewer). Protection of the view corridor also applies to middle-ground and background areas. Road building and infrastructure development should minimize visual impact along the byway. Future installation of additional power lines along the byway should be minimized. When there are disturbances, incorporate vegetation screening to camouflage and blend the disturbance with its surrounding landscape. Materials should blend in with the backgrounds from a distance. Timber and mineral harvests visible from the byway should be discouraged. Billboards harm the visual appeal of the byway and are prohibited. Metal guardrails are recommended over concrete jersey barriers. To further ensure high visual quality standards along the byway, interpretive information will encourage the protection and stewardship of the corridor.

Trails and Trailheads

Another aim of the byway is to support the development and maintenance of trails and trailheads at locations along the byway to accommodate hiking and bicycle use. The level of development at sites should vary depending on the amount of recreation use expected by managing organizations. Sites with the heaviest use should include vehicle parking, sanitation, and informational facilities. At sites where less use is expected, only parking and limited information facilities are needed. Facilities to help the handicapped should be provided where deemed necessary by managing organizations. Information about how best to travel trail segments (for example, by mountain bike, foot, canoe, car, or horseback) should be available. A number of trail projects are proposed that will give the public the opportunity to appreciate the area's beauty and solitude.



Corridor Strategies and Recommendations

Corridor strategies for improving and enhancing the byway include the following:

- **Gateway communities**
Support the communities of Terretton and Mud Lake on the south and the city of Salmon on the west in enhancing their entryways and providing interpretive signage.
- **Directional signage**
Upgrade guide and byway signs to identify byway sites. Use the existing byway logo to provide continuity and easy recognition.
- **Visitor information centers**
Offer facilities and staffing for visitor orientation at the Public Lands Center in Salmon, Idaho; Leadore Ranger Station; and Sacajawea Interpretive, Cultural, and Educational Center.
- **Key sites**
Provide consistent standards for access, interpretation, and on-site amenities. Make needed improvements to key sites. Identify key sites by numbers on maps.
- **Interpretive signage**
Educate visitors about the importance of sustaining the sites and maintaining the byway's environment, understanding that each site tells a piece of the byway's story. Provide accurate and informative signage and displays to stimulate interest.
- **Orientation kiosks**
Provide self-service orientation by means of kiosks at key locations such as at the Birch Creek-Aboriginal Man interpretive site.
- **Trailhead development**
Develop trails along segments of the byway. Existing trails and a number of new trails are proposed to highlight the visit to a number of the byway sites.



4 Key Sites Recommendations

Overview

This plan identifies 10 key sites for improvement or development along the Sacajawea Historic Byway—all chosen by the Sacajawea Historic Byway Advisory Committee for their scenic, cultural, and historical significance and for their contribution to the byway story. At these sites, visitors will be provided with turnouts and parking designed for the traveler's safety and viewing pleasure. Interpretive displays at these sites will help educate the traveling public about the area's wildlife, history, geology, and culture. At some locations, nature trails invite travelers to leave their vehicles, while other locations offer stunning views directly from a vehicle.

Byway sites have been separated into the following two categories.

Landmark Site

Provides interpretive displays, rest rooms, drinking water, and recreational vehicle and automobile parking.

Point of Interest Site

Includes interpretive displays and parking.

The key byway sites for the Sacajawea Historic Byway are listed on the next page. Following is a section for each site that includes a description of existing facilities, interpretive values, proposed recommendations, and associated costs, and a list of the organizations responsible for managing the site.



Sacajawea Historic Byway Sites

(Mileposts along State Highway 28 except as noted)

- 1—Mud Lake Wildlife Management Area (SH-33, Milepost 48)**
- 2—Sacajawea Historic Byway Portal/Birch Creek-Aboriginal Man Interpretive Site (Milepost 44)**
- 3—Lone Pine (Milepost 48)**
- 4—Charcoal Kilns (Milepost 61)**
- 5—Gilmore Town Site (Milepost 73.2)**
- 6—City of Leadore (Milepost 90.3)**
 - Leadore Community Center
 - Leadore Trails Kiosk
 - Leadore Ranger Station
 - Leadore Mining and Railroad Welcome Center
 - St. Joseph's Chapel building
 - Junction Station
 - Smokey Cubs Recreation Area
 - Bannock Pass Scenic Drive (Continental Divide Trail and Nez Perce National Historic Trail)
- 7—Settlement of Tendoy and Lemhi Pass (Milepost 115.8)**
 - Lewis and Clark Backcountry Byway
 - Lemhi Pass
- 8—Sacajawea Monument (Milepost 122.4)**
- 9—Sacajawea Interpretive, Cultural, and Educational Center (Milepost 134.3)**
- 10—City of Salmon (Milepost 135.6)**
 - Salmon City Park, Island Park
 - Lemhi County Historical Museum
 - Salmon-Challis National Forest Headquarters, BLM Salmon Field Office



Site 1—Mud Lake Wildlife Management Area

Location

SH-33 (Milepost 48), 3 miles north of the community of Mud Lake via County Road 1889 E. Follow the road along Owsley Canal No. 2 north and then follow signs to the wildlife area.

Classification

Point of Interest Site

Existing Site Conditions

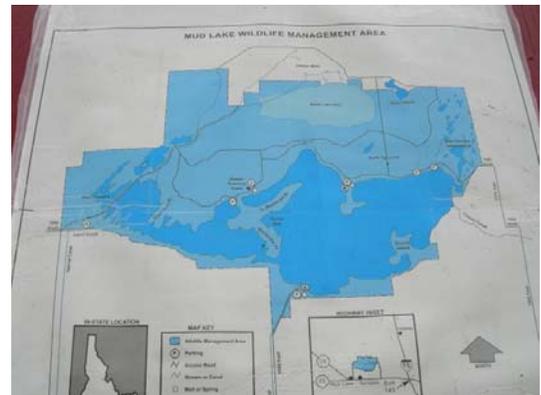
Wildlife views of this Jefferson County management area can be found at numerous locations around Mud Lake. Visitors can view wildlife from the Kaster Overlook Tower on the lake's north shore. The management area is free and open year-round for camping, fishing, hunting, and boating, as well as for wildlife viewing. The first two communities on the byway's southern entrance include Terreton and Mud Lake, which offer small-town charm and a number of visitor services with restaurants and retail businesses. The Mud Lake Historical Society maintains a small museum in the city building, open during the afternoons on the first and third Thursdays and the second Monday of each month.



Short-ear Owl

Interpretive Value

The Mud Lake Wildlife Management Area was established in 1940 to preserve and improve waterfowl nesting habitat. The management area spans 8,853 acres of Mud Lake and its surrounding wetlands. Approximately 50,000 snow geese pass through the management area in March and April, and Mud Lake is populated with trumpeter swans and several duck species. Other wildlife includes hawks, mule deer, white-tailed deer, and pronghorn.



Map of Mud Lake

The bands of the Shoshone and Bannock people have a story that this is where the last dinosaur killed itself. The Indian name for Mud Lake comes from the lake's sucking nature, which is like quicksand.

Site Recommendations

- Provide visitor information and maps about the Sacajawea Historic Byway and Mud Lake Wildlife Management Area.
- Support the implementation of the Mud Lake Wildlife Management Area plan.
- Upgrade directional signage on SH-33 to the Mud Lake Wildlife Management Area.
- Improve trailblazer signs to direct visitors to the Mud Lake Wildlife Management Area.
- Consider changing the name of the wildlife access road to make it easier for visitors to access the site.



- Support entrance improvements, visitor services, and revitalization efforts for the communities of Terreton and Mud Lake.
- Request Sacajawea Historic Byway next-exit guide signs to identify the byway on I-15. Likewise, request byway trailblazer signs from SH-33 to SH-28.

Site Improvements

Improvement	Estimated Cost
Visitor information and maps	\$4,000
Directional signage upgrade	\$1,200
Trailblazer sign improvement	\$1,200
Change in access road name	\$750
Entrance improvements, visitor services, and revitalization efforts for Terreton and Mud Lake	\$15,000
I-15 next-exit byway and trailblazer signs	To be determined

Management

Idaho Department of Fish and Game
 Community of Mud Lake
 Community of Terreton
 Mud Lake Historical Society

Jefferson County
 Idaho Transportation Department
 Adopt-a-Byway-Site Program



Site 2—Sacajawea Historic Byway Portal/ Birch Creek-Aboriginal Man Interpretive Site

Location

SH-28, Milepost 44, 13.5 miles northwest of the junction with SH-33

Classification

Point of Interest Site—Byway Southern Gateway

Existing Site Conditions

This scenic and historic area plays an important role as the southern gateway to the Sacajawea Historic Byway and has the opportunity to serve as a byway portal for the dissemination of information.

From its headwaters in the Beaverhead Mountains, Birch Creek flows south across the valley floor toward the southern end of the Lemhi Mountains, where it empties into the Birch Creek sinks. Birch trees and willows are concentrated along the southward-flowing creek. The creek has many excellent fishing holes and is a favorite with fly fishermen, who prize its open nature and many fast ripples.

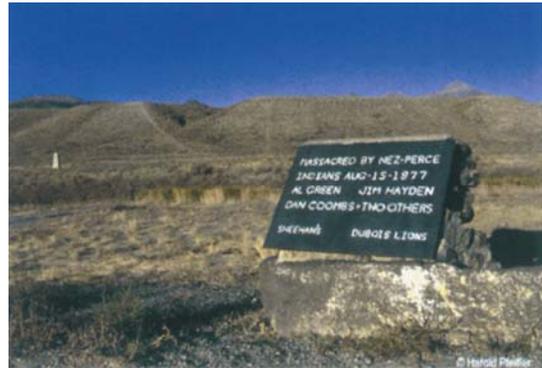
On the west side of SH-28 is the entrance to the Birch Creek Campground. A welded metal monument honors the men killed in an encounter with Nez Perce Indians during the 1877 Nez Perce War. A dirt road along Birch Creek accesses dispersed camping sites. The U.S. Bureau of Land Management (BLM) has placed restrooms and picnic tables along the stretch. Birch Creek offers fishing, hiking, hunting, and wildlife viewing. The area is open year-round free of charge.

Operated under a joint partnership of The Nature Conservancy and BLM, the Birch Creek Conservation Area was established between the Beaverhead and Lemhi Mountains. The 1,160-acre preserve is nestled in a valley, where springs join together to create the headwaters of Birch Creek.

Archeological research has traced human occupation of this valley back more than 10,000 years. The first occupants found the valley forested. As the climate became drier, other mountain dwellers known to archeologists as people of the Bitterroot culture settled here, perhaps about 8,000 years ago. These forerunners of the modern northern Shoshone Indians lived in family bands and hunted big game, such as bison and mountain sheep.

Interpretive Value

Birch Creek is located in a high mountain valley region of the Rocky Mountains. Together with the Lemhi River Valley, it constitutes the largest, longest, north-south valley in the Pacific Northwest. Scott Butte to the east is named after an early Birch Creek settler who built a cabin and raised horses around 1880.



Monument of 1877 Massacre (in foreground) and Fictitious John Day Obelisk Across Birch Creek (Source: Harold Pfeiffer)



History

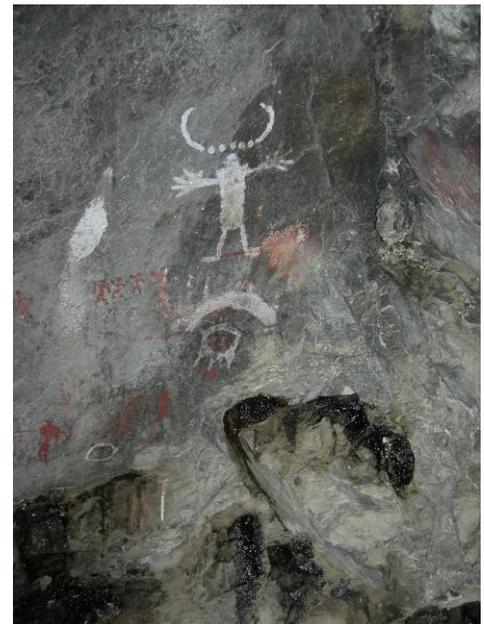
In 1877, the Nez Perce Indians fought with United States soldiers at Whitebird in west-central Idaho. To avoid capture and involuntary confinement on a reservation, the Nez Perce began their epic flight toward Canada. They crossed the Salmon River and followed the Lolo Trail into Montana. Surprised by soldiers and volunteers at Big Hole in Montana, they turned south into Idaho over Bannock Pass. Passing through the Birch Creek Valley, a large group of warriors encountered a small group of freighters traveling to the mines. The Nez Perce were angry after their losses at Big Hole, and began looting the wagons. This led to fighting between the wagon drivers and the Nez Perce. Al Green, Dan Coombs, Jim Hayden, and two other men were killed. Only Albert Lyon and two Chinese escaped. A relief party led by Colonel Shoup found the bodies and the burned wagons.

