SOUTHCENTRAL AND SOUTHEASTERN

IDAHO EMIGRANT TRAILS MANAGEMENT PLAN

We arose this morning with full determination of going to Oregon, but when we reached the junction of the road* the team stopped. Part of us, after everything was taken into consideration, concluded to try our fortunes in California; the remainder gave in and we concluded to let the oxen decide our destiny. We started them and awaited the issue with great anxiety; they turned to the left, leaving the Oregon road to the right. (Hayden 1852)

* Oregon Trail and Hudspeths Cutoff

Department of the Interior
Bureau of Land Management
Idaho
Burley District
Idaho Falls District
Shoshone District

1985

Summary of the Idaho Historic Trails Plan

This plan is a followup to the general plan developed by the National Park Service for the entire Oregon Trail. It also provides more detailed management direction for segments of other historic trails in southcentral and southeastern Idaho, including California Trail, Hudspeth Cutoff, Salt Lake Cutoff, Goodales Cutoff, Lander Road, and Kelton Road.

The plan appears to be well done and realistic, considering the funding capability of the Bureau of Land Management (BLM). The presentation of the material in the document leaves something to be desired. I realize that we are working with a shoestring budget, but we can still produce a document that appears more professional.

The major features in the plan are as follows:

1. Establishes protective corridors for trail segments averaging about 1/2 mile in width. Management prescription for these corridors include:

a. segregation of land from all forms of disposal.
b. building of fire lines is restricted.
c. reseeding of range land is to be carefully controlled.
d. allowance of surface disturbing activities is subject to the provisions of section 106 of the National Historic Preservation Act of 1966
e. control of visual intrusions is accomplished through the use VRM classes and design techniques

2. All museum quality artifacts found along the trails are to be stored at the Idaho State University museum.

3. Public use of trails is encouraged. Management actions to facilitate and control use includes:
a. marking of trail routes
b. establishment of scenic/historic drives (no new construction)
c. installation of directional signs
d. preparation of brochures
e. development of interpretive signs, trail heads, and trails
f. installations of visitor registers
g. monitoring use through patrols, photo documentation, etc.
h. closing of certain segments to ORV use.

4. The plan calls for detailed Recreation Area Management Plans for three areas which are receiving heavy recreation use and have high resource values.

5. The plan is closely coordinated with State laws and agencies.

6. The funding and work months identified for plan implementation are reasonable (approximately 6-12 work months and $5,000 to $10,000 per year, total $20-50 per year).

Del Price

Conclusion: For the purposes intended, this appears to be a good plan. It gives good direction for the management of the historic resources but leaves the final decision for management to subsequent RMP updates or amendments, or to Recreation Area Management Plans (RAMP's).

SOUTHCENTRAL AND SOUTHEASTERN IDAHO EMIGRANT TRAILS MANAGEMENT PLAN

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U.S. Department of the Interior
Bureau of Land Management
Idaho
1985

Abstract

This plan covers the management options for the emigrant trails in the Idaho Falls, Burley, and Shoshone Districts. The trails covered are the Oregon, California, Hudspeths Cutoff, Salt Lake Trail, Goodales Cutoff, Lander Road, and Kelton Road. Emigrant trails are those used by individuals traveling through the area to settle in Oregon or California; trails and roads important in the development of local history are not covered. The plan covers a brief history of the trails, existing recreation facilities and trail conditions, and the major issues of protecting the trails and their visual integrity while providing for and managing recreational opportunties. The management program is based on the major issues and constraints identified in the plan.

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I Introduction

A. Background

1. Legislation Affecting the Oregon-California Trails

On November 10, 1978, Public Law 95-625 amended the National Trails System Act (Public Law 90-543) and designated the Oregon Trail as a National Historic Trail. The Act directed the Secretary of the Interior to administer the Oregon National Historic Trail and to prepare a comprehensive plan for the management and use of the Trail. The plan, completed in 1981 by the National Park Service, identified the significant resources to be preserved, the measures needed for their protection, interpretation and management, and the method for marking the route.

The Oregon National Historic Trail follows the primary route of the Oregon Trail based upon travel which occurred during 1841-1848. Only remnants of the primary route and a few historic sites in Federal ownership were initially designated as components of the Oregon National Historic Trail.

Within the Idaho Falls, Burley and Shoshone Districts, the Milner and Raft River segments qualified as initial components.

On August 28, 1984 Public Law 98-405 was signed amending the National Trails System Act to allow the National Park Service to study the Pony Express and California Trails. The studies are to be completed by the end of Fiscal Year 1986. This study will probably identify a number of sites and trail segments in southeastern Idaho that could become components of a California Trail National Historic Trail.

In addition to the primary routes there are three alternate California Trail routes, associated historic wagon roads and many related historic sites in the three districts that include most of southcentral and southeastern Idaho.

2. Purpose and Scope

Using the Comprehensive Management and Use Plan prepared by the National Park Service for guidance, this plan establishes management direction through a comprehensive set of actions that will provide for the protection, interpretation, marking and proper use of the components of the Oregon National Historic Trail within the Idaho Falls, Burley, and Shoshone Districts. Similar actions for remnants of the Oregon Trail and associated historic routes and for sites not designated as Historic Trail components are also addressed. A sequence for implementing the identified management actions is explained in Part IV of the plan.

This plan covers the following (see Map 1):

- Oregon Trail
  - Raft River Crossing
  - Milner Ruts
- California Trail
  - McClenden Spring
  - City of Rocks
  - Granite Pass
- Hudspeths Cutoff
- Salt Lake Cutoff
- Goodales Cutoff
- Lander Road
- Kelton Road
  - Stage Stations

A historical perspective and description of the trail route is included in Appendix 1.

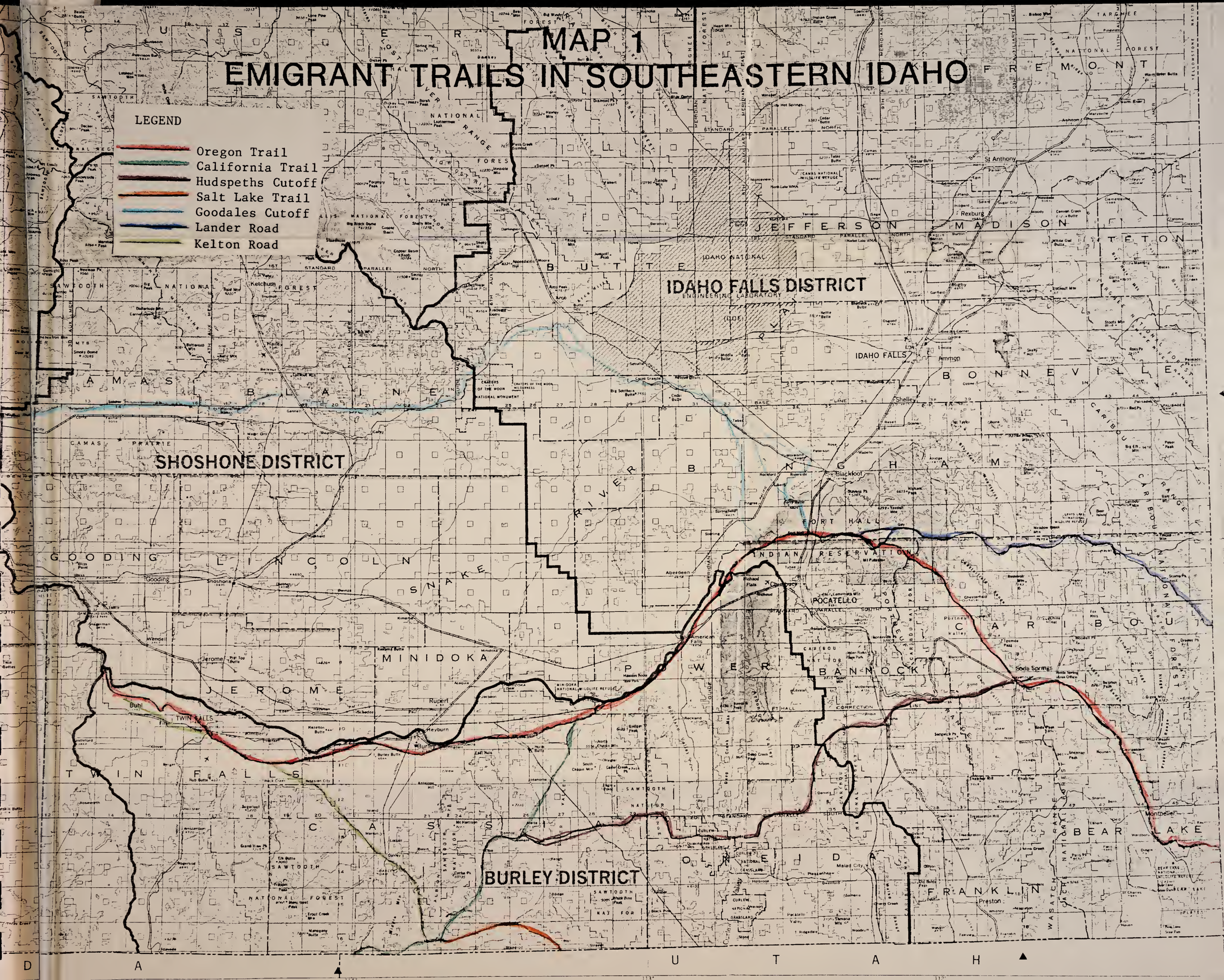
3. National Historic Trail Segments and Sites

Only about 15 percent of the 2,170 miles of the primary Oregon Trail route is still intact across its entire length. Along the route, the NPS identified 125 historic sites (and site complexes) and 7 cross-country trail segments totaling 318 miles as having important historic and recreation values worthy of protection and interpretation. Initially, only those sites, portions of cross-country segments, and other primary route remnants on federal land were established as components of the Oregon National Historic Trail, including 28 sites and 190 miles of the 7 segments. Sites and remnants on non-federal land plus adjustments in route location to conform with historical accuracy are eligible to become components following application by state or local agencies or private interests. In Idaho, 29 sites and 2 cross-country trail segments qualified to be components of the Historic Trail. Of these, 7 sites and federal parts of both segments were established as initial components. The component sites in the study area include:

- Raft River Crossing (BLM Burley District)
- Milner Ruts (BLM Burley District)

The 2 component segments in Idaho are the North Trail and Sinker Creek Segments, both within the Boise District. There are no component sites or segments in the Idaho Falls or Shoshone District.

MAP 1
EMIGRANT TRAILS IN SOUTHEASTERN IDAHO



Within southeastern Idaho those sites qualifying to be components of the National Historic Trail, but not established as initial components are:

Thomas Fork Crossing (private)
Smiths Trading Post (private)
Soda Springs (private and BLM)
Sheep Rock (private)
Fort Hall (Indian)
Fort Hall Replica (private)
American Falls (Bureau of Reclamation)
Massacre Rocks (State of Idaho)
Caldron Linn (private)
Stricker Store (private)
Shoshone Falls (City of Twin Falls)
Rock Creek Crossing (private)
Kanaka Rapids (private)

4. Boundaries of Management Area

In addition to the established and qualifying components of the Oregon National Historic Trail, this plan will also include:

a. Remnants of the Oregon-California Trail not used as the primary route.

b. Remnants of the Hudspeths Cutoff, Salt Lake Cutoff, Goodales Cutoff, Lander Road, and Kelton Road.

c. Various historic sites not on the lists of component or qualifying historic sites.