Across the creek is the controversial John Day Monument, an 8-foot-tall concrete obelisk shaped like the Washington Monument. The monument was installed on July 4, 1953, by the Sons of the American Revolution in honor of John Day, who was thought to be a Revolutionary War soldier. The state highway department constructed a road and parking area near the obelisk site that same year. The site was excavated in 1965 and the plaque on the obelisk was removed in 1971, after it was determined that the pioneer fur trapper and explorer was never buried at this location. John Day had been a member of the Wilson Price Hunt party of the Pacific Fur Company, commissioned to explore and carry on the fur trade by John Jacob Astor. He died on February 16, 1820, perhaps along the Big Lost River (the drainage to the west). The confusion might be that the remains found here are of another John Day, perhaps a Revolutionary War soldier who died along Birch Creek. Buttons found at the grave revealed that they were made under a Goodyear patent in 1851, making the man too young to have served in the Revolutionary War. To further complicate matters, another early pioneer named John Day is buried near Grays Lake, Idaho.

Archaeology

Systematic, scientific archaeological investigations began in this area in 1958. Dr. Earl Swanson, Jr. with the Idaho State College Museum (now a part of Idaho State University) conducted the first archaeological survey of the eastern Snake River Plain and its connecting lost river valleys. He planned and supervised excavations in 1960 and 1961 at two rock shelters, Bison Rock Shelter and Veratic Rock Shelter, which identified prehistoric and American Indian artifacts. A pole fence around the base of the shelters was constructed in 1991 by the BLM and an Idaho Falls scout troop.

Archaeological sites are everywhere, often underfoot, but this cultural heritage is being lost at an increasing rate. It is estimated that 90 percent of all sites could be destroyed or badly damaged by the beginning of the next century. Development, looters, and even well-intended people are destroying cultural resources and properties. Picking up arrowheads, pottery shards, or historic artifacts from the ground disturbs the relationship of the artifacts with their surroundings. It is the scientific study of these relationships that gives the artifacts meaning and allows reconstruction of past events. Visitors can all be good stewards of the past by leaving sites and artifacts undisturbed.



Example of Area Pictographs



Interpretive signage at the site should include information about the Shoshone-Bannock Tribes, including the Lemhi Reservation descendants and their history and the current use of the area. This area is significant and important to the Shoshone-Bannock Tribes and is known as “Denavo,” which refers to the pictographs in the area. The Shoshone and Bannock people have stories that associate themselves with prehistoric people. A story identifies the claw-like markings on the rock walls in the area where they were left by the last dinosaurs.

Site Recommendations

- Support development of a Birch Creek-Aboriginal Man Interpretive Site at Milepost 44 on SH-28. See **Figure 4-1** for a concept plan. The site should highlight Birch Creek and prehistoric life in this area. Another key theme of the interpretive information should be relating the story of the Nez Perce War and the incident along the banks of Birch Creek. Likewise, the story of those who traveled Birch Creek Valley (including the Agai-Dika Shoshone) should be told. Visitor information should include descriptions of area trails and tips about the stewardship of the land. The facility should also include picnic tables and perhaps a new memorial.
- Provide interpretive information about being good stewards of the past by leaving sites and artifacts undisturbed. Include resource protection laws.
- Continue to print and distribute the handsome “Discover the Nez Perce Trail Auto Tour” brochure at key points along the Sacajawea Historic Byway.
- Install a remote message and information broadcast facility to provide a continuous, multmessage radio broadcast about byway history and points of interest to travelers moving north on SH-28 from Birch Creek—the gateway to the Sacajawea Historic Byway. Highway signs should invite the public to tune into the AM signal and increase awareness of the byway sites, interpretive attractions, special events, and highlights of area history. The broadcast station could be programmed from Salmon’s Sacajawea Interpretive, Cultural, and Educational Center. Before installation, the project may require (depending on location) an antenna-site permit on public lands. The installation requires an FCC frequency license.



Proposed Kiosk for a Birch Creek-Aboriginal Man Interpretive Site

Site Improvements

Improvement	Estimated Cost
Interpretive site	\$85,000
Stewardship interpretive information	\$5,000
Auto tour brochure	\$3,500
Radio broadcast facility and highway signs	\$30,000



Management

U.S. Bureau of Land Management
The Nature Conservancy
Cultural Committee, Shoshone-Bannock Tribes
Sacajawea Historic Byway Advisory Committee

Idaho Transportation Department
Nez Perce Trail Foundation
Adopt-a-Byway-Site Program

Figure 4-1. Birch Creek-Aboriginal Man Interpretive Site Concept Plan





Site 3—Lone Pine

Location

SH-28, Milepost 48

Classification

Point of Interest Site

Existing Site Conditions

Located along the west side of the highway, the Lone Pine Cafe and RV Park provides the only fuel, food, and hospitality between the communities of Mud Lake and Leadore. It is owned and operated by the Bridges family.

A side-trip hike, over a moderate-condition trail, is the 10-mile round-trip hike to **Rocky Canyon**. Seven miles north of Lone Pine, turn left at the sign for Mammoth and Meadows canyons. Follow the dirt-and-gravel road for 2 miles. Turn right and then left at the fork and proceed to Rocky Canyon and an informal trailhead. Pronghorn, elk, deer, bighorn sheep, mountain goats, black bears, and mountain lions are occasional sights on this trek that takes hikers through a meadow canyon amid semiarid mountain peaks. After climbing over the steep hill at the trailhead, descend down to a spring and proceed up the canyon, following the trail next to a small brook. At the 2.3-mile mark, the trail passes through a narrow rock stretch before reaching a large meadow and canyon fork at the 4.8-mile mark. Best months for hiking are late June to mid-July, but the trail is accessible from early June through October in most years.

Interpretive Value

The Lone Pine Cafe is a government surplus building, moved to the present location after World War II. One-and-a-half miles south, the former Blue Dome Cafe, which burned in the late 1970s, took its name from a nearby massive limestone rock formation. Nearby, on private land, are the former Blue Dome Stage stop, post office, and schoolhouse. This was an important stopping place for the Agai-Dika when they would travel back and forth after the closure of the Lemhi Indian Reservation.

Birch Creek and Lemhi Valley feature extensive human and animal history. Several archaeology and paleontology research projects have been conducted in the area over the years, recovering artifacts that are now primarily in storage. Collections are located at Idaho State University's Idaho Museum of Natural History and Harvard University's Peabody Museum. These discoveries could be shared with the public by means of both a permanent and traveling exhibit. Interpretive information in the exhibits should promote good stewardship by encouraging visitors to leave sites and artifacts undisturbed.

Site Recommendations

- Prepare, fabricate, and install an interpretive sign.
- Protect and interpret the historic lone pine tree and plant and nurture a new replacement pine tree.
- Develop both permanent and traveling archaeology and paleontology exhibits. It is recommended that the Sacajawea Historic Byway Advisory Committee seek partners and funding to develop a permanent exhibit at the Idaho Museum of Natural History and a traveling exhibit that could tour the region.



Site Improvements

Improvement	Estimated Cost
Interpretive signage	\$7,500
Protection and interpretation of the historic lone pine tree and replacement pine tree	\$6,500
Permanent and traveling exhibits	To be determined

Management

Lone Pine Cafe and RV Park
Idaho Museum of Natural History
Idaho State University
Sacajawea Historic Byway Advisory Committee

Idaho Humanities Council
Clark County
Shoshone-Bannock Tribes
Adopt-a-Byway-Site Program



Site 4—Charcoal Kilns

Location

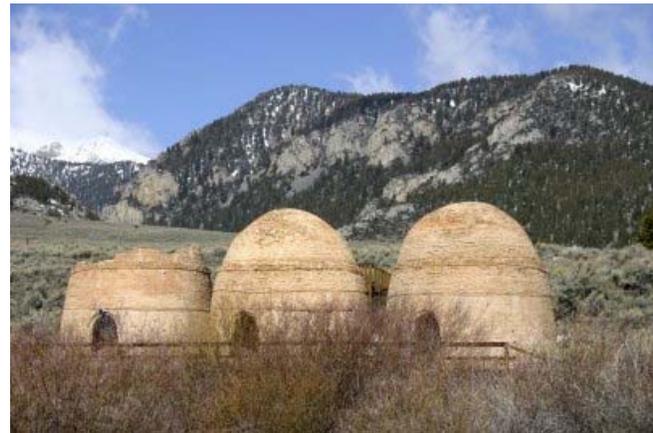
SH-28, Milepost 61. At the milepost, turn west and travel 5.4 miles on an all-vehicle road to a parking area near the four remaining beehive-shaped charcoal kilns that once fueled the Nicholia smelter.

Classification

Landmark Site

Existing Site Conditions

This is one of the Sacajawea Historic Byway’s best sites. It features a good access road, parking (including a handicap-accessible space), interpretive signage, trail, drinking water, and well-preserved artifacts. A 0.5-mile, paved interpretive trail leads to a self-guided tour of the four 20×20-foot kilns that remain of the original 16 that were built in 1866. The Charcoal Kilns are listed on the National Register of Historic Places.



Charcoal Kilns
(Source: www.itd.idaho.gov/byways)

Interpretive Value

When operating, each kiln held about 35 cords of Douglas fir logs, cut from the nearby hills. One could tell when the wood had been reduced to charcoal by watching the color of the smoke. The resulting carbon, one-half the size of the wood and a quarter of its weight, was delivered to the smelter at Nicholia. The operation employed 200 men, who lived in Woodland, a few hundred yards to the west of the kilns. Low prices for lead and silver kept the smelter closed after 1889, and charcoal production ceased here.

Site Recommendations

- Continue to protect and preserve the kilns for this excellent public site.

Site Improvements

Improvement	Estimated Cost
Protection and preservation	\$10,000

Management

Targee National Forest
Idaho Heritage Trust

Adopt-a-Byway-Site Program



Site 5—Gilmore Town Site

Location

SH-28, Milepost 73.2. At the milepost, turn west onto Forest Road 002 and travel for 1 mile.

Existing Site Conditions

Gilmore was established in 1900 to serve the lead, silver, and Galena mines in the area. Winters were so harsh, with snow reaching depths of 8 feet, that the warm working conditions made mining jobs attractive. By 1910, Gilmore had three hotels, general store, bank, hospital, school, drugstore, butcher shop, church, and saloon. That same year, the Gilmore and Pittsburgh (G&P) Railroad connected Gilmore with Leadore to the north (see **Figure 4-2**). From Leadore, a connecting line over Bannock Pass moved the ore to the smelters in Butte, Montana. The Depression and an explosion in the power plant shut the Gilmore Mine down in 1929 and Gilmore turned into a ghost town. More than 20 buildings still remain.

The Gilmore Mercantile Building (c. 1915) served as the post office and supply center for the community. The Lemhi County Historical Society purchased the Mercantile Building in 2006, allowing public visitation to the site. The historic photograph that is shown will help guide the rehabilitation of the building.

Interpretive Value

Gilmore was named after John T. Gilmer of the Gilmer and Salisbury Stage Company. The spelling of the name was altered during the process of obtaining a post office. The railroad arrived in 1910, offering new stimulus to the miners at Gilmore. Six interpretive signs are being installed at the site. A traveling exhibit and slide presentation are currently being prepared.

Classification

Point of Interest Site



Historic Photo of the Gilmore Mercantile Building
(Source: Lemhi County Historical Society)



Gilmore Mercantile Building Today



Site Recommendations

- Support the Lemhi County Historical Society in obtaining funding for and rehabilitating the Gilmore Mercantile Building.

Site Improvements

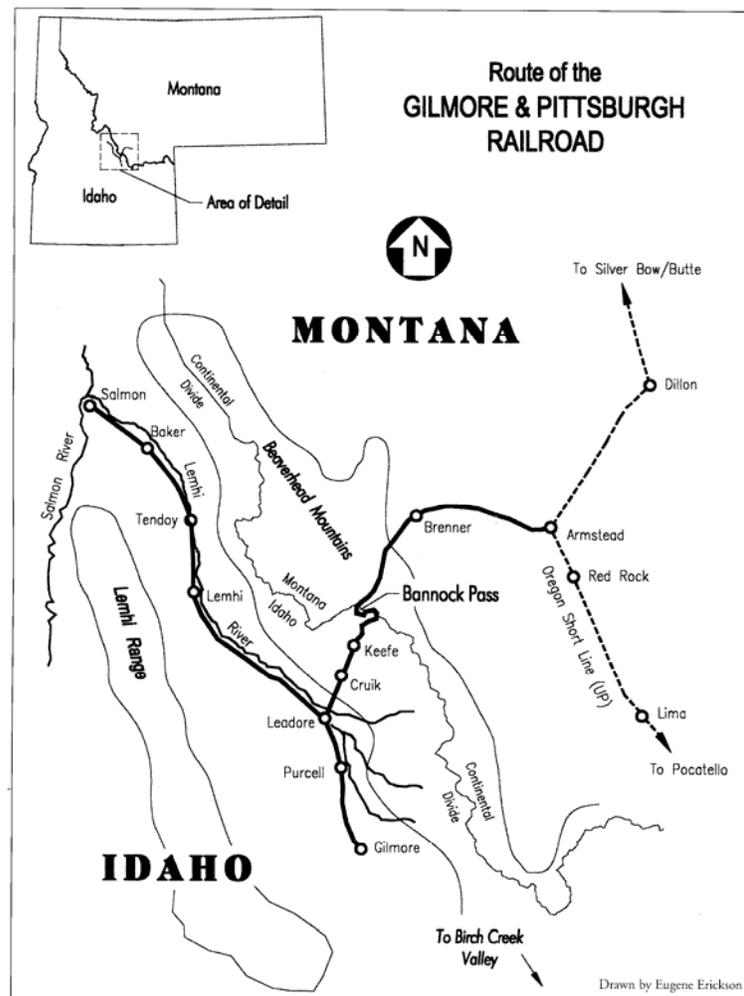
Improvement	Estimated Cost
Gilmore Mercantile Building rehabilitation	\$100,000

Management

Lemhi County Historical Society
 Idaho Heritage Trust
 U.S. Forest Service

U.S. Bureau of Land Management
 Adopt-a-Byway-Site Program

Figure 4-2. Gilmore and Pittsburg Railroad Route
 (Source: *Get Off and Push: The Story of the Gilmore and Pittsburgh Railroad*)





Site 6—City of Leadore

Location

Junction of SH-28 (Milepost 90.3) and SH-29

Classification

Landmark Site

Existing Site Conditions

Leadore, set in the Lemhi Valley at an elevation of 5,989 feet, provides panoramic views of the Bitterroot Mountains to the east and the Lemhi Mountains to the west. The Gilmore and Pittsburgh (G&P) Railroad helped establish Leadore with the construction of a train depot, warehouse, and tracks in 1910. The old railroad grade over the Bitterroot Mountains is visible to the east of SH-28.



Historic Photograph of the Leadore Train Depot
(Source: Beaverhead County Museum)

Leadore was named for the lead and silver ore in the area. The city offers motels, restaurants, and retail businesses as well as a number of visitor services. The Leadore city park and campground provide a quiet, shady, grassy well-kept area with picnic tables, outhouse, and overnight camping. On the east side of Leadore, Texas Creek converges to form the Lemhi River. In 2001, the city built the **Leadore Community Center** modeled after the G&P train depot, which once stood at the same location. Other Leadore visitor attractions include:

- **Leadore Trails Kiosk**
Located at the junction of SH-28 and SH-29, this visible site provides a number of interpretive signs.
- **Leadore Ranger Station**
Located along SH-28, the Leadore Ranger Station is a fully accessible office and provides visitor information, maps, and a number of books.



Leadore Trails Kiosk



- **Leadore Mining and Railroad Welcome Center**

The old Gilmore and Pittsburgh Railroad is visible to the east. A 600-foot tunnel was built to minimize the grade over the Continental Divide. After the Gilmore mines closed, the railroad line slowly deteriorated and was nicknamed the G&P—for “get out and push.” The last train traveled this line in 1939. Plans call for restoring the freight building located on the former G&P right-of-way as the Leadore Mining and Railroad Welcome Center. Another feature, an old combine car, should be relocated nearby and restored to its original charm. This combine car served as a motel in Leadore for many years.



Proposed Leadore Mining and Railroad Welcome Center



Old Combine Car

- **St. Joseph’s Chapel Building**

Identical chapel buildings were built in Leadore and Gilmore in 1912. Both were funded by A. S. Ross, president of the Gilmore and Pittsburgh Mine. The St. Joseph’s Chapel building is pictured here; the term “little white church on the prairie” comes to mind, for it is located on the south edge of town in the broad valley floor. Commercial electricity was introduced to Leadore in 1955 and was installed in the building. The original wood-heating stove was replaced with propane in the early 1970s. About 1985, the cross was knocked off the steeple by an aircraft approaching the Leadore landing strip. A new cross was installed in 1986 and the original cross is now located at the Carmelite hermitage on Hayden creek west of Leadore. The historic clapboard building retains much of its original character, with the bell tower serving as a landmark in Leadore. Services are held periodically at the church, which is owned by the Catholic Diocese of Idaho, located in Boise.



St. Joseph’s Chapel Building



- **Junction Station**

Located across the valley, 2.5 miles east of Leadore on SH-29, this U.S. Forest Service (USFS) ranger station was constructed in 1915 and was the first in the area. The small compound consists of the ranger's log home, barn, corrals, and outbuildings. Junction Station is still used by the Leadore Ranger District. The site is near the old Junction road and Nez Perce National Historic Trail and connects to the Smokey Cubs Recreation Site. The station is one of the USFS's oldest.



Junction Station Barn

- **Smokey Cubs Recreation Site**

This BLM campground is located approximately 4 miles east of Leadore on SH-29. The campground provides a toilet facility, trash collection, picnic tables, and dispersed camping on both sides of Canyon Creek. Access from the site connects to the Nez Perce National Historic Trail.



Smokey Cubs Recreation Site

- **Bannock Pass Scenic Drive**

SH-29 heads east from Leadore for 13.5 miles to the top of Bannock Pass (7,681 feet). The pass is on the Continental Divide and is the boundary line between the states of Idaho and Montana. The scenery along the two-lane gravel road en route to the pass is spectacular. Watch for deer, elk, coyote, big-horn sheep, and pronghorn.

- **Continental Divide Trail (CDT)**

Heading north and south from Bannock Pass, the CDT extends from Mexico to Canada. Portions of the trail leaving Bannock Pass are primitive, four-wheel-drive routes that are suitable only for high-clearance vehicles, providing opportunities for out-and-back hikes or rides.

- **Nez Perce National Historic Trail**

An 8.5-mile section of the Nez Perce National Historic Trail descends from the top of Bannock Pass toward Leadore. Sections of the trail parallel SH-29 and then follow the old railroad grade, offering good hiking and mountain biking. The lower part, from Cruikshank Creek at 9 miles along SH-29 to the mouth of Railroad Canyon at 4 miles, is also good for hiking and mountain biking. Shoshone stories say that the Nez Perce were fleeing the cavalry and got lost, which brought them down into this area. They were eventually helped by a Shoshone couple living in the Leadore valley, who showed them through the valley up toward Spencer to a place where they could cross.



Interpretive Value

In 1866, a gold strike at Leesburg resulted in permanent settlement by white settlers. The town of Junction was settled in 1867 at the crossroads of the Mormon road and the Bannock road. A stagecoach ran daily between Red Rock, Montana, and Salmon, Idaho, over the Lemhi Pass from 1866 to 1910. In 1910, the Gilmore and Pittsburgh (G&P) Railroad service was inaugurated and this continued until 1939. Mining communities developed in several locations as silver, gold, copper, and lead were mined in the area. Large mining communities developed in the Lemhi valley at Gilmore, location of the Pittsburgh and Gilmore Mine, and at Junction. Beginning in 1910, with the advent of the G&P Railroad, the Junction population center shifted to the present town of Leadore, on the rail line. The G&P rail line bypassed Junction because one property owner refused right-of-way.

The first record of Catholic services for the mining communities is a visit by Fr. Francis X. Kupper, S.J., in 1865. In October 1879, Archbishop Charles Seghers visited Salmon to perform sacraments for the local Catholics; he returned in 1882 and celebrated Mass. In 1885, Fr. Alphonse Glorieux was appointed Vicar Apostolic of Idaho and he visited the area each summer. In 1908, Fr. Nicholas A. Fox began construction of the parish church in Salmon. Fr. J. F. Gresiy was named resident pastor of Lemhi County in August 1910. In 1910, following the establishment of a local parish, Catholic chapels were established at Leadore (St. Joseph’s Chapel) and at Gilmore to serve the miners of predominantly Irish and German descent. Fr. Gresiy was responsible for the church in Salmon as well as six chapels, including those at Leadore and Gilmore. From that time, clergy visited regularly, usually monthly, for celebration of Mass in Leadore and Gilmore; this tradition survives in St. Joseph’s Chapel at Leadore.

Site Recommendations

- Support the development of the Leadore Mining and Railroad Welcome Center.
- Expand interpretive signage.
- Strengthen visitor services and support Leadore revitalization.
- Expand interpretive signage for Junction Station; rename and sign the access road.
- Improve trail and interpretive signage from Bannock Pass to the Smokey Cubs Recreation Site and Junction Station.
- Rehabilitate St. Joseph’s Chapel building.

Site Improvements

Improvement	Estimated Cost
Development of the Leadore Mining and Railroad Welcome Center	\$284,000
Expanded interpretive signage	\$12,000
Visitor services and Leadore revitalization	\$15,000
Junction Station improvements	\$30,000
Trail improvements and interpretive signage	\$20,000
St. Joseph’s Chapel building repairs	\$23,000



Management

City of Leadore
U.S. Forest Service
U.S. Bureau of Land Management
Knights of Columbus Council 8283

Idaho Heritage Trust
Catholic Diocese of Idaho
Adopt-a-Byway-Site Program



Site 7—Settlement of Tendoy and Lemhi Pass

Location

SH-28, Milepost 115.8

Classification

Point of Interest Site

Existing Site Conditions

The settlement of Tendoy, the key point on the Sacajawea Historic Byway for access to Lemhi Pass, was named for the Northern Shoshone chief who lived in the Lemhi Valley from 1857 to 1907. The Tendoy Store and Post Office provides information and supplies. Viola Barrett (pictured right) was born in Junction in 1919, the daughter of Irene Kimball and Michael Francis Barrett, a teacher. Viola has been the proprietor of the Tendoy Store since 1948.



**Tendoy Store and Post Office
Proprietor Viola Ansling**

The **Lewis and Clark Backcountry Byway** is an engrossing side trip from Tendoy. It includes Chief Tendoy's grave and Lewis and Clark's route down Agency Creek from Lemhi Pass, which is a National Historic Landmark. It is 12 miles up Agency Creek Road from Tendoy to the summit of Lemhi Pass. The 39-mile-long byway is a cooperative effort between the BLM Salmon Field Office and the Salmon-Challis National Forest. The byway takes about half a day to drive and provides access to portions of the Lewis and Clark National Historic Trail, including the area where the Lewis and Clark expedition unfurled the flag of the United States, first encountered Shoshone Indians, and crossed Lemhi Pass. The roads are single-lane, with occasional pullouts for passing. They have a graveled or dirt surface and in some areas exceed a 5-percent grade. Roads are maintained by Lemhi County and the U.S. Forest Service (USFS). Snow usually closes the roads from November until June. The route is groomed in the winter months and is used by snowmobile enthusiasts.



**SH-28 at Tendoy (Lemhi Pass
Access), Looking North**

Probably no other area on the westbound route of the Lewis and Clark expedition is associated with so many events crucial to its success as is **Lemhi Pass**. Moving through the pass on August 12, 1805, the party crossed the Continental Divide, the first U.S. citizens on record to do so and the first Americans to see present-day Idaho. The myth of the Northwest Passage was dashed when all they could see was a "sea of mountains." The expedition traversed the boundary of the newly acquired Louisiana Territory and thus moved from the U.S. into a region settled by



Lemhi Pass



American Indians and claimed by various European powers. The pass area is also where Lewis and Clark encountered the Lemhi Shoshone, the objective ever since leaving the Mandan villages and upon whom all hopes of crossing the Bitterroot Mountains depended. Fortuitously, the chief of the band was Cameahwait, Sacajawea's brother. Sacajawea's birthplace is the present-day Lemhi Valley. This same area saw the first American flag unfurled, which claimed what is now the Northwest for the United States. The expedition did not return this way.

Unlike passes to the north and south that are traversed by improved roads, Lemhi Pass (8,000 feet elevation) has remained in almost pristine condition. From the summit, the same wild and majestic scenes that Lewis and Clark beheld still meet the eyes to the east and west. The only noticeable change is that, instead of the Indian trail they followed, the route is delineated by a narrow, direct-access road. At the crest of the pass itself, grassy, rolling slopes predominate, and visible in all directions are deep valleys and heavily timbered uplands. Interpretive markers are located at the summit and at the heads of the streams on the east and west sides of the pass that Lewis and Clark thought were the beginnings of the Missouri and Columbia Rivers.

Interpretive Value

The Lewis and Clark expedition discovered a vast central Idaho mountain barrier that proved to be the most difficult obstacle in their entire trip. They established friendly relationships with Shoshone and Nez Perce Indian bands. Sacajawea, their Shoshone interpreter, was born in Lemhi County and became Idaho's best-known woman.