In addition to BLM lands, state and private ownerships are addressed in this plan because of the opportunities for land exchanges, easement acquisitions, or cooperative agreements to protect and to provide for public use of historic resources on non-federal lands.

5. Land Ownership

The ownership (in miles) along the historic routes within the boundaries of the Idaho Falls, Burley and Shoshone Districts are:

Intact Ruts	BLM	State	Private	Indian	Forest Service
Oregon Trail					
California Trail	2.8				
Hudspeth					
Salt Lake	.3				
Lander Road					
Kelton Road					

Disturbed Remnants	BLM	State	Private	Indian	Forest Service
Oregon Trail	12.7	3.1	25.8	19.2	
California Trail	11.1	1.3	11.1		
Hudspeths	13.1		17.5		9.5
Salt Lake	13.2		7.3		
Lander Road	1.8	1.9	6.2		1.5
Kelton Road	6.6	.4	7.8		
Goodales	24.2	1.5	13.2		

Destroyed Portions	BLM	State	Private	Indian	Forest Service
Oregon Trail	5.8	.3	158.8	23.4	
California Trail	4.4	.8	19.9		
Hudspeths	5.8		39.9		
Salt Lake	.4		2.8		
Lander Road	5.2	2.4	24.3	7.5	
Kelton Road			14.7		
Goodales	3.0	3.5	21.5		

Probable Route	BLM	State	Private	Indian	Forest Service
Oregon Trail		16.5		14.4	
California Trail	3.4	11.2			
Hudspeths	5.6	52.1			
Salt Lake	1.0	2.0			
Lander Road	2.5		1.1		
Kelton Road	4.6	21.9	.6		
Goodales	4.0		31.5		

The trail condition was derived from maps prepared for the Idaho and Wyoming BLM offices by the Idaho Historical Society. The suggested condition classifications in the contract provisions are:

Intact -Relatively undisturbed trail which is easily identified both on the ground and on aerial photographs.

Destroyed - Trail route disturbed by man's activities such as road construction and pipelines.

Obliterated - Evidence of trail route disturbed by natural enviromental factors such as changes in stream courses.

Probable Route - The actual route is identifiable on the ground or on aerial photographs.

The actual condition classifications used on the maps are "intact," "disturbed," " destroyed," and "probable." There is no definition of "disturbed"; however it probably indicates low-use ranch roads.

These lengths do not include overlapping trails, i.e., the measurements of the Lander Road end when it intersects with the Oregon Trail. A total of 213 miles of trail are in intact or disturbed condition.

6. Access Routes and Population Centers

The major population centers in the Burley, Shoshone and Idaho Falls districts are usually on or near a historic trail route. They are Twin Falls, Burley, Rupert, American Falls, Pocatello, Malad City, and Soda Springs.

The major access routes to the Oregon Trail are Interstate Highways 86, 84 and 15. The California Trail is accessed by Interstate Highway 84 and State Highway 81 and State Highway 77. Access to the Salt Lake Trail is by a series of county roads in the Upper Raft River Valley. The Hudspeth Cutoff access is from U.S. Highway 91, and State Highways 37 and 81. Because it follows a route across mountains rather than around them, access to the Hudspeth Cutoff is difficult. The Lander Road access is along Idaho State Highway 34 and a series of county roads. Goodales Cutoff can be reached from U.S. Highway 26, 20/26, and various county roads. Almost the entire length of the Kelton Road consists of Cassia County roads and ranch roads. The component site at Milner can be reached by paved roads. The Raft River crossing is more difficult to reach and is surrounded by private land.

B. Resources in the Management Area

1. Existing Recreation Facilities

Recreation development related to the historic trails has been minor with most of the emphasis placed on the Oregon Trail. The Idaho Department of Parks and Recreation has developed a 565-acre state park at Massacre Rocks offering a visitor center, interpretive facilities related to the Oregon Trail, and picnicking, fishing and boating opportunities.

In 1976 as an American Revolution Bicentennial Project, the BLM developed an interpretive site at the Milner Ruts and marked several miles of ruts with concrete posts. Vandalism has become a major problem in this area, especially to the interpretive ramada.

Right in the middle of the trail!

The City of Soda Springs has established a city park at the soda springs containing some interpretation of the trail and the wagon box burial. The State Highway Department has placed informational signs for Caldron Linn, the Raft River Crossing, the Hunt Party, and Hudspeths Cutoff along highways near these sites.

2. Designations

Fort Hall, Massacre Rock, Register Rock, Stricker Store, City of Rocks, Granite Pass, and the Lander Road are on the National Register of Historic Places. The Idaho Historical Society is currently preparing National Register nomination forms for other segments and sites along the historic trails, especially the Oregon Trail.

3. Current Resource Utilization and Management Program

The BLM lands within the study area are primarily used for livestock grazing. Powerlines, gas pipelines and county roads also cross and parallel portions of the various historic trails. On the non-BLM portions of the various tracts considerable impact has occurred through agricultural development and urban expansion. This has affected the Oregon Trail more than any other trail discussed in this plan.

4. Recreation Use and Interest

Two sites, the Massacre Rocks State Park and the Milner Bicentennial Interpretive Area, focus primarily on the Oregon Trail.

Visitation to the remaining portions of the historic trails is light, mainly because of a lack of identification, access problems, and general ignorance about the trails on the part of most of the public. Within the study area there are long

segments of trails that visitors can travel to gain an authentic experience only on the Goodales Cutoff and Lander Road. Other short segments that do remain are the ruts at the Raft River Crossing and the Milner Ruts along the Oregon Trail, the California Trail as it skirts the eastern part of the Cotterel Mountains, the Salt Lake Trail in its approach to and from the narrows of the Raft River, and the Hudspeths Cutoff as it crosses the Sublett Range.

An Oregon-California Trails Association has been established to help protect the trails and provide for public enjoyment of them. The Trails West Association has placed 15 markers made of welded railroad track and painted yellow at various points along the Oregon-California and Hudspeth trails. An Oregon National Historic Trail Advisory Council was established by Congress to advise the National Park Service on matters pertaining to the Oregon Trail.

5. Possible Changes in Recreation Use

Public interest will increase as actions are taken to make the potential of the Oregon Trail and associated historic routes and sites for outdoor recreation better known and more available.

The designation of portions of the Oregon Trail as a National Historic Trail and the publication of the National Park Service's Comprehensive Management and Use Plan and its Oregon National Historic Trail brochure has expanded public interest. Fascination with historic trails has increased with the publication of books such as Emigrant Trails of Southeastern Idaho (BLM, 1976); The Oregon Trail Revisited (Franzwa, 1972); Maps of the Oregon Trail (Franzwa, 1982); Historic Sites Along the Oregon Trail (Haines, 1981), plus others. An acceleration in recreation use can be expected with the increase in the knowledge of these historic resources through the availability of books and brochures.

In the future, developed recreation and interpretive sites along the Oregon Trail will receive the majority of the recreation use, especially if these are developed along good access roads. Within the study area most interpretive signs and facilities can be installed along secondary and county roads which give the visitor a better historical experience than by placing signs along major highways. The increase in vehicle traffic on these roads would not be sufficient to affect current funding for road maintenance.

As cross-country segments of the historic routes are marked, increased use by hikers, mountain bicyclists, horseback riders, and, in some cases, motor vehicles will occur. The longer, more remote cross-country segments may appeal more to horsemen and mountain bicyclists. Some trail remnants are presently being driven by motor vehicles. Light vehicle use acts as a means of trail maintenance, but damage to remnants will occur if motor vehicle use is too heavy or occurs when the ground is wet. To protect historic resources, motor vehicle use along historic trail remnants and within protective corridors along the remnants will be limited to designated vehicle routes. Some areas will be closed to off-road vehicles.

These motor routes will not open any currently undisturbed portions of the trails to vehicle use, and identifying seasons of use may be necessary in some areas. The City of Rocks on the California Trail is receiving increasing use as a rock climbing and cross-country skiing area. This recreational use of a major landmark on the trail has nothing to do with the trail resource, although most of the climbers and skiers are aware of the trail's presence.

II. Major Objectives of this Management Plan

A - Protection of Cultural Resources

The first objective of this plan is to preserve and protect intact and disturbed remnants of the Oregon Trail, California Trail, Hudspeths Cutoff, Salt Lake Trail, Goodales Cutoff, Lander Road, and the Kelton Road and associated cultural sites from destructive land uses.

Nationwide only about 15 percent of the primary route of the Oregon Trail is still intact. Within the study area the portions of the various trails in intact or disturbed condition are expressed in the following percentages:

Oregon Trail	22%
California Trail	41%
Hudspeths Cutoff	28%
Salt Lake Trail	77%
Goodales Cutoff	44%
Lander Road	21%
Kelton Road	26%

The longest intact portion is 2.8 miles of the California Trail. In the study area the historic trails have been mainly impacted by agriculture, dam construction, and urban expansion. The remaining trail segments can be saved only by the realization that they are irreplaceable visible links to the nation's development. The historical resources are not only important for historians and archaeologists but for the public in general who cannot fully appreciate the resource if it is severely damaged.

This objective can be achieved by identifying visible remains of historic trails with markers, and not encouraging public use of historic resources until necessary steps have been taken to assure their protection. For Oregon Natural Trail components, communicating and coordinating with the National Park Service and other jurisdictions responsible for administration to help achieve a consistently high and uniform standard of management and development. The recreation uses permitted along visible ruts would be given special consideration so as to protect the remnants. Finally, eligible cultural resources on BLM-managed land would be nominated for inclusion in the National Register of Historic Places.

B - Protection of Visual Resources

Protection of the natural scene along the areas containing intact and disturbed trail remains is essential to provide visitors with the realistic experience of the conditions that existed along the trails that is necessary for an enjoyable recreational use of the trails. On many BLM-managed lands in the study area, the landscape has not been seriously altered since the use of the trails ceased. However, in some areas and on many private lands, serious alteration of the natural landscape through construction, agriculture, and changing land uses near the trails has resulted in a major lessening of the historical experience enjoyed by visitors.

This objective can be achieved by monitoring land uses along trail remnants and preventing or modifying uses that would degrade or destroy historic and visual resources. Also, keeping public use facilities simple in design, consistent with sound carrying capacity principals, and in harmony with surroundings and constructing the facilities only when resource protection needs, safety hazards or public recreation uses justify the expenditures.

C - Providing for Recreational Use

With the exception of a few developed recreation sites and the City of Rocks undeveloped site, recreational use of the trails is light due to a lack of public awareness and in some cases a lack of access. The public can enjoy the historic sites and trails only if they are properly identified and managed.

This objective can be achieved by marking the routes of historic trails, providing a range of interpretive materials, making the public aware of private property rights along the trail, and coordinating the marking and interpretation of the trail with appropriate state and local agencies and private landowners.

D - Managing Recreation Use

Conflicts between recreation user groups and damage to historic resources can be avoided if recreation use is carefully managed. Unprotected or improperly managed historic remnants could prove increasingly attractive for the illegal collection of artifacts. Unauthorized or improper use of motor vehicles would degrade visible trail ruts and annoy visitors traveling by foot or horseback. Trespass across private lands could also be a problem.

This objective can be achieved by making the public aware of private property rights along the trails, keeping facilities simple in design and in harmony with the surroundings, giving special consideration to the recreation uses permitted along visible ruts to protect the remains and monitoring use of the trails.

III. MANAGEMENT PROGRAM

The management program identifies the specific actions to be implemented to accomplish the recreation and cultural resources management objectives. The four major objectives identified and discussed in Part II are listed below along with the planned management actions.

Objective 1 - Protection of Cultural Resources

A. Protection of Cultural Resources on Federal (BLM) Land

Action I.A.1. Establish protective corridors along the historic trails with intact or disturbed remains so as to minimize surface-disturbing activities. The width of the corridor will vary depending upon topography and the presence of non-federal lands and surfaced roads, but will average 1/4-mile on either side of historic trail ruts. The designation will be accomplished through VRM designations and planning documents amendments. Based on the National Park Service Oregon Trail Management Plan and the BLM study the following segments are identified under this action (Map 2).

Protective Corridors

U.S. Geological Survey quadranglemaps of these segments are in Appendix 3.

Oregon Trail

O.T. 1. T.13S., R.45E., Sec. 33 (unsurveyed). About 3/4 miles of disturbed ruts near Sheep Creek.

O.T. 2. T.10S., R.27E., Sec. 12 to T.10S., R.27E., Sec. 23. About 7 1/2 miles of slightly-disturbed ruts between the Raft River and Cotterel Mountain. This includes 1/4 mile of state land.

O.T. 3. T.10S., R.21E., Sec. 25 to T.10S., R.21E., Sec. 28. About three miles of trail in fairly undisturbed condition. The trail in this area is divided into two routes and is known as the Milner Ruts.

California Trail

C.T. 1. T.12S.,R.26 E., Sec. 26 to T.13S., R.26E., Sec.9. About four miles of intact and disturbed ruts along the east side of Cotterel Mountain. These are the longest intact segments in the study area.

C.T. 2. T.14S., R.25E., Sec. 31. A one-mile segment of disturbed ruts. The ruts are located on each side of the paved road to Almo.

C.T. 3. T.16S., R.22E., Sec. 33 to T.16S., R.22E., Sec. 30. Almost three miles of slightly-disturbed ruts west of Granite Pass.

C.T. 4. T.16S., R.21E., Sec.25 to T.16S., R.21E., Sec. 35. About 1 1/4 miles of intact ruts descending into Goose Creek.

Hudspeths Cutoff

H.C. 1. T.10S., R.36E.,Sec.19 to T.10S., R.35E., Sec.24. About one mile of slightly disturbed remains crossing Cedar Mountain.

H.C. 2. T.13S., R.34E., Sec. 4 to T.13S., R.34E., Sec.6. Two miles of disturbed remains in the Pleasantview Hills.

H.C. 3. T.13S., R.32E., Sec. 30 to T.13S., R.31E.,Sec.23. Two miles of disturbed ruts west of Twin Springs.

H.C. 4. T.13S., R.31E., Sec. 20to T.13S., R.31E., Sec. 19. Two miles of disturbed ruts east of Sublett Troughs.

H.C. 5. T.13S., R.27E.,Sec. 25 toT.13S., R.27E.,Sec. 27. About three miles of disturbed ruts.

H.C. 6. T.13S., R.26E., Sec. 25 W 1/2 to T.13S., R.26E., Sec. 28. Three miles of slightly-disturbed ruts, mostly west of Highway 81.

Salt Lake Trail

S.L. 1. T.16S., R.27E., Sec.18 to T.16S., R.26E., Sec. 5. A six-mile-long segment of slightly-disturbed remnants in the Raft River Valley.

S.L. 2. T.16S., R.25E.,Sec. 10 to T.16S.,R.25E., Sec. 7. Almost four miles of slightly-disturbed ruts in the Upper Raft River Valley.

S.L. 3. T.16S., R.24E., Sec. 22 to T.16S., R.24E., Sec.20. Three miles of slightly-disturbed ruts east of Emigrant Gap. This segment is broken by 1/2 mile of private land in Section 21.

Goodales Cutoff

G.C. 1. T.1N., R.32E., Sec.33 to T.1N., R.31E., Sec. 17. About 7.5 miles of disturbed trail remains.

G.C. 2. T.1N., R.30E., Sec.10 to T.3N., R.26E., Sec. 35. About 22.5 miles of intact and disturbed trail remnants.

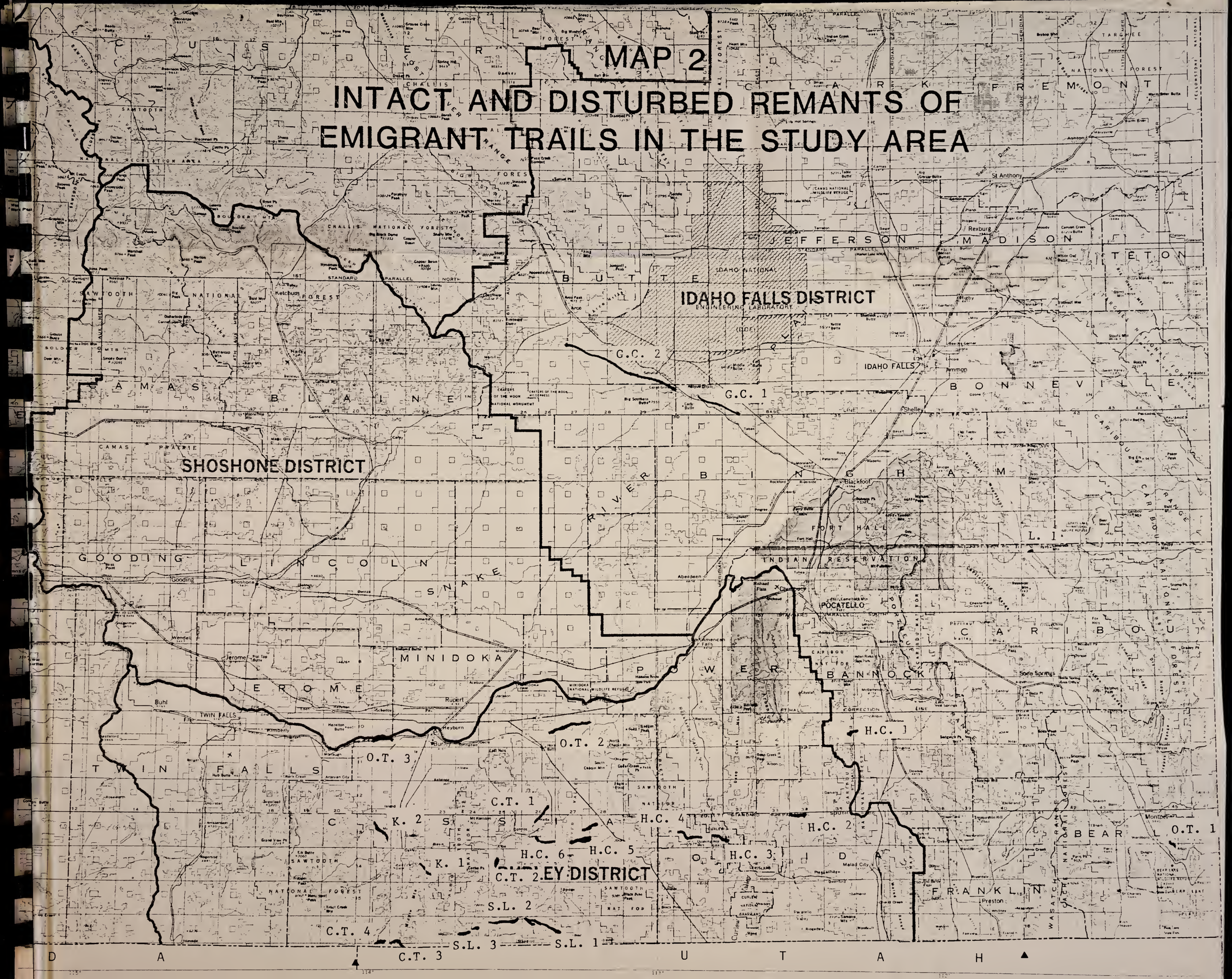
Lander Road

L. 1. T.5S., R.41E., Sec.5. A one-mile segment of disturbed ruts. A two-mile-long segment of disturbed ruts is located on state land east of Section 5.

Kelton Road

K. 1. T.14S., R.23E.,Sec. 29 to T.14S., R.22E., Sec. 13. About three miles of disturbed ruts broken by a quarter-mile of private land along Birch Creek.

K. 2. T.13S., R.21E.,Sec.25 to T.13S., R.21E., Sec.15. A 3 1/2-mile segment of disturbed ruts paralleling a county road.


MAP 2
INTACT AND DISTURBED REMANTS OF
EMIGRANT TRAILS IN THE STUDY AREA
IDAHO FALLS DISTRICT
SHOSHONE DISTRICT
EY DISTRICT
IDAHO NATIONAL ENGINEERING LABORATORY
(DOE)
FORT HALL INDIAN RESERVATION
CAMAS NATIONAL WILDLIFE REFUGE
MINIDOKA NATIONAL WILDLIFE REFUGE
CRATERS OF THE MOON NATIONAL MONUMENT
CUSTER
CLARK
FREMONT
JEFFERSON
MADISON
TETON
BUTTE
BONNEVILLE
BINGHAM
BANNOCK
CARIBOU
BEAR LAKE
FRANKLIN
CASSIA
MINIDOKA
JEROME
TWIN FALLS
LINCOLN
GOODING
BLAINE
CAMAS
SAWTOOTH
SNAKE RIVER
POWER
IDAHO FALLS
POCATELLO
Blackfoot
Rexburg
St Anthony
Rigby
Ammon
Shelley
Aberdeen
American Falls
Rupert
Burley
Heyburn
Twin Falls
Jerome
Wendell
Gooding
Shoshone
Ketchum
Arco
Preston
Malad City
Soda Springs
G.C. 1
G.C. 2
O.T. 1
O.T. 2
O.T. 3
H.C. 1
H.C. 2
H.C. 3
H.C. 4
H.C. 5
H.C. 6
C.T. 1
C.T. 2
C.T. 3
C.T. 4
K. 1
K. 2
S.L. 1
S.L. 2
S.L. 3
L. 1
DAKOTA
UTAH

Action I.A.2. Segregate lands within protective corridors from all forms of disposal. No surface occupancy will be allowed if corridor lands are leased. Valid mining rights will be managed under existing federal and state regulations designed to protect resources. — Lands Retention