In an expedition considered one of the greatest in U.S. history, the U.S. Army Corps opened up trade and laid claim to an expanding United States. They were the first white Americans to encounter the geography of the northern Rocky Mountains, and they recorded numerous botanical and zoological entries previously unknown to European-Americans. The unprecedented success of the Lewis and Clark expedition set the imagination of the American people on fire and for the first time helped them feel the full sweep and immensity of the continent on which they lived.

An interesting side trip occurs just north of Lemhi or 7 miles south of Tendoy, where Hayden Creek Road turns west. One mile up the road is the Lemhi Boarding School Girls Dormitory, built in 1903-04. The two-story clapboard-and-hip-roof building is now used by the Lemhi Grange. An appropriation was made by the Idaho legislature in 1901 for an improved girls school building on the Lemhi Indian Reservation. This was the site of the Lemhi Indian Reservation, which was established in 1875 and remained until the Lemhi Indian removal in 1907. The building is listed on the National Register of Historic Places.



**Lemhi Boarding School Girls
Dormitory**



Site Recommendations

- Conduct a Tendoy restroom/visitor information study.
- Develop a restroom facility near SH-28 to serve the traveling public.
- Prepare, fabricate, and install interpretive signage.

Site Improvements

Improvement	Estimated Cost
Tendoy site study	\$15,000
Restroom facility	\$70,000
Interpretive signage	\$12,000

Management

Salmon-Challis National Forest
U.S. Bureau of Land Management
Tendoy Store

Lemhi Grange
Sacajawea Historic Byway Advisory Committee



Site 8—Sacajawea Monument

Location

SH-28 (Milepost 122.4), 0.5 mile north

Classification

Point of Interest Site (not signed)

Existing Site Conditions

This 5-acre site honors Sacajawea, her birthplace, and her homeland in what is now Lemhi County. It is a natural setting with a stone-and-bronze monument, pole fence, and small parking area. The site, maintained by the U.S. Bureau of Land Management, is located in a rural-residential setting and surrounded by homes and private lands. The simple design and signage reflect BLM's desire to protect the visual landscape, respect the social setting and nearby residents, and minimize the level and kinds of visitor use; it is a day-use-area only, a place to drive along or stop at briefly and read the monument's inscription.

The monument was previously located at Fort Lemhi, and then moved across the road from the current site. The site is not currently advertised by the byway as a “must stop and see” site. Instead, visitors are encouraged to explore the nearby Sacajawea Interpretive, Cultural, and Educational Center.



Sacajawea Monument

Interpretive Value

Sacajawea, an Agai-Dika Shoshone woman, served as an interpreter for the Lewis and Clark expedition. She joined the expedition when her husband, Toussaint Charbonneau, was hired as a French interpreter. While at Fort Mandan, Sacajawea gave birth to a baby boy, whom she carried on her back for the rest of the trip. She proved invaluable as an Indian interpreter, especially in getting horses from the Agai-Dika Shoshone for the expedition to cross the Bitterroot Mountains. Sacajawea gathered greens along the route that she knew were edible. With her and her baby in the party, American Indians knew that the Lewis and Clark expedition was not a war party. This made it possible for the expedition to trade for food and other necessary provisions.

Site Recommendations

- Install an historic site sign on SH-28.
- Support rural development of the surrounding area in the Lemhi County Comprehensive Plan update.



Site Improvements

Improvement	Estimated Cost
Historical site sign	\$750
Lemhi County Comprehensive Plan update	To be determined

Management

U.S. Bureau of Land Management
Sacajawea Historic Byway Advisory Committee

Lemhi County
Adopt-a-Byway-Site Program



Site 9—Sacajawea Interpretive, Cultural, and Educational Center

Location

SH-28, Milepost 134.3

Classification

Landmark Site

Existing Site Conditions

Cradled in the Lemhi River Valley between the Salmon River and the Beaverhead Mountains, the Sacajawea Interpretive, Cultural, and Educational Center lies in the heart of Sacajawea's homeland. The 71-acre park is dedicated to Sacajawea, her people, and the Agai-Dika Shoshone, and commemorates her role in the Lewis and Clark Expedition. Features include the Visitor Center, interpretive trail, nature trail, public art, Heritage Community Gardens, Meriwether Theater, low-ropes challenge course, research library, outdoor amphitheater, and the Sacajawea Outdoor School of Discovery. The Visitor Center is open weekends in May and October and daily from Memorial Day through Labor Day. The park remains open daily during daylight hours throughout the year.



Statue of Sacajawea at the Center
(Source: Sacajawea Interpretive, Cultural, and Educational Center)

Interpretive Value

Sacajawea, a young Agai-Dika Shoshone, found her way into the oral traditions of her own and other native tribes and into the journals of the Lewis and Clark expedition. Learn of her people, the Agai-Dika; then follow her footsteps among her Hidatsa abductors, through her marriage to a French-Canadian trader, and along her trail of adventures with the Lewis and Clark expedition.



Youth Education at the Center
(Source: Sacajawea Interpretive, Cultural, and Educational Center)

Sacajawea joined the expedition when her husband, Toussaint Charbonneau, was hired as an interpreter at Fort Mandan. While awaiting spring thaws, their son, Jean Baptiste, was born, and became the youngest member to join the expedition. Sacajawea aided the expedition in many ways. She identified and gathered native plants for food and medicine, saved a significant portion of their journals and specimens that washed overboard one day, acted as a guide as they neared her homelands, interpreted during negotiations for Shoshone horses, and perhaps, most importantly, served as a symbol of peace among the many American Indian nations.



Site Recommendations

- Connect the center to downtown and parks with a pedestrian-bicycle trail and way-finding system.
- Complete a turning lane on SH-28 for safe access to the center.
- Provide and expand visitor information services.
- Reprint Sacajawea Scenic Byway brochures.
- Maintain and update the website
- Provide interpretation relating the Shoshone names for all significant places along the Sacajawea Historic Byway.
- Install an additional vault toilet near the group use/outdoor school area to accommodate use along the trail.
- Control noxious weeds.
- Stabilize and maintain the historic structure
- Expand use of the site as an outdoor classroom.
- Continue to work with the Agai-Dika Shoshone to record, preserve, and share their culture.
- Extend city sewer and water services to the center.
- Install an RV dump station.
- Identify a sponsor or sponsors for and then host an historic byway lecture series. Speakers could create a stimulating exchange of ideas. The annual event could draw on the talents of local and visiting speakers. Potential speakers could include historians, archaeologists, paleontologists, biologists, educators, writers, filmmakers, and recreationists. The event could vary from a reading to a performance. The lecture series could extend learning and raise awareness of the byway’s special resources. Costs should include printing, mailing, advertising, honorariums, travel, space rental, refreshments, and staff management and event time.

Site Improvements

Improvement	Estimated Cost
Connections for pedestrian-bicycle trail and way-finding system	To be determined
Turning lane	To be determined
Visitor information services	\$31,000
Reprinting of brochures	\$600
Maintenance and update of website (annual expense)	\$800
Interpretation of Shoshone names	To be determined
Vault toilet	\$15,000
Noxious weed control (annual expense)	\$300
Stabilization and maintenance of the historic structure	\$10,000



Expansion for outdoor classroom	\$10,000
Work with the Agai-Dika Shoshone	To be determined
Extension of city sewer and water services	\$250,000
RV dump station	\$2,000
Annual lecture series	\$7,500

Management

City of Salmon
 Shoshone-Bannock Tribes
 Salmon Outdoor School
 Salmon Arts Council
 Idaho Humanities Council
 Heritage Community Garden
 Lemhi County Humane Society

Salmon-Challis National Forest
 U.S. Bureau of Land Management
 Idaho Governor’s Lewis and Clark Trail Committee
 Lemhi County Historical Society and Museum
 Lemhi County Lewis and Clark Bicentennial Committee
 Idaho Department of Fish and Game
 Idaho Transportation Department



Site 10—City of Salmon

Location

Junction of US-93 (Milepost 304.7) and SH-28 (Milepost 135.6)

Existing Site Conditions

The city of Salmon is the western entrance or northern terminus of the Sacajawea Historic Byway. The byway connects to the Salmon River Scenic Byway in Salmon at the US-93 junction with SH-28. Salmon is the largest city on the byway and sits in a grand valley surrounded by mountain peaks. The Beaverhead Mountains, part of the Bitterroot Mountains, loom to the north and form the Continental Divide.

The city of Salmon features an attractive downtown with upgraded sidewalks, street trees, and lighting. A person can stroll down Main Street and enjoy numerous shops styled in turn-of-the-century architecture. The city has numerous restaurants, retail businesses, services, and overnight accommodations. Plans are underway for a new park to be located on Main Street and the banks of the Salmon River. Across the street from the proposed park are the Salmon City Hall, Salmon Library, and Lemhi County Historical Museum. Up the hill is the Lemhi County Courthouse. The Salmon Airport is located to the south of Salmon.

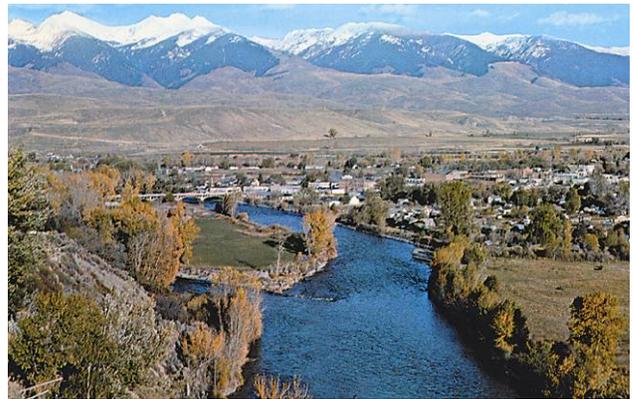
Salmon is the gateway to world-class float trips on the Main Fork and Middle Fork of the Salmon River through the Frank Church Wilderness Area. Area guides and outfitters can assist travelers in exploring this wonderful natural playground and learn about its vast natural resources, which abound in Custer County and Lemhi County.

Special events include Salmon River Days (July 1-4), an event that sports a parade, sidewalk sale, Western Playdays, Dutch oven cook-off, and demolition derby. Sacajawea Heritage Days is held mid-August at the Sacajawea Interpretive, Cultural, and Educational Center, and the Lemhi County Fair and Rodeo is held at the Fairgrounds in late September.

Along SH-28 on the eastern edge of the city, the grassy and shady **Salmon City Park** features a public swimming pool, picnic tables, playground, golf course, and playing fields. **Island Park**, an island in the Salmon River, offers picnicking, skateboarding, fishing, and river access. Before the bridge was built, a ferry operated here.

Classification

Landmark Site



Postcard of the City of Salmon with the Bitterroot Mountains in the Background



Shoup Building from Van Dreff Street to Main Street



The **Lemhi County Historical Museum** on Main Street features an extensive collection of Lemhi Shoshone artifacts. Clothing, beadwork, arrowheads, ceremonial accessories, and photographs showcase the lives of the Shoshone people in the Lemhi Valley and Salmon River Valley. The discovery of gold during 1866 in the mountains above Salmon introduced a new era of history. Displays of historical implements and photographs illustrate Salmon's early mining history. A number of Asian artifacts are also present. Hope Benedict, the Lemhi County Historical Society, and the museum recently prepared a wonderful book, *Images of America—Lemhi County*, with spectacular historic photographs.



Interior of the Lemhi County Historical Museum

The **Public Lands Center** in Salmon, Idaho, is located just south of Salmon on US-93 and offers tourist information and maps.

Interpretive Value

In 1843, near the confluence of the Salmon River and Lemhi River, was the winter camp for brigades of the Hudson's Bay Company, Rocky Mountain Fur Company, and American Fur Company. Legendary men such as Jim Bridger, Joe Meek, Henry Fraeb, Milton Sublette, Tom Fitzpatrick, Kit Carson, Captain Bonneville, Joseph Walker, John Work, and Francois Payette gathered round their campfires waiting for the green-grass moon of spring.



Postcard of Stages on Main Street

In the 1860s, then-named Salmon City became the central supply point for mines in the region. It served as a service community for Leesburg and, later, Thunder Mountain. The Salmon River played a key role in early mining. Starting in 1882, most of George Shoup's supplies (see below) arrived by river-freight boats from Salmon City. Historic photographs show citizens waving farewell to boatmen from the bridge. In 1910, the Gilmore and Pittsburgh Railroad reached Salmon City. A rail system up the Salmon River was contemplated. Although the system was surveyed, it was never built.

Colonel George Shoup (1836-1904) was one of the first cattlemen in the region. He helped lay out Main Street and the core of Salmon City. Shoup owned the first major mercantile store and in 1866 built the three-story Shoup Building on Main Street. He was the last territorial governor of Idaho, first state governor, and first senator. His 7-foot 7-inch marble statue by Frederick Triebel represents Idaho in the national capitol's Statuary Hall. A replica of the statue is proposed for the City of Salmon.