Action I.A.3. During the suppression of wildfires restrict earth-moving and heavy equipment use along historic trail remains or within the quarter-mile corridors if possible. In no cases should fire lines parallel to the historic trails be constructed within 1/8-mile of the segments identified in 1.A.2. If fire lines must be constructed perpendicular to remnants, no construction should be within 200-feet of the trail. Fire management plans will be revised to include protected trail segments. When fires occur on or near these areas an advisor knowledgeable of the historic trail location will be assigned to the suppression team to assist the fire boss. — Fire Suppression

Action I.A.4. During range reseeding projects avoid the 1/2-mile-wide projective corridors if possible. In the event they cannot be avoided, use broadcast seeding and chains or shallow-toothed harrows within protective corridors rather than range drills. Reseeding should not occur within 100 feet of trail remnants. — Reseeding

Action I.A.5. Land use actions that will result in impacts to historic trail segments eligible for or included on the National Register of Historic Places will require compliance with Section 106 of the National Historic Preservation Act (80 Stat. 915). Actions affecting the Oregon National Historic Trail will require consultation with the Pacific Northwest Regional Director of the National Park Service. — Other Requirements

Action I.A.6. During cultural resource inventories along the trail corridors remove museum quality artifacts that could be taken by the public. The artifacts will be stored at the Idaho State University Museum. — Artifacts

B. <u>Protection of Cultural Resources on State or Private Land</u>

Action I.B.1 Cooperate with the Idaho Department of Lands and the Idaho Historical Society to assure that historical trail resources on state lands are protected for public use. This can be accomplished by informing them of actions involving both BLM and state land that could affect historic trails, and observations by BLM personnel of actions on state lands affecting the trails. Acquire the state land in T.10S., R.27E., Sec. 14 N 1/2 NW 1/4 through exchange or easement to secure a corridor along the Raft River segment of the Oregon Trail. — State Land

Action I.B.2. Cooperate with the Idaho State Historical Society, the Idaho Department of Parks and Recreation, and local historical societies in working with private landowners to identify and protect historic trail and related cultural resources on private lands. Easements will be needed on the Hudspeths Cutoff in the following areas: — Private Land

H.C.E. 1 T.31E., R.13S., Sec. 21,22,23
H.C.E. 2 T.33E., R.12S., Sec. 26, 25
H.C.E. 3 T.33E., R.13S.,Sec. 30,29
T.32E., R13S., Sec. 30,29,28,27,26,25 — Easements

Easements will needed on the Salt Lake Trail in the following areas:

S.L.E. 1 T.16S., R.24E., Sec. 15 NE 1/4
S.L.E. 2 T.16S.,R.24E., Sec. 19 and T.16S.,R.23E., Sec. 24
S.L.E. 3 T.16S., R.24E., Sec.21 E 1/2

Easements will be needed on the California Trail in the following locations:

C.T.E. 1 T.16S., R.22E., Sec. 33,34,35
C.T.E. 2 T.16S., R.22E., Sec. 31
T.16S., R.21E., Sec. 25

These easements are necessary to accomplish task III.A.3.2

Action I.B.3. Through the Idaho State Trails Coordinator seek to obtain cooperative agreements with landowners to encourage protection and use of historic trail remnants and associated cultural sites on private lands. If necessary to assure protection and public use of lands integral to the implementation of this plan, pursue land exchanges with willing landowners. — Cooperative Agreements

For this action private lands in the City of Rocks are the highest priority in the study area. This area contains considerable recreation potential as well as significant historical resources. It is currently managed by the State of Idaho, the BLM, and numerous private landowners.

C. Miscellaneous

Action I.C.1 Work with the Idaho Historical Society in nominating eligible cultural resources for inclusion on the National Register of Historic Places. Do the same for the nomination of additional components to the Oregon National Historic Trail, and the California Trail when the National Park Service completes its management plan. — National Register Nominations

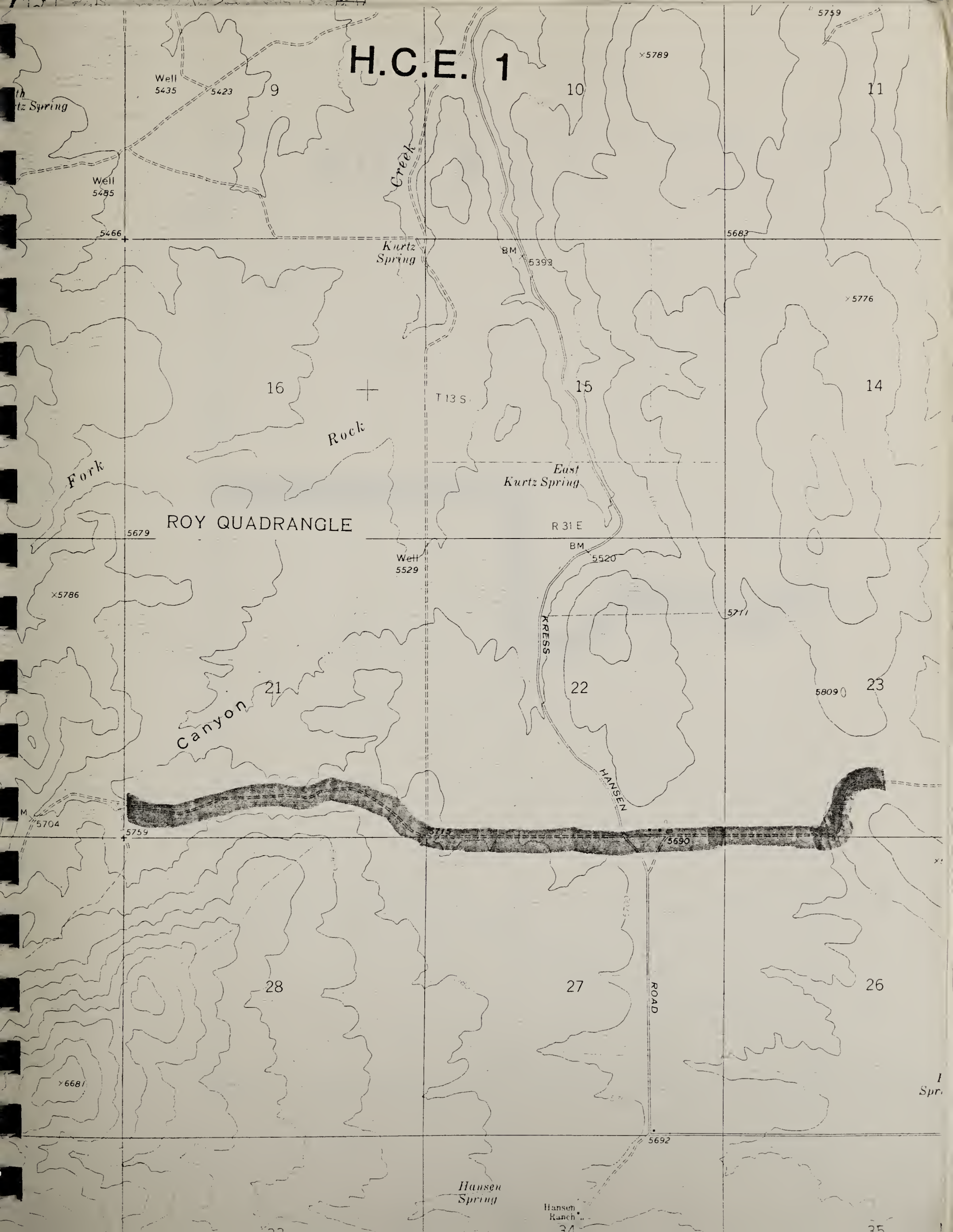
The Society will be responsible for coordinating these programs with affected state and private landowners.

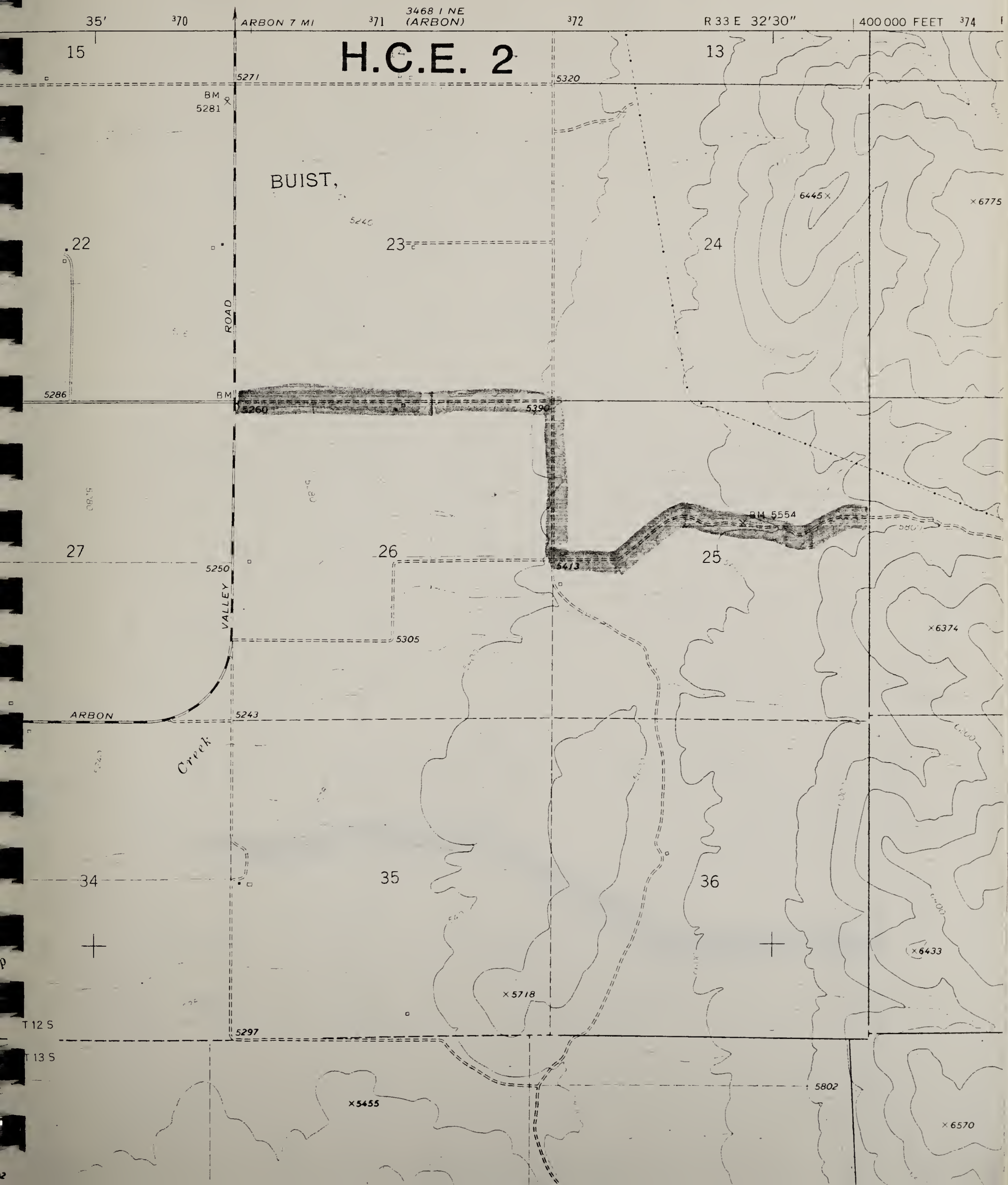
Action I.C.2. Prepare a photo-documentation for historic trail remnants, related cultural sites, and protective corridors along trail remnants. This would include both a slide collection and an aerial videotape of trail remnants. Every few years the trails would be evaluated to determine changes. Individual districts would be responsible for accomplishing this task. — Photo Records

Objective II - Protection of Visual Resources

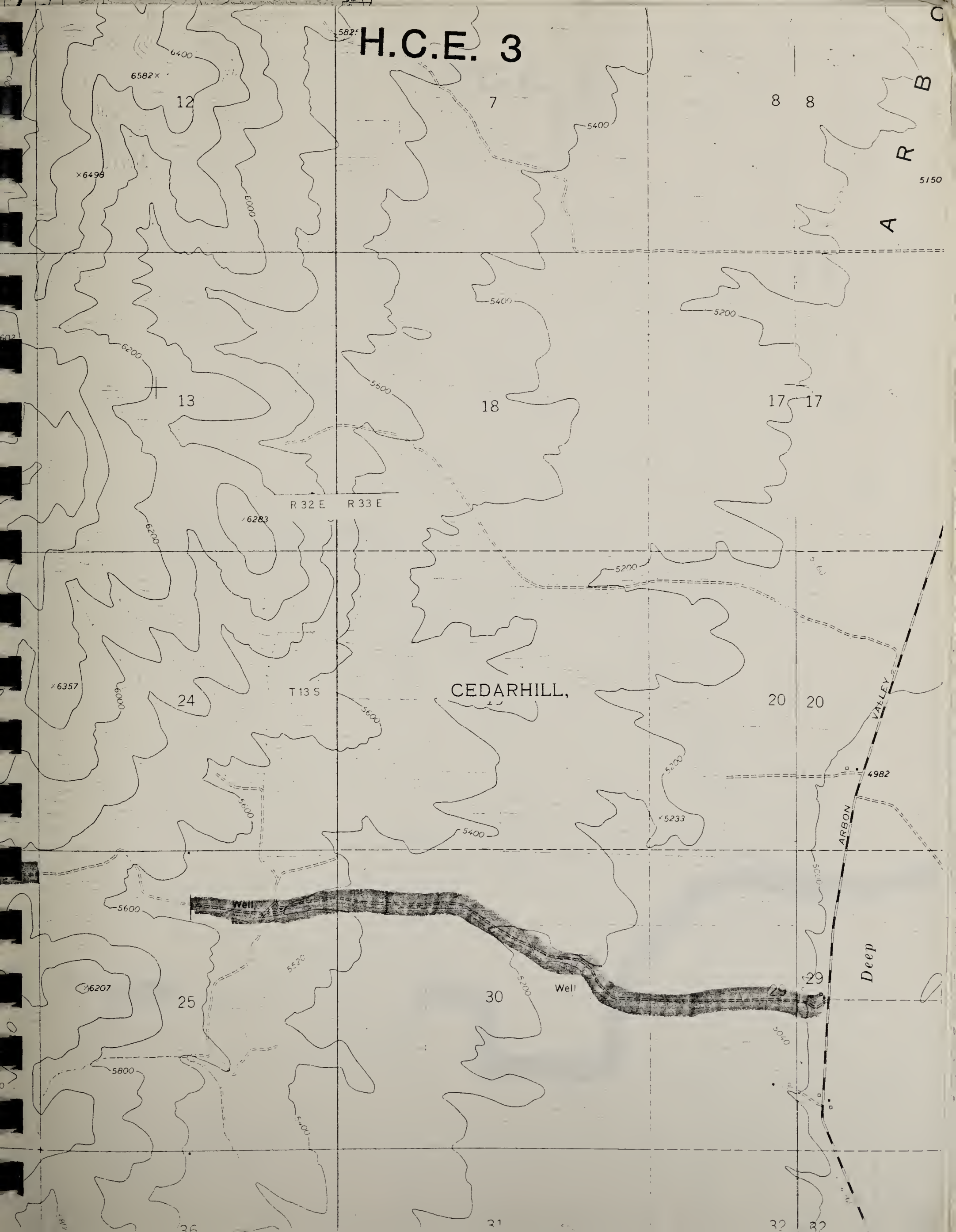
A. Protection of Visual Resources on Federal (BLM) Land

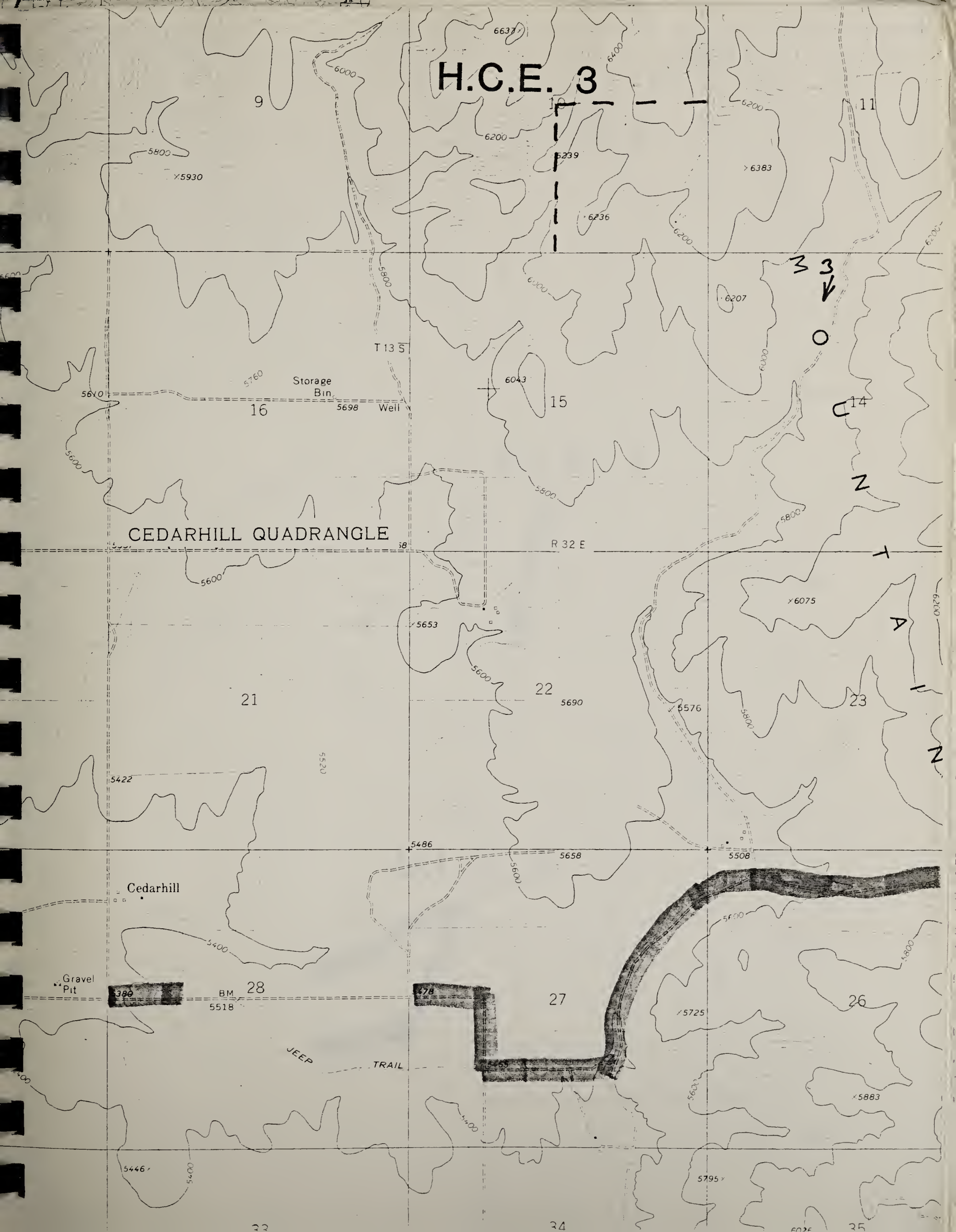
Protection of visual resources is related to the protection of cultural resources. Language contained in 36 CFR 800, Protection of Historic and Cultural Properties, provides that alteration of the surrounding environment will be addressed when analyzing the effects of proposed undertakings on properties eligible for or included on the National Register of Historic Places.


H.C.E. 1
Well
5435
5423
9
10
11
5759
×5789
Well
5485
Creek
5466
5683
Kurtz
Spring
BM
5393
×5776
16
15
14
T 13 S
Rock
Fork
East
Kurtz Spring
ROY QUADRANGLE
R 31 E
5679
BM
5520
Well
5529
×5786
5711
KRESS
21
22
23
5809
Canyon
HANSEN
M
5704
5759
5715
5690
28
27
26
ROAD
×6681
5692
Hansen
Spring
Hansen
Ranch
34
35


H.C.E. 2
35'
370
ARBON 7 MI
371
3468 I NE
(ARBON)
372
R 33 E 32'30"
400 000 FEET
374
15
13
5271
5320
BM
5281
BUIST,
6445
6775
22
23
24
ROAD
5286
BM
5260
5390
BM 5554
27
26
25
5250
5413
VALLEY
5305
6374
ARBON
5243
Creek
34
35
36
6433
5718
T 12 S
5297
T 13 S
5802
5455
6570

H.C.E. 3


6582×
12
7
8
8
5400
×6498
6000
5150
A
R
B
5400
5200
6200
13
5600
18
17
17
R 32 E
R 33 E
6283
6200
5200
×6357
6000
24
T 13 S
CEDARHILL,
20
20
VALLEY
5600
5200
4982
5233
5400
ARBON
5600
Well
5600
5520
6207
25
30
Well
29
29
Deep
5200
5040
5800
5400
31
32
32