Statue of Colonel Shoup



Each spring boatmen built small wooden scows with sweep blades at each end. One of the first boatmen was John McKay, although Captain Harry Guleke was considered the best boatman taking supplies through the Salmon River's treacherous waters. These flat-bottom boats could be built in three days, were roughly 8 feet wide and 32 feet long, and angled up at the ends. Their double hull was made of longitudinal green-lumber planks, with interior planks running athwart the barge, and elevated floor boards prevented wave-water from wetting supplies. The seams were caulked with pitch or tar. The steering devices were two 28-foot poles fitted with 14-foot blades that rested in the water, one at the bow and the other at the stern. These sweeps were pinned at a pivot point. Boatman stood on an elevated deck, usually with hobnail boots for traction, and operated the sweeps above the passengers. The captain took the front sweep, reading the water and calling his decisions to the rear pilot. The sweep boat was an efficient craft, often carrying tons of freight to the mines, while drawing only 14 inches of water. See *National Geographic Magazine*, July 1936, for one of the first stories about river sweep-board journeys.



**Scows Loaded with Supplies Embarking from Salmon City
(top of photograph) Downriver to Riggins, c. 1900
(Source: Bolton family)**

Site Recommendations

- Install a Welcome to Salmon sign on SH-28 at the Sacajawea Interpretive, Cultural, and Educational Center.
- Prepare a self-guided walking and auto tour to link the historic sites in Salmon to the byway. These local historic sites should be identified by local signage and a self-guided tour map prepared by the city, Lemhi County Historical Museum, and Salmon Valley Chamber of Commerce. Sites should include the Lemhi County Historical Museum, 1874 Odd Fellows Hall, Shoup Building, Salmon Odd Fellows Hall, Episcopal Church of the Redeemer, and Lemhi County Courthouse.
- Support the city of Salmon on the key strategy of revitalizing its compact and charming downtown through the renovation of historic buildings and expansion of commercial services to support the byway. Complete and implement a downtown development plan.



- Support the development of Salmon Town Square on the banks of the Salmon River and Main Street. Interpretive information should tell the story of the ferry and various bridges at this site and highlight the early boatman who provided supplies down the Salmon River. Other signs should identify the river’s freshwater aquatic life.
- Support a highway entryway beautification program.
- Expand the trail system along the Salmon River and Lemhi River, including the old stage road.
- Install a replica of the statue of Senator Shoup in the city of Salmon.
- Form a cooperative among the museums and centers in Lemhi and Custer Counties to ensure their future success. Assistance could be provided for grant writing, staffing and internships, collections, exhibits, programming, brochures, and membership. The cooperative could play a greater role in providing professional assistance to the museums and responding to the growing number of visitors. Cooperative museums and centers could include the Stanley Museum, Clayton Museum, Custer Museum, Land of the Yankee Fork Interpretive Center, North Custer Historical Museum, Lemhi County Historical Museum, Leadore Railroad Museum, Gibbonsville Relic Museum, and Sacajawea Interpretive, Cultural, and Educational Center.

Site Improvements

Improvement	Estimated Cost
Welcome sign	\$10,000
Self-guided walking and auto tour	\$10,000
Downtown Salmon development plan and rehabilitation	\$100,000
Salmon Town Square signage and interpretive information	\$15,000
Highway entryway beautification support	To be determined
Trail system expansion	To be determined
Replica of Senator Shoup statue	To be determined
Lemhi-Custer Museum Cooperative	\$25,000

Management

City of Salmon	Lemhi County Historical Society
Salmon Urban Renewal Agency	Idaho Heritage Trust
Salmon Valley Arts Council	Bureau of Land Management Salmon Office
Salmon Valley Chamber of Commerce	Salmon-Challis National Forest
University of Idaho (Cummings Research Station)	



5 *Byway Signage Plan*

Overview

The signage plan for the byway involves upgrading existing signage along the corridor and at byway sites. Directional guide signs for the 10 sites along the byway are a top priority. Recommendations include upgrading entrance signage at the gateway communities of Terreton and Mud Lake, the byway's southeastern entrance, and the western entrance at the city of Salmon.

A critical component of the signage is the development of visitor interpretation at the 10 sites. Together, the sites will tell a story of the byway's history, geology, nature, and culture. It is the goal of the *Sacajawea Historical Byway Corridor Management Plan* to identify and develop a unified sign plan that is easily understood as well as successful at giving good, detailed direction.

Elements of the Byway Signage Plan

Byway Portal Signage

Site 2 (Birch Creek-Primitive Man Interpretive Site) should provide initial information to byway visitors. As illustrated for Site 2, the portal site could provide information and spectacular scenic views of the Birch Creek Valley. The byway portal site could feature a byway mapboard, information on each site, side trips, and visitor information contacts. Orientation will help visitors plan their schedules and provide for trip and safety messages.

Figure 5-1 illustrates the mapboard that currently depicts Sacajawea Historic Byway sites and side trips for visitors. It is an effective guide and should be replaced with an updated mapboard that depicts the 10 sites identified in this plan.

Byway Route Markers

The colorful Sacajawea Historic Byway route marker has been installed along the byway. The byway marker/logo should be added to all directional signs and used extensively to unify all aspects of the byway, from promotional strategies such as brochures and advertisements to signage at each key site.

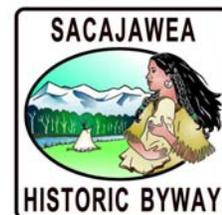
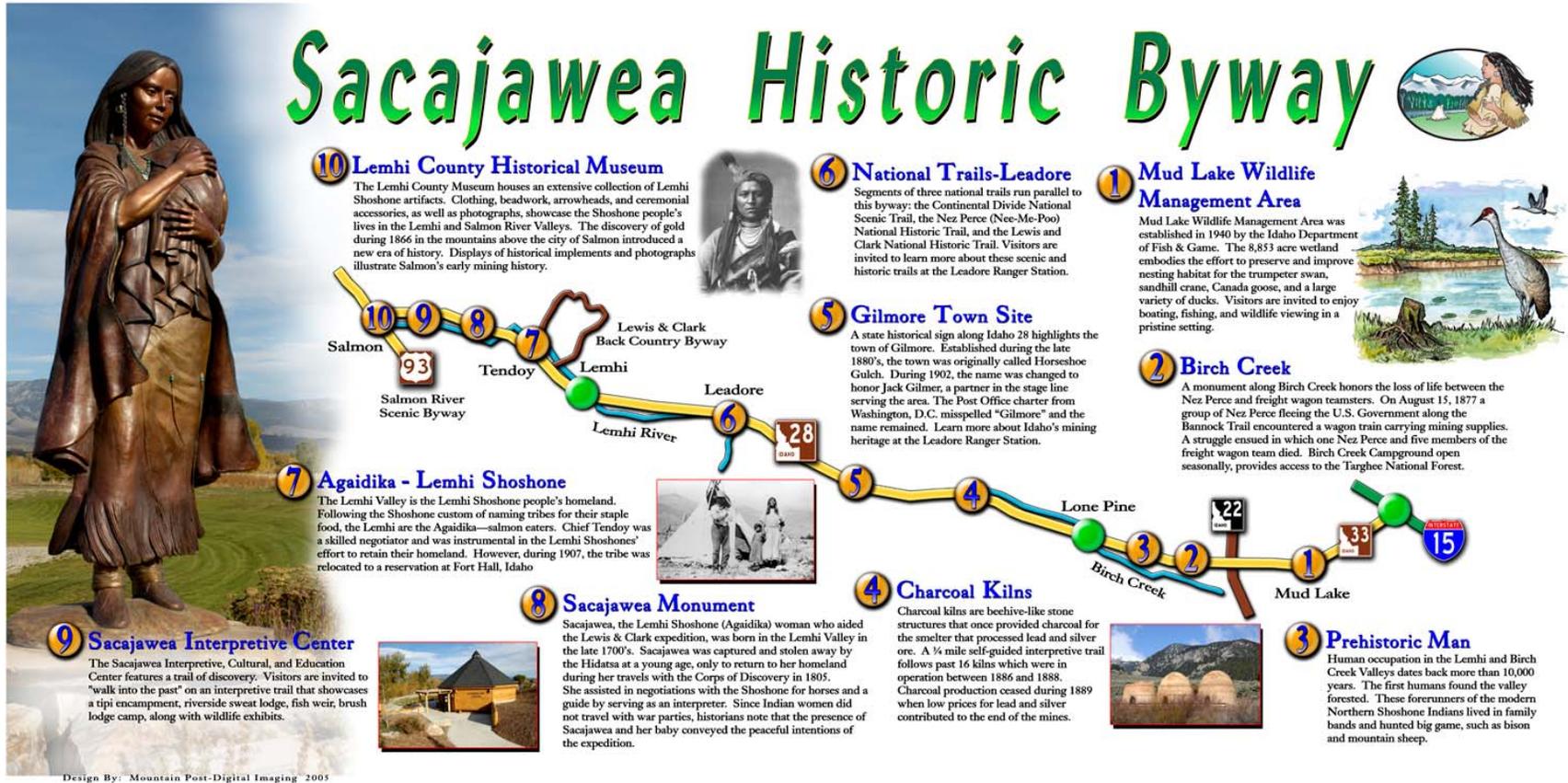




Figure 5-1. Current Sacajawea Historic Byway Mapboard





Byway Point-of-Interest Markers

At each site, a 3-by-3-foot byway route marker with a supplemental point of interest sign below should have the name and an arrow to designate the required turning movement. Nationally approved symbols for information, recreation, and cultural facilities should be incorporated whenever possible. These symbols help accommodate international travelers.



Site signs should be strategically located to help visitors navigate the byway and discover opportunities, such as trails, overlooks, and picnic areas. Consistent style and placement of signs will help visitors recognize that they are approaching a byway facility even before the sign can be read.

Advance and Turn Signage

Located approximately ¼ mile ahead of the entrance to each key site, a byway route marker sign alerts visitors. At the entrance to each key site, a byway turn sign indicates the entry.

Mileposts

Mileposts at the end of each mile should be maintained to help identify the distance along the byway.

Idaho Highway Historical Markers

Idaho is fortunate to have established an historical marker program for the state highway system. Beginning in 1956, ITD with assistance from the Idaho State Historical Society has developed and installed over 300 historic markers throughout the state. ITD has installed and now maintains nine historical markers along the Sacajawea Historic Byway.



Historic Marker

The marker's design features heavy timber that frames a 4-foot by 8-foot panel. The panel contains a map of Idaho, the legend, and the sign number. All markers have adequate highway turnouts, and signs are installed 1000 feet in advance of the site to inform motorists of the location of the historical marker. ITD has also published a booklet entitled *The Idaho Highway Historical Marker Guide*.



Information Pullout on SH-28



Table 5-1. Sacajawea Historic Byway—SH-28 Historical Markers

Milepost	Title	Sign No.
44.3	Aboriginal Man	270
61	Charcoal Kilns	296
61	Cotes Defile	429
73.2	Gilmore	234
115.7	Lewis and Clark	325
117.3	Fort Lemhi	128
119.9	MacDonald's Battle	312
122.4	Lewis and Clark	127
122.4	Sacajawea	239

Source: *Idaho Highway Historical Marker Guide*, Idaho Transportation Department, 2003.

American Indian Signage

Research and prepare Agai-Dika and Tuki-Dika Indian names for the byway's rivers, mountains ranges, peaks, and byway sites. Install educational interpretive signs to respect the cultures and people that came before us.

Nez Perce (Nee Me Poo) National Historic Trail

Existing markers indicate an auto tour route that follows the route of Chief Joseph and the Nez Perce Indians as they tried to reach Canada and escape General Howard and his troops.

Interpretive Signage

Within and adjacent to the right-of-way, interpretive signs, kiosks, overlooks, and other facilities can enhance the traveler's experience by explaining the scenery and history of the area. Additional interpretive signs are proposed to inform travelers about the byway's scenic, historic, geologic, natural, and cultural significance, instilling respect for what they are seeing and experiencing.

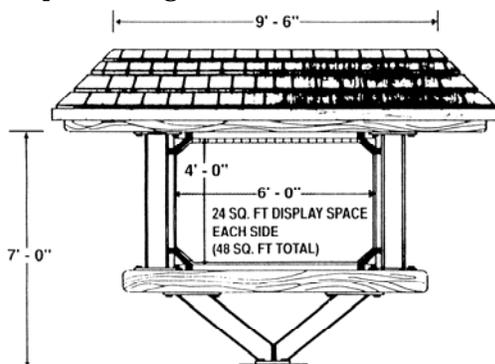


Figure 5-2. Proposed Interpretive Kiosk



Cantilevered Low-Profile Interpretive Sign



6 Highway Safety and Management

Overview

The Sacajawea Historic Byway spans over 135 miles (see the general description and a map of the route in Chapter 2). Overall, the byway enjoys very low traffic and does not require any significant safety improvements.