H.C.E. 3
CEDARHILL QUADRANGLE
T 13 S
R 32 E
Storage Bin
Well
Cedarhill
Gravel Pit
BM
JEEP TRAIL
9
10
11
14
15
16
21
22
23
26
27
28
33
34
35
6637
6400
6000
6200
5800
5930
6239
6383
6236
6207
6043
5760
5698
5610
5600
5653
6075
5690
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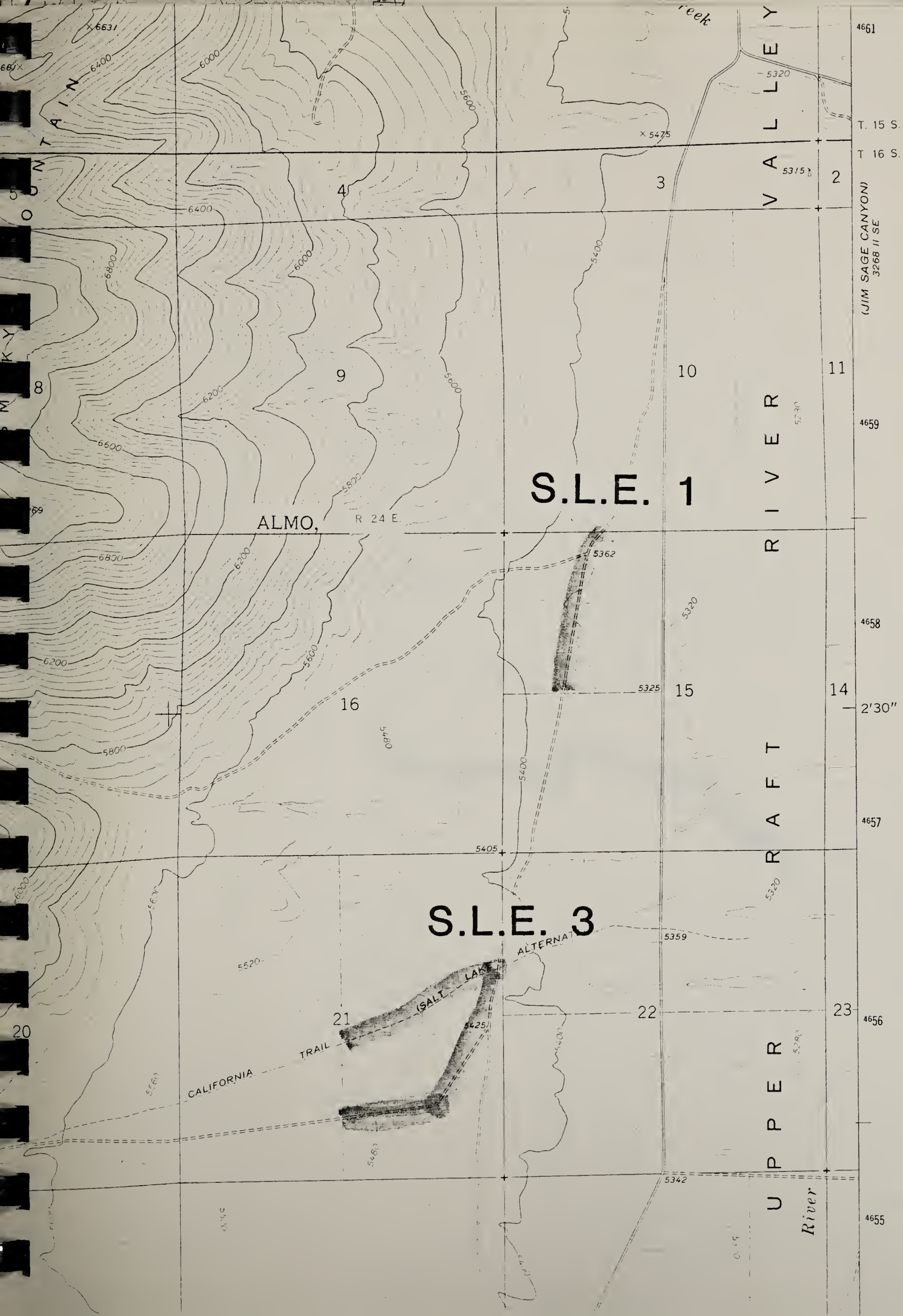
5658
5508
5400
5380
5518
5725
5883
5446
5795


S.L.E. 1
S.L.E. 3
ALMO,
R 24 E.
T. 15 S.
T 16 S.
(JIM SAGE CANYON)
3268 II SE
UPPER RAFT RIVER
River
SALT LAKE ALTERNAT
CALIFORNIA TRAIL
2'30"
4661
4659
4658
4657
4656
4655
5405
5342
5325
5362
5359
5320
5475
5315
5425
5480
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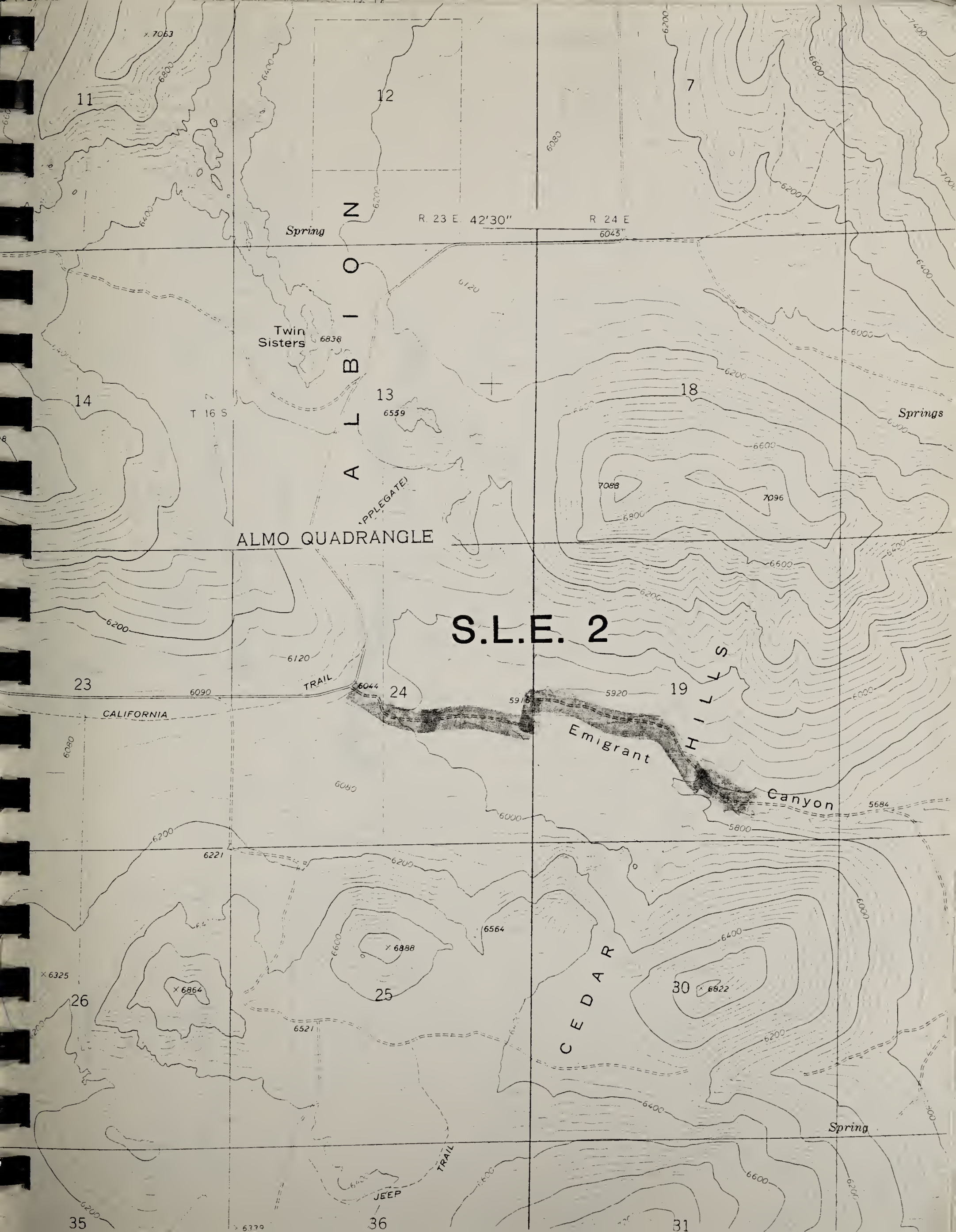

S.L.E. 2
R. 23 E. 42'30"
R 24 E
6045"
T 16 S
ALMO QUADRANGLE
ALBION
Spring
Twin Sisters
6838
6559
7088
7096
Springs
Emigrant
Canyon
CEDAR
HILLS
CALIFORNIA
TRAIL
JEEP
TRAIL
6044
5916
5920
5684
6221
6564
6888
6864
6822
6325
6521
6339
11
12
7
14
13
18
23
24
19
26
25
30
35
36
31


C.T.E. 2
C.T.E. 1
BLUE HILL,
Canyon
Creek
Gravel Pit
Birch
Creek
CALIFORNIA
TRAIL
(APPLEGATE)
Middle Mtn
Birch
VABM 7590
Granite Pass
IDAHO
UTAH
Fox Leg Mine
Spring
Dolly Clark Mine
Granite
Creek
Pine
Spring
Hubbard
CASSIA CO
BOX ELDER CO
BM 5823
COTTON THOMAS BASIN QUADRANGLE
T 16 S.
610 000 FEET (UTAH)
T 15 N.
R 21 E
R 22 E
R 16 W
R 17 W
JEEP
TRAIL

In addition to Action items I.A.1 (remnant protection), I.A.2 (protective corridors), I.A.4 (fire suppression), and I.A.5 (reseeding), which also apply to the management of visual resources along historic routes, implement the following:

Action II.A.1. Manage lands within protective corridors in accordance with VRM classes established in respective MFP or RMP's. If a re-evaluatiion of a trail segment reveals that it should be in a higher class the planning document will be amended to reflect the new class. Where existing intrusions exist the trail would be managed as the highest possible VRM class with the trail as key observation point. VRM Classes

Action II.A.2. If pipelines, powerlines, roads or fences must be constructed across historic trail routes, install in areas as unobstrusive as possible and across disturbed portions of trail routes and corridors, if practical, and utilize visual design techniques to minimize visual impacts. Visual Impacts

Action II.A.3. Prescribed burns or other vegetative manipulation practices within protective corridors will be planned and conducted in such a way so as the finished product resembles natural vegetative patterns. Vegetation

B. Protection of Visual Resources on State or Private Lands

The land in T.10S., R.27E., Sec. 16 acquired from the state through exchange or easement (Action I.B.1) would be managed as a VRM Class IV with no new intrusions allowed. The easements obtained on private land (Action I.B.2) would restrict new modern intrusions to within 500 feet of the easement. Lands in the City of Rocks area obtained through exchange for recreation purposes would not be allowed to decline in visual class if they are visible from the California Trail.

C. Miscellaneous

Action item I.C.2 (photo-documentation) is applicable to this section.

Objective III - Providing for Recreation Use

A. Public Access

In addition to items I.B.1 and I.B.2 (agreements, easements, exchanges) which apply to public access, implement the following:

Action III.A.1. Mark the trail routes along state and county roads that provide access to the routes of historic trails and sites associated with them. This will provide direction to individuals interested in tracing the general and specific routes of the trails. Interstate highways woud be marked with brown informational signs where the trails crossed the present highway route. Access signs to the routes of historic trails would not be placed along interstate highways because of the complications of obtaining permission to do so, the confusion that could result, and the assumption that individuals interested in the trails already know their routes in greater detail than interstate signing would imply. Signs could be Trail Markers

placed along U.S. 30 between Burley and Buhl for the Oregon Trail; on feeder roads to Idahome and Malta from Interstate 84 for the California Trail-Hudspeth's Cutoff; along Highway 37 from Malad and I-15 from the Hudspeth's Cutoff; on U.S. 30 at the McCammon interchange with I15 for the Hudspeth's Cutoff; on Highway 34 near Grays Lake for the Lander Road; on U.S. 26 between Blackfoot and Arco, and U.S. 93-20-26 between Arco and Carey for Goodale's Cutoff.

Action III.A.2. Work with Cassia County in designating the following as a California Trail scenic drive. Highway 81 from Burley south to Malta then west on Highway 77 and a county road to Almo and the City of Rocks. East along a county road to Bridge and then back to Burley via Malta and Albion. This would provide a scenic day-trip with an opportunity for a picnic at the City of Rocks as well as expose the visitor to all three routes of the California Trail. The BLM would cooperate with the county in erecting descriptive signs along Highway 81 near the Raft River Crossing. On Highway 77 near the intersection of the California and Hudspeths Trail, and near the Raft River Narrows describing the Salt Lake Trail. There will be no BLM signs put up at locations already signed by the Trails West Association.

Scenic Drive

Action III.A.3. Identify three separate classes of historic trail visitor access:

Classification of Access

1. Public road routes for those individuals who wish to use well-maintained roads to visit the trail routes.

2. A recreation vehicle trail for those who want to follow the route very closely.

3. A hiking-horseback trail for those intact remains and for some scenic lightly disturbed portions of the trails. This action is somewhat limited by land ownership patterns.

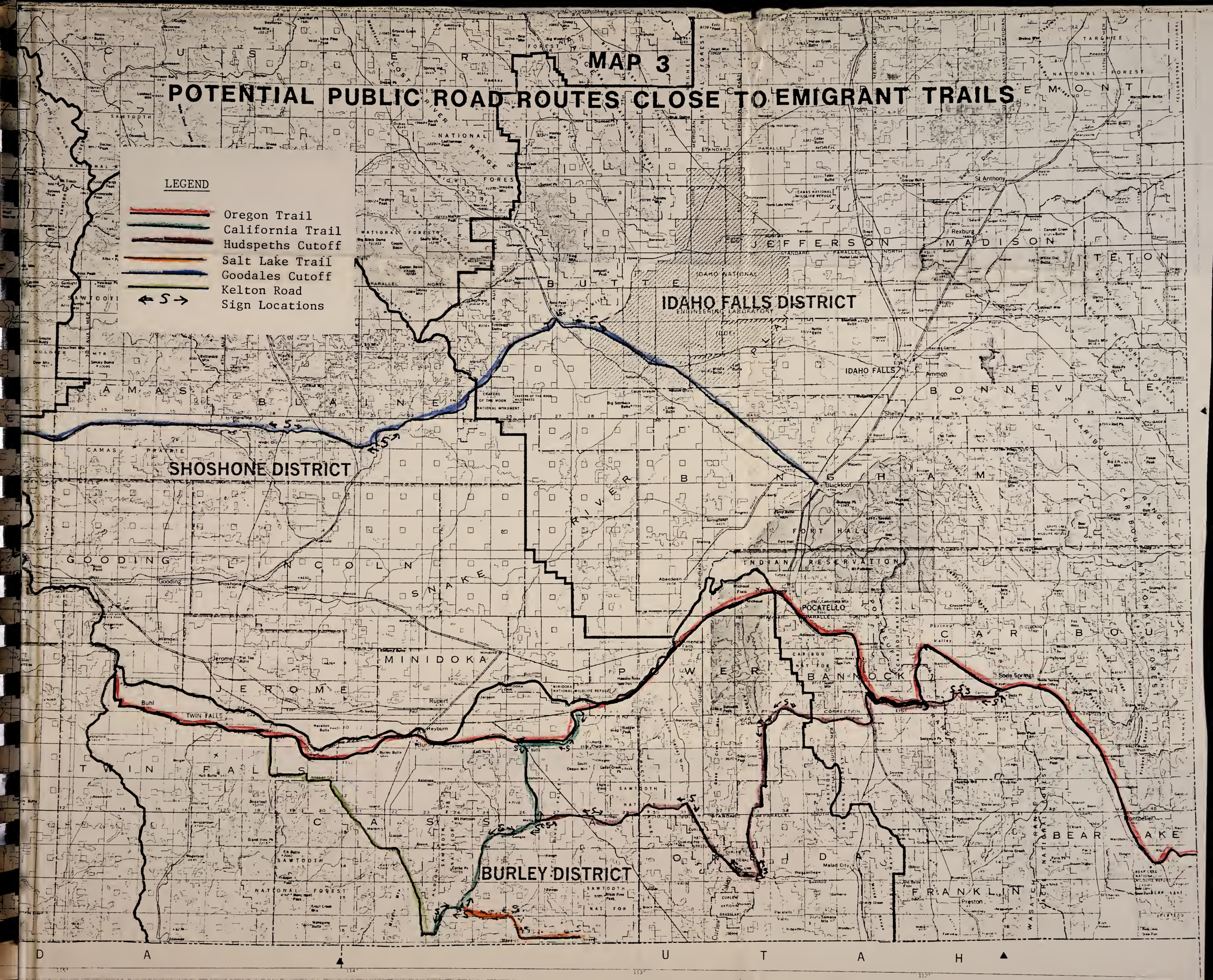
Action III.A.4. Prepare Emigrant Trails route brochures. Brochures would be prepared in cooperation with the Idaho Historical Society for the Oregon Trail, the California Trail, including the Hudspeth's Cutoff and Salt Lake Trail, Lander Road, the Kelton Road, and Goodales Cutoff. They would describe the history of the trail with quotes from diaries at each major feature and site on the trail. A map would be provided showing the route over state and county roads as well as a description of road conditions if they could be affected by inclement weather, and a road log giving distances between turns. Public road routes for the various trails are shown on Map 3.

Trails Brochure

Cooperation would be needed with state and county highway departments for the placement of signs at each major road intersection to direct visitors onto the proper route. These signs could be made of "Carsonite," or a similar material, using a red post for visibility, the standard trail marker developed by the Park Service, an automobile symbol, and an arrow. This action will satisfy the needs for the bulk of the individuals who are interested in gaining a historic trail experience with minimum effort.

MAP 3

POTENTIAL PUBLIC ROAD ROUTES CLOSE TO EMIGRANT TRAILS



Action III.A.5. Recreational Vehicle Trails will be developed for those portions of the trails on public lands that are in disturbed condition, i.e., two-track ranch roads. They are shown on Map 4. These routes will be constrained by the broken land ownership patterns and the fact that many trails followed routes that later became prime land for homesteading and are now private. Again brochures would be prepared for these routes to supplement the publication "Emigrant Trails of Southeastern Idaho." The brochure will describe the routes through maps and inform the visitor of any unusual road conditions that may be encountered. These routes will be marked with signs at all branches of the trail and other roads to keep the visitor on the correct road. The signs would be similar to III.A.4 except brown posts and with a recreational vehicle symbol. The marking of the Hudspeths Cutoff through the Sublett Range will be coordinated with the Sawtooth NF and the Lander Road with the Caribou NF. BLM signs S-160 and S-161 will be placed at appropriate locations as public lands are entered and left. This action will provide for the needs of those individuals who desire to follow the trail routes as closely as possible without getting onto intact remnants. RV Trails

Action III.A.6. Designate hiking and horseback riding trails for intact and disturbed trail segments. Brochures would be developed describing the routes in conjunction with the publication "Emigrant Trails of Southeastern Idaho." These trails could be marked similarly to III.A.4 except white posts with a hiking and horseback riding symbol. This action would satisfy the needs of those interested in following well-preserved segments of the actual route on foot to obtain a unique recreation experience. In some areas the trail could attract people interested in a scenic day hike with the trail being only of secondary importance. Hiking Trails

Action III.A.7 Reprint the publication "Emigrant Trails of Southeastern Idaho." It would be updated to include Goodales Cutoff and the Lander Road. Errata identified in the original publication would be corrected. Locations of BLM trail markers would be indicated. Finally, it may be possible to include the emigrant trails in the Boise District in this publication. The publication would be sold for the cost of preparation and printing. Printing

Action III.A.8. Install gates adjacent to the trail where existing or new fences cross trail remnants open to public use. If motorized access is not going to be allowed along historic trail remnants, make the gate wide enough for only foot and horse traffic. Gates

Action III.A.9. Begin negotiations with private landowners in the City of Rocks area to obtain several parcels of land that contain significant historic resources. These parcels are in order of significance (Map 5). City of Rocks

1. T.15S., R.24E., Sec. 31 S 1/2 - 320 acres - contains Camp Rock, Treasure Rock and part of Register Rock.

2. T.16S., R.24E., Sec. 6 - about 160 acres - contains the rest of Register Rock.

3. T.16S., R.23E., Sec. 13 NW 1/4 SE 1/4 - contains a part of the trail where it goes through a narrow pass. Will establish a corridor between Twin Sisters and several other major rock outcrops.

4. T.16S., R.24E., Sec. 7 W 1/2 W 1/2, and T.16S., R.24E., Sec. 12 E 1/2 E 1/2 - 320 acres - will establish a corridor for the trail.

5. T.15S., R.23E., Sec. 13 E 1/2 NE 1/4 - 80 acres will complete the trail corridor between Camp Rock and Twin Sisters.

These actions will significantly increase the legal access of visitors in the City of Rocks area to the California Trail remains and sites. In turn it can lead to more interpretation of the resources overlooking Circle Creek and at Register Rock.

B. Facilities

Action III.B.1 Repair the ramada at the Milner Bicentennial Area to include replacement of the burned portion and repainting of the structure. Close the existing trail segments to vehicular traffic by using welded railroad rails if necessary. Remove about half of the existing concrete markers from the trail to thin out the forest of markers in the Milner area. — Milner

Action III.B.2. Develop a trailhead if necessary on the east side of the Granite Pass hiking trail in T.16S., R.22E., Sec. 36. This would consist of a turnout for six vehicles, a visitor registration box, and a sign explaining the route of the trail and the history of the area. This is on state land so permission would be needed from the Idaho State Land Commission for this facility. The trailhead will provide a place to park and get oriented for those individuals who want to hike this part of the trail. Because of the anticipated low use of this area no picnic or sanitary facilities are anticipated. No other trailhead development is anticipated in the study area because of the extremely low use anticipated on most trail remnants, or in the case of the Raft River segment the country is open enough that parking is easily available. — Granite Pass