The Sacajawea Historic Byway is a two-lane roadway through primarily flat, sometimes gently rolling terrain. The elevation ranges from roughly 4,800 feet at Sage Junction to a height of about 7,000 feet near the former mining town of Gilmore, 20 miles south of Leadore. This is close to the midpoint of the byway. From there, the highway generally follows the Lemhi River and gradually drops to an elevation of 4,000 feet at the city of Salmon.



SH-28 Looking North, Pullout and Aboriginal Man Marker on the Left

SH-33 Portion of the Byway

The SH-33 portion of the byway passes through 5 miles of open, undeveloped land on the east end, then 10 miles of developed farmland with farm-to-market crossroads every mile. Each end of the 10-mile segment has additional crossroads on the half-mile. Numerous homes along this segment have driveways that enter onto the state highway.

The SH-33 portion of the byway also passes through two commercial/community centers. Terreton is unincorporated but has a public school complex located along the south side of SH-33. Several businesses and churches have frontage on the highway, with large, undesignated access and parking areas along the side of the highway. Mud Lake, 1.25 miles further west, has several businesses, including a bank, gas station, medical clinic, and senior citizen center. Passing through these two communities requires the driver to slow to 35 mph.

The pavement condition of this portion of SH-33 is generally good. Shoulder width varies from 1 to 4 feet and is generally wider on the eastern portion. Side slopes are acceptable and there is little or no need for guardrails.



SH-28 Portion of the Byway

The SH-28 portion of the byway spans 120 miles. The southern 80 miles travel through the generally undeveloped Birch Creek Valley, and the northern 40 miles cross the irrigated farm and ranch land of the Lemhi Valley. Historically, this roadway was used for access to mining operations in the surrounding mountain ranges. Now it is used as a more direct route to the City of Salmon and the forest and primitive areas that surround the city.

The drive along this portion of the byway is striking for the number of bridges—17 in all, 12 of which cross the Lemhi River in less than 40 miles.

Traffic numbers are low, typically less than 600 vehicles per day between the community of Lemhi and the road to Montevideo. The pavement condition of SH-28 is good with less than 10 percent cracking or potholes. Most of the roadway has adequate horizontal alignment with mostly gentle vertical grades that are easily traveled by automobile.

General Roadway Performance

Level of Service

Roadway performance and capacities are generally measured in terms of the roadway “level of service” (LOS). The LOS is a phrase that describes roadway performance in terms of motorist delay, traffic-flow characteristics, and mobility. Each segment of a roadway can be rated from A to F to reflect traffic conditions at the given demand or service volume. An LOS rating of A means essentially uninterrupted flow where drivers can travel at their desired speed. An LOS rating of F indicates heavily congested flow with excessive delay. In rural areas, the LOS is typically measured by the percentage of time spent following other vehicles and average travel speed.

In essence, the level of service is a measure of a roadway’s adequacy for the amount of traffic present. It is usually measured at the worst traffic times or the peak traffic hour, and is commonly regarded as an evaluation of the amount of delay that a motorist experiences due to the roadway design geometry under varying traffic volumes.

Three parameters are used to describe LOS for two-lane highways:

- Average travel speed
- Percentage of time delay
- Capacity utilization

See Table 6-1 for an overview of byway roadway characteristics that includes information about level of service.

The following are optimal conditions for a two-lane rural highway:

- Capacity of under 2,800 passenger cars per hour (total of both directions)
- Speed of at least 60 mph
- Lane width of 12 feet or greater
- Clear shoulders, 6 feet or greater
- No “no passing” zones
- Only cars in the traffic stream (no trucks)
- A 50/50 directional split of traffic



- No impediments to through traffic
- Level terrain

A higher LOS is generally expected for rural roadways than for urban roadways. A rating of B or higher is desirable on rural roadways, while low levels of service (C or even D) are acceptable on urban roadways.

Byway Level of Service

A precise evaluation of each segment is not available for this plan. However, a value for the LOS was calculated based on two factors: traffic volume and roadway geometrics. Generally, as traffic volumes increase, travel speed decreases and delay for motorists increases. Observed traffic volumes on the Sacajawea Historic Byway were compared with the capacity of the facility. Levels of service are anticipated to be high with motorists able to travel at comfortable speeds without many restrictions due to the roadway or to traffic volumes.

The perfect roadway has a capacity of 2,800 passenger cars per hour in both directions. The Sacajawea Historic Byway has trucks, occasional farm vehicles, narrow shoulders, no passing zones, inclines, turnouts, and intersections. All these features (many unavoidable) impact the LOS. Overall, the byway has traffic volumes low enough to allow motorists freedom of movement and, consequently, LOS values are high.

The LOS shown in Table 6-1 relates to existing conditions and current traffic counts. The low traffic volumes on the byway result in an LOS rating of A.

Specific segments of uphill grade, roadways within cities, and intersections within the roadway segments may have differing levels of service. The scope of this plan does not lend itself to analyzing specific intersections and short segments.

Traffic Patterns

Table 6-1 shows the 2006 average daily traffic (ADT) volumes for the byway. As expected, the traffic volumes are higher near the population center of the city of Salmon.



Sacajawea Historic Byway Corridor Management Plan—2007

Table 6-1. Byway Roadway Characteristics

V/C = Volume-to-capacity ratio, LOS = Level of service, ADT = Average daily traffic (24 hours)

Location	Mile post	No. of Lanes	2006 ADT	LOS	2006 V/C Ratio	2026 ADT	LOS	2026 V/C Ratio	% Trucks 2006	% Trucks 2026	Terrain	Lane Width	Shoulder Width (feet)	Speed Limit	
SH-28															
Junction SH-33 RT and LT	15.15	2	1220	A	0.05	1590	A	0.06	5.9	6.7	Rural-flat	12	2-4	65	
Junction SH-22 RT and LT	30.61	2	560	A	0.02	750	A	0.03	18.2	20.5	Rural-flat	12	2-4	65	
Birch Creek Interpretive Site	44	2	560	A	0.02	750	A	0.03	18.2	20.5	Rural-flat	12	2-4	65	
Aboriginal Man	44.38	2	560	A	0.02	750	A	0.03	18.2	20.5	Rural-flat	12	2-4	65	
Lone Pine	47.85	2	560	A	0.02	750	A	0.03	18.2	20.5	Rural-flat	12	2-4	65	
Lone Pine	47.85	2	560	A	0.04	750	A	0.05	18.2	20.5	Rural-rolling	12	2-4	65	
Charcoal Kilns	61.065	2	560	A	0.04	750	A	0.05	18.2	20.5	Rural-rolling	12	2-4	65	
Gilmore Town Site	73.234	2	560	A	0.04	750	A	0.05	18.2	20.5	Rural-rolling	12	2-4	65	
City of Leadore	90.454	2	560	A	0.02	750	A	0.03	18.2	20.5	Rural-flat	12	2-4	35	
Settlement of Tendoy and Lemhi Pass	115.72	2	560	A	0.02	750	A	0.03	18.2	20.5	Rural-flat	12	2-4	65	



Sacajawea Historic Byway Corridor Management Plan—2007

Location	Mile post	No. of Lanes	2006 ADT	LOS	2006 V/C Ratio	2026 ADT	LOS	2026 V/C Ratio	% Trucks 2006	% Trucks 2026	Terrain	Lane Width	Shoulder Width (feet)	Speed Limit
Sacajawea Monument	122.47	2	1180	A	0.05	1550	A	0.06	10.4	11.8	Rural-flat	12	2-4	65
Sacajawea Interpretive, Cultural, and Educational Center	134.46	2	1180	A	0.04	1550	A	0.06	10.4	11.8	Rural-flat	12	2-4	55
City of Salmon	135.63	2	1180	A	0.04	1550	A	0.06	10.4	11.8	Urban-curved	12	NA	35
SH-33														
Junction connector to SH-28 LT	43.64	2	1930	A	0.07	2550	A	0.10	9.3	10.5	Rural-flat	12	2-4	65
Mud Lake Wildlife Mgmt. Area	48	2	2140	A	0.08	2840	A	0.11	12.4	13.9	Rural-flat	12	2-4	65
Terreton Hamer Rd. LT	51.702	2	2140	A	0.08	2840	A	0.11	12.4	13.9	Rural-flat	12	2-4	65
Junction I-15 SB on/off ramps IC #143	58.787	2	2640	A	0.10	3510	B	0.14	11.9	13.4	Rural-rolling	12	2-4	45



Accident Summary

The Sacajawea Historic Byway follows SH-33 for 15.34-miles. During the 5-year period from 2001 to 2005, this section of roadway experienced 46 accidents. Details about these accidents follow:

- A large number of teenage drivers were involved in accidents—specifically, drivers between the ages of 15 and 18 accounted for 31 percent of the accidents.
- The time of day with the highest number of accidents was 3:00 p.m.
- A total of 56 percent of the accidents were noninjury accidents.
- The I-15 on-and-off ramps were the only locations with multiple accidents.
- This portion of SH-33 has a relatively high accident rate compared to other low-volume roads in Idaho.
- There were three fatalities—one in each of the years 2002, 2003, and 2004. All three occurred at night and all three were along the eastern portion, between Sage Junction and the outskirts of the developed farmland. One involved hitting a domestic animal and the other two resulted from the vehicle overturning.

The Sacajawea Historic Byway then follows SH-28 for 120.5 miles to the city of Salmon. This section of roadway experienced 160 accidents during the 5-year period from 2001 to 2005. Details about these accidents follow:

- The number of accidents per year is on a declining trend, with a high of 44 accidents in 2002 and a low of 27 accidents in 2005.
- Nearly twice as many of the accidents occurred on Friday and Saturday as occurred Tuesday through Thursday.
- The time of day with the highest number of accidents was 6:00 p.m., closely followed by 8:00 p.m.
- The only location that involved multiple accidents over the 5 years was at the junction of SH-28 with US-93 near the city of Salmon.
- A total of 45 percent of the accidents involved injuries; 51 percent of the accidents damaged only property.
- By far the most common accident event was vehicle overturning—nearly 40 percent of all accidents resulted in overturning.
- Of the six fatalities that occurred along this portion of SH-28 during the 5-year period, five involved overturning. All of the fatal accidents occurred during the day, but none happened near any of the byway sites. A motorcycle fatality occurred at MP 134.2, but that happened 2 years before the Sacajawea Interpretive, Cultural, and Educational Center opened.

Recommendations

- Support ITD District 6 in improving and maintaining SH-28 and SH-33.
- Install Sacajawea Historic Byway guide signs on I-15, SH-22, and SH-33.
- Improve visitor information and restrooms at Tendoy.
- Improve directional signage on SH-33 to the Mud Lake Wildlife Management Area.



7 *Marketing and Promotional Plan*

Overview

The Sacajawea Historic Byway is already being explored and enjoyed by local, national, and international visitors. Fortunately, a byway provides the ultimate get-away. It allows the visitor to set the pace and time for enjoying preferred historical, scenic, cultural, geological, and recreational sites and a variety of activities. Yet, there are many more travelers who have not discovered the wealth of experiences that a byway can provide—from hiking, to sightseeing, to exploring heritages, or to just relaxing. The marketing and promotions strategy for a corridor management plan should both expand the awareness of the byway and promote local communities and travel services.

Another primary purpose of a corridor management plan is to act as a catalyst for local and regional economic development. A byway can bring many financial advantages for local businesses if the community is aware of how to optimize the opportunities. Tourism is an important year-round economic resource that, when captured, can augment the economies of the byway region.

A variety of marketing tactics emerged from the byway planning workshops—each consistent with the visions and goals of the Sacajawea Historic Byway Advisory Committee. These marketing goals, objectives, and supporting actions provide opportunities for enhancing the quality of the visitors' experiences.

The ideas contained in this section are designed to complement existing county, regional, and state tourism marketing plans.

Market/Audience Profile

National Byway Market Studies

The September 2000 issue of *Vistas* (the National Scenic Byway Resource Center newsletter) summarized several research efforts that have been commissioned to support the National Scenic Byway program. Study highlights revealed that research in Colorado and Minnesota concluded that the most common scenic byway travel profile was an adult couple over the age of 45 traveling without children.

The September 2000 issue of *Vistas* also reported the results of a national telephone survey that it conducted to benchmark awareness of the byways program. The survey revealed the following:

- About one-quarter of the respondents had heard of National Scenic Byways or All American Roads.
- Respondents reported taking an average of five to six overnight trips each year.
- More than 76 percent indicated that they took the most interesting route when they traveled.



- Respondents indicated that they are “very likely” or “somewhat likely” to take a scenic or historic drive at their destination.

Local Market Profile

No market studies are currently available for understanding the Idaho byway visitor. However, it can be assumed that the Idaho byway traveler matches the national profile. Visitors are increasing for the following reasons:

- Favorable economy and available disposable income
- “Baby boomers” reaching retirement age
- Desire to escape urban environments
- Communication networks and the ability to work from any location
- Increased life expectancies
- Increased interest in the American heritage

Marketing Strategy

Most of the visibility for the Sacajawea Historic Byway has come through printed guidebooks and newspaper travel articles. Referrals from friends and family, however, are the most common way for people to discover the route.

To maximize results and minimize costs, it is important to coordinate byway marketing efforts through coordination with the Idaho Travel Council (Idaho Commerce and Labor) publications and local chambers of commerce. Several new promotional materials discussed below are proposed, including a Sacajawea Historic Byway guide, Internet website, and CD and/or DVD information.

Potential markets include the cities of Stanley, Challis, Mackay, Idaho Falls, Rexburg, Pocatello, Ketchum, Sun Valley, and Twin Falls in Idaho, and Missoula, Montana.

Travel information can be marketed to heritage, nature, and cultural travelers traveling US-93, SH-28, I-15, I-84, and I-86. Other potential large markets include other cities throughout Idaho, Montana, California, Utah, and the Pacific Northwest.

Interpretive Materials

Sacajawea Historic Byway Guide

A free interpretive brochure with a map is perhaps the single best method to disseminate information to interested persons, agencies, and organizations. ITD already provides an excellent byways brochure of all 27 Idaho byways: *Taking the Scenic Route* (available at www.itd.idaho.gov/Byways/). A guide specifically for the Sacajawea Historic Byway should feature the byway sites and well as additional information about events, day trips, history, and other features of interest.

Postcards, Brochures, Posters, Placemats, and Pins

Attracting visitors to the byway can be accomplished if various materials are available. Postcards, brochures, posters, placemats, and pins can be tailored to meet the needs of various audiences and generally placed at information centers, chambers of commerce, restaurants, and lodging sites.



CD/DVD Tour

A CD/DVD could be a convenient tool for providing facts and figures about the byway. Visitors could pick up and return a CD/DVD at convenient locations (for example, the USFS and BLM offices in the city of Salmon, the Leadore Ranger Station, and the Sacajawea Interpretive, Cultural, and Educational Center). The CD/DVD could provide up-to-date information about byway sites, services, and accommodations in Idaho.

Website

The widespread availability of the Internet has created new ways for promoting the byway. A website could be an excellent opportunity for providing worldwide access to byway information. The site might include a virtual tour of the byway. Other recommendations include providing a byway map, photos, and description of all the byway sites, and an e-mail response form for users to request additional information.

A recent Google search on the Internet found the following websites already promoting the Sacajawea Historic Byway.

Table 7-1. Websites Promoting the Sacajawea Historic Byway

Website	Main URL
America's Byways	www.byways.org
Idaho Commerce and Labor (Idaho Travel Council)	www.visitidaho.org
Idaho Transportation Department	www.itd.idaho.gov/Byways
Idaho Scenic Byways	www.idahobyways.gov

Marketing Timelines and Budgets

Local interests and available resources will determine timing for implementing the various marketing recommendations. Because many of the tactics require substantial financial and human resources, outside resources (including grants) will be necessary for implementation. Many of the marketing strategies can be undertaken without large investments of money.

The proposed implementation plan for the Sacajawea Historic Byway can be found in Chapter 8.

Marketing and Promotional Goals and Actions

Goal 1: Increase the number of visitors exploring the byway through improved marketing and promotion

Actions:

- Seek a national byway designation, which will expand byway awareness.
- Host a website to assist tourists and provide information about the byway.
- Display and maintain current information about the byway on the Internet.



- Prepare a byway brochure and distribute it at key cultural and retail locations, including the city of Salmon, Tendoy Store, Lone Pine Café, and the Sacajawea Interpretive, Cultural, and Educational Center.
- Initiate contacts with local and regional news media and provide press releases and pictures to enhance byway coverage.
- Procure an easy-to-use traveling tradeshow exhibit booth suitable for use at many venues (including fairs, events, and celebrations) to expand byway awareness.
- Consider media such as postcards, brochures, posters, placemats, website, CDs, and DVDs to increase byway visibility.

Goal 2: Increase visitor length-of-stay in the byway area

Actions:

- Promote new lodging, services, recreational activities, and events.
- Produce an interpretive booklet, CD, or DVD that can be obtained along the byway.

Goal 3: Educate visitors about their important role in protecting the unique environment and resources of the byway

Actions:

- Provide placemats and coloring books that will interest children and teach them about stewardship of the local flora and fauna.
- Provide speakers to local schools and civic groups.
- Install interpretation at sites along the byway that specifically address the importance of protecting resources.
- Support a byway lecture series.

Goal 4: Expand off-season byway use

Actions:

- Promote year-around services and accommodations.
- Provide information about off-season wildlife, events, and recreational activities in the promotional materials.



8 *Byway Implementation*

Overview

Implementation of the byway vision requires commitment, financial resources, and time. The Sacajawea Historic Byway Advisory Committee has produced the corridor management plan as a long-range roadmap for the byway. Most challenging, perhaps, is implementing the plan. It is also the most rewarding.

This chapter provides a chart and discussion about organizational options and funding sources for pursuing byway projects and programs.

Byway Organization

Partnerships are essential for implementing the byway. Broad private and public support within the region of the Sacajawea Historic Byway is the means to byway successes. Inviting a variety of agencies to share in the implementation process substantially improves the likelihood of achievements.

The Sacajawea Historic Byway Advisory Committee has been committed and dedicated to the successful completion of a corridor management plan. It is recommended that a new sustaining *byway partnership* build from existing members and reach out for new partners that share enthusiasm and support for the byway vision.

Memorandum of Understanding

A starting point for continuing the byway work initiated by the advisory committee is to organize a more formalized partnership. A *memorandum of understanding* (MOU) is an agreement among all partners along the byway—including city, county, state, and federal representatives and special interest groups—that the corridor management plan is supported. An MOU is extremely important, as it provides visible proof of a united vision for the byway's care and development. Financial commitments may or may not be part of the MOU. Potential MOU partners include:

- City of Salmon
- City of Leadore
- Clark County
- Community of Mud Lake
- Idaho Department of Fish and Game
- Idaho Heritage Trust
- Idaho Museum of Natural History
- Idaho National Laboratory
- Idaho State Historical Society
- Idaho Transportation Department
- Jefferson County
- Lemhi County
- Lemhi County Historical Society
- Lemhi Regional Land Trust
- Local community and business organizations
- Nez Perce Trail Foundation
- Sacajawea Interpretive, Cultural, and Educational Center
- Salmon Arts Council
- Salmon-Challis National Forest
- Salmon Valley Chamber of Commerce
- Shoshone-Bannock Tribes
- Targee National Forest
- The Nature Conservancy
- U.S. Bureau of Land Management



Byway Investment Strategies

This plan outlines preferred byway projects and strategic marketing and promotional strategies. Shared resources and cooperation among many supporting agencies will provide the best opportunity for byway successes. Wherever feasible, byway promoters should seek to “piggy-back” onto existing local, state, federal, and private marketing efforts. Other opportunities include strategic public-private partnerships, many of which will be created and evolve as businesses and government strive for mutual accomplishments.

Byway Accommodations

More overnight accommodations are needed to serve the byway. In addition to new bed-and-breakfast establishments, another opportunity is a guest ranch or lodge for adventure travel, catering to sportsmen or families. Special activities and marketing are needed from November through April to increase byway use in the off-season and support these establishments.

Downtown Revitalization

A key opportunity for attracting visitors and providing expanded local economic development is downtown revitalization. Many travelers are from large urban areas and especially enjoy visiting and walking through Idaho’s historic towns. Salmon, Leadore, and Gilmore are all actively planning for revitalization or undertaking building and streetscape revitalization projects.

Funds are available from the Community Development Block Grant program sponsored by Idaho Commerce & Labor and Idaho Gem Grants (visit <http://cl.idaho.gov> for information). The National Main Street Program provides a good model for downtown revitalization (visit the National Main Street Program website at <http://www.mainstreet.org> for information).

Other less-expensive and intensive revitalization projects include new signage and downtown streetscape improvements and beautification. Community organizations and citizen volunteers can select a manageable task as simple as planting trees, gathering litter, mowing grass, and providing street trash containers and benches. All of these small efforts make a noticeable difference in town appearance and civic pride.

Maintenance Strategy and Adopt-a-Byway-Site Program

It is important that the byway be continually maintained to provide a quality experience for all visitors. Byway site maintenance includes trash collection, general site upkeep, vandalism repair, and periodic improvements of parking areas.

A key component of the byway plan is to encourage local adoption of the byway sites. An **Adopt-a-Byway-Site Program** is recommended to help maintain the Sacajawea Historic Byway. Byway site maintenance could include trash collection, general site upkeep, vandalism repair, snow removal, graveling, and periodic grading of parking areas. Such a program could be patterned after the successful Adopt-a-Highway program that helps pick up litter. It could expand local awareness of the byway and its historic and natural assets. The program could create a stronger sense of local ownership for these sites and reduce maintenance costs. Similar programs elsewhere have shown that local volunteerism, particularly with youth, tends to reduce vandalism.



Byway Resource Management Strategies

Protecting the byway’s scenic, historic, geologic, cultural, and natural resources is a primary objective of this corridor management plan. Fortunately, many scenic and historic resources are protected by federal, state, and local government measures already in place. Regulatory protections also exist through local city and county zoning regulations.

Clearly, the scenic quality and vistas of a byway are the heart of the experience. Protection of the view corridor applies to middle and background areas as well. Road building and new infrastructure development should be evaluated for potential detrimental visual impacts. For example, the installation of new power lines along the byway should either be underground or placement carefully reviewed.

Plant and tree material can provide good camouflage and screening, which help reduce disturbances to the byway. Timber harvests, mining, junkyards, and other heavy industrial activities visible from the route should be discouraged. Metal guardrails or rock barricades are preferred rather than concrete jersey barriers.

Billboards harm the visual experience of the byway and are prohibited on government properties. However, it is important that cities and counties have signage ordinances that apply specifically to private properties, in order to protect the irreplaceable views.

Implementation Costs

Detailed key site improvements and costs are found in Chapter 4. **Table 8-1** shows the estimated cost for each site and total estimated cost. Please note that many site development costs are based on volunteer labor and land donations.

Table 8-1. Estimated Implementation Costs

Site	Description	Cost
1	Mud Lake Wildlife Management Area	\$22,150
2	Sacajawea Historic Byway Portal/Birch Creek-Aboriginal Man Interpretive Site	\$123,500
3	Lone Pine	\$14,000
4	Charcoal Kilns	\$10,000
5	Gilmore Town Site	\$100,000
6	City of Leadore	\$384,000
7	Settlement of Tendoy and Lemhi Pass	\$97,000
8	Sacajawea Monument	\$750
9	Sacajawea Interpretive, Cultural, and Educational Center	\$327,200
10	City of Salmon	\$160,000
	Subtotal	\$1,238,600
	Marketing	\$5,000
	Total	\$1,243,600



Funding Sources

The Sacajawea Historic Byway partnership will need to utilize a variety of funding sources to implement the corridor management plan. The agencies and organizations represented on the byway partnership should seek funding from a wide variety of sources, including federal, state, and local governmental agencies; grants and foundations; corporations; special-interest groups; service organizations; and the general public.

National Scenic Byways Program

The National Scenic Byways Program (NSBP) was established under the Intermodal Surface Transportation Efficiency Act of 1991. Under the program, the U.S. Secretary of Transportation recognizes certain roads as National Scenic Byways or All-American Roads based on their archaeological, scenic, cultural, historic, natural, and recreational scenic qualities. There are 126 such designated byways in 39 states. The Federal Highway Administration (FHWA) promotes the collection as the America's Byways®.

The NSBP is founded upon the strength of the leaders for individual byways. It is a voluntary, grassroots program that recognizes and supports outstanding roads. It provides resources to help manage the intrinsic qualities in the byway corridors so that they may be treasured and shared. An underlying principle for the program has been articulated best by the byway leader who said, "The program is about recognition, not regulation."

America's Byways® serves as the umbrella for recognizing and promoting National Scenic Byways and All-American Roads. The FHWA promotes the collection with the America's Byways map, on its traveler web site at www.byways.org, and through public and private cooperative projects. Promotion of the America's Byways® brand and logo increases visitor recognition of the program and encourages travelers to include byways in their trip plans.

Funding for Byways

The National Scenic Byways Discretionary Grants program provides funding for byway-related projects each year, as part of the Federal Highway Administration's Discretionary Grants Program. Projects to support and enhance National Scenic Byways, All-American Roads and State-designated byways are eligible. Applications are prepared online but submitted through a State's byway program agency.

With support from their State Scenic Byways Coordinator, local citizens nominate roads for possible designation by the U.S. Secretary of Transportation as a National Scenic Byway or All-American Road. Careful thought and a significant amount of effort go into each nomination. Stakeholders in the effort need to know what benefits could result from the designation and what their responsibilities are when their byway becomes part of the collection of America's Byways®.

Benefits of designation have been characterized as the four P's: promotion, preservation, partnerships, and pride. Along with those benefits are responsibilities taken on by byway groups and by the program that combine to build a strong byway community.

For additional information, contact Garry Young, Scenic Byways Coordinator/Program Manager for the Idaho Transportation Department, at (208) 334-8214.



Surface Transportation Program (STP)

The Surface Transportation Program (STP), administered by ITD, provides funding for the reconstruction or rehabilitation of roadways in the state highway system. This includes interstate, U.S., and state highway routes. The funds originate from the Federal Highway Administration (FHWA), which covers 92.66 percent of the project costs. These projects are identified and prioritized by ITD district engineers. Eligible projects are identified, prioritized, and requested by local agencies through a formal project application process that takes place in January through March of each year. The Local Highway Technical Assistance Council (LHTAC) reviews and ranks the proposals, and then presents a prioritized list of projects (based on available funding) to the Idaho Transportation Board for inclusion in the draft Statewide Transportation Improvement Program (STIP) in June.

STP Local Rural

The STP is further divided into urban and rural elements. STP rural funds are allocated to local county road departments and highway districts. The Idaho Transportation Board has designated 6.3 percent of the total annual SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) formula funding for local rural projects. Projects are selected through competitive application to the LHTAC.

STP Safety

Funds for projects to reduce accidents at identified hazardous locations and for bicycle and pedestrian safety improvements are available through the STP. Final selection of projects is by the Idaho Transportation Board. Evaluation of project sites is based upon an ITD safety review and a safety-benefit-to-project-cost ratio. Ten percent of the project costs must be paid by the sponsor.

STP Enhancement

Funds are available to state, local, and federal agencies and to universities and Indian Tribes for the following transportation enhancement activities:

- Provision of facilities for pedestrians and bicycles
- Provision of safety and educational activities for pedestrians and bicycles
- Acquisition of scenic easement and scenic and historic sites
- Scenic and historic highway programs, including the provision of tourist and welcome centers
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures, and facilities.
- Preservation of abandoned railway corridors
- Control and removal of outdoor advertising
- Archaeological planning
- Mitigation of water pollution caused by highway runoff
- Mitigation of wildlife mortality caused by vehicles
- Establishment of transportation museums



Projects are solicited through an annual statewide application process that takes place in November through February of each year. The Enhancement Advisory Committee (EAC), an advisory committee established by the Idaho Transportation Board, then prioritizes project applications within available funding levels. The Idaho Transportation Board has set a \$500,000 maximum cap on Federal-aid funds. The local or state match requirement is from 2 to 10 percent. Final project selection is by the Idaho Transportation Board. Information and current year applications are available at the website www.state.id.us/itd/planning under "What's new." For additional information about the STP enhancement program, call (208) 334-8209.

Scenic Byway Program

Funding is available on a nationally competitive basis for routes that have been designated as a state scenic, historic, or back-county byway. Projects can include the development of a corridor management plan for a specific byway or road or enhancement work on the corridor once a management plan has been completed. Scenic byway funds are announced and awarded at the federal level and administered once awarded by ITD. The local or state match requirement is 20 percent.

All applications for project funding must be submitted through the state's transportation department (in this case, the Idaho Transportation Department, for further review by the appropriate ITD district office). The Scenic Byway Advisory Committee appointed by the Idaho Transportation Board then prioritizes project applications. The Board determines which projects are submitted to FHWA for funding consideration. Project awards are announced by FHWA some time after the beginning of the federal fiscal year. Application information is available on the National Byways Online website at <http://www.byways.org>.

For additional information about the Scenic Byways Program contact Garry Young, Scenic Byways Coordinator/Program Manager, at (208) 334-8214.

State Funded Program (ST)

This program is for roadways on the state highway system. It has no federal participation. Generally, the projects in this program are smaller than federally funded projects (for example, pavement resurfacing and smaller bridge or safety projects). These projects need to be identified and prioritized by ITD district engineers based on roadway condition, public involvement, funding availability, and project costs. The Idaho Transportation Board decides upon and selects these projects.

The ITD is the key player in the disbursement of funds for roadway projects. The byway partnership needs to be an advocate for the recommended improvements for the Sacajawea Historic Byway. A primary goal should be to reinforce the value of the byway to Idaho's economy. When a project is selected for funding, it is actively supported by a committed group of citizens and special-interest groups. There must be a need for the project, which must be adequately presented to ITD and supported with facts and figures. This process can be very political and time-consuming. The byway partnership must maintain continuous and meaningful contact with elected officials, the Idaho Transportation Board, and the ITD District 6 staff, planner, and engineer.



Idaho Commerce & Labor

Money is available from Idaho Commerce & Labor through the Travel Grant Program, which is funded by a 2 percent lodging tax paid by travelers and collected by Idaho hotel, motel, and private campground owners. The program’s mission is to stimulate and expand the state’s travel industry through local efforts and matching funds. Grant applications from non-profit chambers of commerce, convention and visitors bureaus, and regional travel organizations are due the first Monday in June of each year. Technical and marketing assistance is available to tourism suppliers interested in pursuing the international travel market.

Priority of Projects

The Sacajawea Historic Byway Advisory Committee has prioritized byway site improvements into high, medium, and low, as shown in **Table 8-2a**, **Table 8-2b**, and **Table 8-2c**.

See the site descriptions in Chapter 4 for details about projects.

Table 8-2a. High-Priority Projects

Site	Improvement
Site 1—Mud Lake Wildlife Management Area	<ul style="list-style-type: none"> I-15 next-exit byway and trailblazer signs
Site 2—Sacajawea Historia Byway Portal/Birch Creek-Aboriginal Man Intepretive Site	<ul style="list-style-type: none"> Interpretive site
Site 4—Charcoal Kilns	<ul style="list-style-type: none"> Protection and preservation
Site 6—City of Leadore	<ul style="list-style-type: none"> Visitor service and Leadore revitalization Junction Station improvements Trail improvements and interpretive signage
Site 7—Settlement of Tendoy and Lemhi Pass	<ul style="list-style-type: none"> Tendoy site study Restroom facility
Site 8—Sacajawea Monument	<ul style="list-style-type: none"> Historical site sign
Site 9—Sacajawea Interpretive, Cultural, and Educational Center	<ul style="list-style-type: none"> Visitor information services Maintenance and update of website (annual expense) Noxious weed control (annual expense) Stabilization and maintenance of the historic structure Annual lecture series
Site 10—City of Salmon	<ul style="list-style-type: none"> Downtown Salmon development plan and rehabilitation Salmon Town Square signage and interpretive information Replica of Senator Shoup statue Lemhi-Custer Museum Cooperative



Table 8.2b. Medium-Priority Projects

Site	Improvement
Site 1—Mud Lake Wildlife Management Area	<ul style="list-style-type: none"> • Visitor information and maps • Directional signage upgrade • Trailblazer sign improvement • Entrance improvements, visitor services, and revitalization efforts for Terreton and Mud Lake
Site 2—Sacajawea Historia Byway Portal/Birch Creek-Aboriginal Man Intepretive Site	<ul style="list-style-type: none"> • Stewardship interpretive information • Auto tour brochure
Site 3—Lone Pine	<ul style="list-style-type: none"> • Interpretive signage • Protection and interpretation of the historic lone pine tree and replacement pine tree
Site 5—Gilmore Town Site	<ul style="list-style-type: none"> • Gilmore Mercantile Building rehabilitation
Site 6—City of Leadore	<ul style="list-style-type: none"> • Development of the Leadore Mining and Railroad Welcome Center • Expanded interpretive signage • St. Joseph’s Chapel building repairs
Site 7—Settlement of Tendoy and Lemhi Pass	<ul style="list-style-type: none"> • Interpretive signage
Site 8—Sacajawea Monument	<ul style="list-style-type: none"> • Lemhi County Comprehensive Plan update
Site 9—Sacajawea Interpretive, Cultural, and Educational Center	<ul style="list-style-type: none"> • Connection for pedestrian-bicycle trail and way-finding system • Turning lane • Interpretation of Shoshone names • Vault toilet • Expansion for outdoor classroom • Work with the Agai-Dika Shoshone • RV dump station
Site 10—City of Salmon	<ul style="list-style-type: none"> • Welcome sign • Self-guided walking and auto tour • Highway entryway beautification support • Trail system expansion



Table 8.2c. Low-Priority Projects

Site	Improvement
Site 1—Mud Lake Wildlife Management Area	<ul style="list-style-type: none"> • Change in access road name
Site 2—Sacajawea Historia Byway Portal/Birch Creek-Aboriginal Man Intepretive Site	<ul style="list-style-type: none"> • Radio broadcast facility and highway signs
Site 3—Lone Pine	<ul style="list-style-type: none"> • Permanent and traveling exhibits
Site 9—Sacajawea Interpretive, Cultural, and Educational Center	<ul style="list-style-type: none"> • Reprinting of brochures • Extension of city sewer and water services



9 Byway Evaluation

Overview

Completion of the corridor management plan is an important achievement. Now the emphasis should turn to project implementation and progress evaluation. The new *Sacajawea Historic Byway Corridor Management Plan* defines the site improvements, outlines a promotion and marketing strategy, and identifies partners to carry on the realization of the byway.

The byway partnership (described in Chapter 8) ready to take over byway responsibility needs to be a permanent oversight and management entity. Important tasks include periodic review and evaluation of the site improvements, marketing and promotions, and project implementation. As site improvements are accomplished and conditions and events change, the corridor management plan should be updated and revised. *A plan, by its nature is dynamic and should be revised and updated as necessary by the partnership to reflect changing conditions.*

Annual Byway Review

A yearly meeting (if not more often) of the byway partnership is suggested. This meeting annual meeting, open to the public, could serve as a “state of the byway” address to promote the value of the byway and request comments and ideas for improvement.

A short annual report written by the byway partnership should be published annually and submitted to local cities, counties, and interested agencies. If feasible, the annual report should be provided to the local news media for public review. The main purpose of the report should be to address successes and challenges facing the Sacajawea Historic Byway.

Interpretive Site Assessments

All of the byway sites should be reviewed for meeting byway goals and quality of the visitor experience. Some of the items to be monitored include:

- Security
- Appearance
- Parking
- Access
- Landscaping
- Services
- Maintenance
- Usage
- Signage

In addition, the byway partnership should evaluate the byway’s promotional activities and the economic benefits to the byway communities. It is important that the byway partnership actively pursue private and public funding sources in order to accomplish the recommended projects.



National Byway Designation

In future years, the byway partnership should also address the issue of becoming a National Scenic Byway. The advantages and disadvantages of this designation should be discussed. Most significantly, successful national designation offers operating funds. If national status is favorable to the communities along the byway, an application to the Federal Highway Administration on behalf of the byway could be initiated.

Impact Assessment

The byway partnership should keep informed of the traffic patterns and any effect on the byway. ITD publishes traffic data and detailed accident reports for the U.S. and Idaho State highways.

Possibly a visitor or website survey or questionnaire could also provide useful information about the byway sites, including information about access, interpretative information, activities, experiences, and local services, and accommodations.

Byway Expansion

One of the most exciting future options is an expansion of the byway. Popular side trips may eventually become incorporated into the byway or formally added as “loop” trips. Adding new venues to the byway can add interest and excitement to any byway.

The Sacajawea Historic Byway Advisory Committee identified other key scenic and historical sites that could be considered as enhancement projects after the primary site improvements have been completed. Some of these sites are on private land and it is not our intent to infringe upon private land rights. However, in the future, opportunities might arise to acquire these features through a willing seller/buyer arrangement, donation, or cooperative agreement.

Fort Lemhi

Mormons were sent from Utah to colonize this valley in 1855. They built Fort Lemhi, irrigated on a small scale, and were prosperous until driven out by Indians three years later. Fort Lemhi was named (like the forest, county, mountain range, valley, and river) for Lemhi, a character in the *Book of Mormon*. The site, which is listed on the Natural Register of Historic Places, is on private land. Remnants of the old fort can still be seen, and one of the irrigation ditches is still in use. A stone monument and brass plaques help interpret the site.



Fort Lemhi Monument

Chief Tendoy Gravesite

Another potential site could be the Chief Tendoy gravesite along Agency Creek Road.



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Sacajawea Historic Byway Corridor Management Plan—2007

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