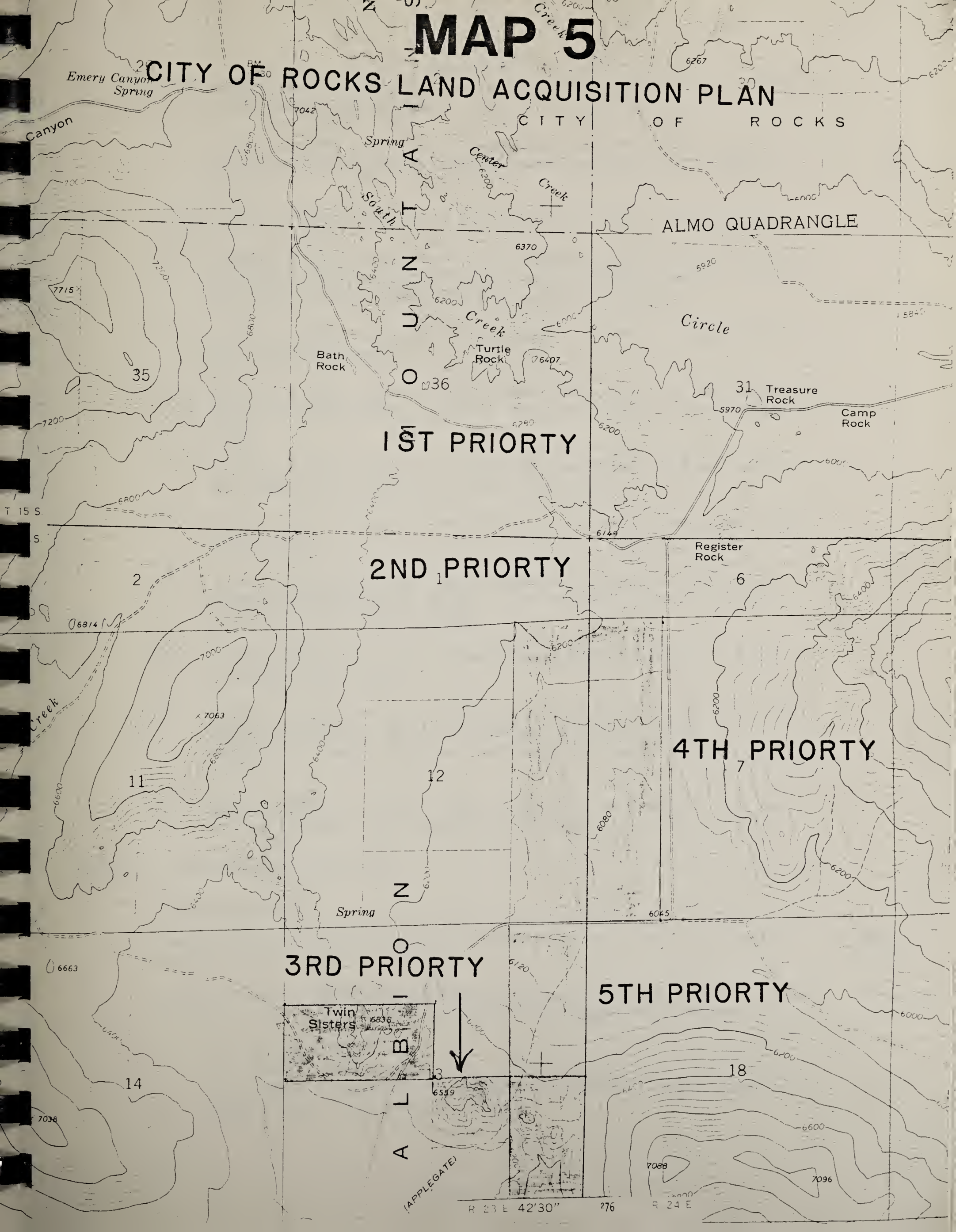
Action III.B.2. If the signers of the recent MOU on the City of Rocks can agree to upgrade the facilities at Twin Sisters to include several more picnic tables and a fireplace and an additional sanitary facility. This will cover the increasing use of the City of Rocks area for various recreational uses. Install a visitor register to monitor the type of use in the area. — Twin Sisters

Action III.B.3. Place an informational sign and visitor register at the Raft River Crossing. This area will receive some visitation with increased knowledge of the trails. The sign will provide visitors with the historic background of the trail and the visitor register will provide use data for this important trail segment. — Raft River

Action III.B.4. In conjunction with Action III.A.4 develop interpretive signs along state and county roads at the following sites and landmarks. — Interpretive Signs

MAP 5

CITY OF ROCKS LAND ACQUISITION PLAN



1. T.10S., R.26., Sec. 33 - Describing the Oregon-California Trail divide twelve miles east.

2. T.13S., R.26E., Sec. 21 - Describing the intersection of the California Trail and Hudspeths Cutoff and the trail up Cassia Creek.

3. T.15S., R.24E., Sec. 29 - Describing the City of Rocks area.

4. T.16S., R.23E., Sec. 24 - Describing the intersection of the California and Salt Lake Trails, and the Kelton Road, as well as the City of Rocks State Station and Twin Sisters.

5. T.16S., R.25E., Sec. 10 - Describing the Salt Lake Trail and the Raft River Narrows.

6. T.13S., R.33E., Sec. 4 - Describing the passage of the Hudspeths Cutoff through Sublett Canyon. This sign will be on private land.

7. T.14S., R.46E., Sec. 8 - Describing the Thomas Fork crossing of the Oregon Trail and the ascent of Big Hill.

8. T.6S., R.44E., Sec. 2 - Describing the Lander Road in the Lanes Creek Area.

9. T.7S., R.46E., Sec. 21 -Describing the Lander Road, Terrace Canyon and Oneida Salt Works. The Salt Works are on private land, but very close to BLM.

10. T.3S., R.34E., Sec. 29 - Describing Goodales Cutoff, Oregon Trail and Ferry Butte.

11. T.1N., R.29E., Sec. 12 - Describing Goodale's Cutoff, Big Butte Stage Station and Challis-Blackfoot stagecoach road. A protective fence should be constructed around remaining logs and debris.

12. T.2N., R.24E., Sec. 11 - Describing Goodale's Cutoff, the Lava Mining District, and the ghost town Era.

Issue IV - Managing Recreation Use

A. <u>Use Supervision</u>

Action IV.A.1. Install visitor registration boxes at interpretive sites and trailheads. — Registers

Action IV.A.2. Monitor the effects of recreation and other uses upon historic and natural resources and private property through: — Monitor

1. Periodic patrols
2. Photo documentation
3. Annual inspections of significant cultural sites. The Milner area needs monthly visits.

Action IV.A.3. Make adjustments to the management program with rules and regulations to protect resources if monitoring identifies problems.

Action IV.A.4. Allow no motor vehicle use on cross-country historic trail sections not now used by four-wheeled Mamotor vehicles (see p 4). Limit ORV use on disturbed segments to designated roads and trails. ORV Restrictions

Action IV.A.5. Prepare RAMPs for the Milner, City of Rocks and Raft River areas. RAMP

IV - Constraints

A. Historical Land Uses

Factors which may influence the implementation of the management program presented in Part III include:

1. The historic trails are paralleled and crossed by pipelines, powerlines and modern roads in numerous areas. These modern intrusions have permanently affected the trails integrity.

2. Lands along the historic routes are utilized for livestock grazing. In order to control livestock use, fences have been installed across the historic routes in various places. Livestock operators utilize portions of historic routes for motor vehicle access.

3. Portions of the historic trails, especially the primary route of the Oregon Trail from Cotterel Mountain west to Salmon Falls Creek and in the Bear River Valley have been transferred into private ownership and obliterated by farming. The Hudspeths Cutoff has been similarly affected in parts of the Raft River Valley and Dairy Creek. The California Trail has long stretches of private land in Cassia Creek and the Upper Raft River Valley. Additional farm development may occur on public lands adjacent to protective corridors along trail remnants. In some cases, it may be necessary to establish rights-of-way across the historic routes to provide necessary access, water, and utilities to farms. However, the condition of the trail in those areas will be a significant factor regarding the placement and protective stipulations placed on the rights-of-way.

4. Public lands along the historic routes are open to oil and gas exploration and to mineral entry, subject to restrictions to protect historic resources.

5. Some sections of trail ruts are isolated from public access because of surrounding lands.

6. The historic trails cross arid rangelands with high occurrence of wildfires. Numerous range fires have burned over trail remnants.

7. INEL security may restrict access to some segments of Goodales Cutoff.

The National Trails System Act (P.L. 90-543), as amended by P.L.95-625, includes a number of instructions which apply to the management of National Historic Trails. (Appendix 2)

The requirements of the National Historic Preservation Act of 1966 as amended will be met in implementing this plan.

B. Planning Decisions

The National Park Service has the responsibility to administer the Oregon National Historic Trail including a continuing oversight and assistance role. Within the study area of this plan the BLM has been given the responsibility for lead jurisdiction in managing the Milner Ruts and the Raft River Crossing. Various other state, city, county and other federal agencies have the responsibility of having lead jurisdiction for the other historic sites identified in the plan. This management plan incorporates recommendations contained in the NPS plan. The BLM is responsible for managing those portions of other historic trails and sites on its land under Public Law 89-665, CFR Title 36 Chapter VIII Part 800, and CFR Title 40 Chapter V Part 1500.

Management Framework plans (MFPs) have been completed for the Twin Falls, Malad Hills, Soda Springs, Big Desert and Big Lost areas for the Burley and Idaho Falls Districts. The Bannock-Oneida grazing EIS covered the Malad MFP and the Pocatello MFP. These planning documents cover most of the historic trails in those districts. The Monument RMP has been completed for part of the Shoshone District and the Cassia RMP is completed for part of the Burley District. An RMP is scheduled to be completed on the Pocatello Resource Area in FY87. The decisions in the above documents regarding the trails are:

Twin Falls MFP
Rec 1.8 Acquire through exchange the Stricker Store and well-preserved Oregon Trail ruts. (Note: The Stricker Store has been acquired by a historical society in Twin Falls and is being preserved. It will not be addressed further in this plan.)
Rec 2.1 Protect, preserve and interpret the Oregon Trail on public lands.

Malad MFP
R-12 Establish a protective corridor 660 feet on either side of four preserved segments of Hudspeths Cutoff.

Big Desert MFP
R1.1 Manage selected segments of Goodales Cutoff. Specific interpretive segments should be determined by BLM 1980-1981 Oregon Trail survey (then in progress).

R1.2 Document remaining physical evience of Big Butte Stage Station (Goodales Cutoff). Site should also be interpreted.

R1.4 Interpret Big Southern Butte's relationship to Idaho's prehistory and history (includes some mention of Goodales Cutoff).

Big Lost MFP
R1.1 Allocate public land along Goodales Cutoff segments for interpretation. Trail segments should be marked by concrete posts which conform to standards set by the National Park Services Oregon Trail National Historic Trail Comprehensive Management and Use Plan, 1981.

Soda Springs MFP
Preserve and protect well-preserved segments of the historic trails on public land.

Shoshone-Monument RMP
Preserve and protect well-preserved segments of emigrant trails on public lands. Note - These trails are discontinuous segments located on original survey plats north of the Snake River. They are unconfirmed by emigrant diaries, or field verification. An attempt to locate them on large scale SCS aerial photos was unproductive. Considerable research is needed before these trails can be considered as bona fide emigrant trails.

Cassia RMP
Manage Milner as a Special Recreation Management Area. Preserve the geologic, historic and scenic values of 1,628 acres known as the City of Rocks, thus upholding the integrity of National Natural Landmark and National Historic Landmark designations for the area. The area is a Special Recreation Management Area. Upgrade the existing facility at Twin Sisters. Develop addtional facilities such as hiking trails, picnic and camping areas as demand arises. Prepare an Oregon Trail Management Plan for the Raft River Crossing segment (Note: covered in this plan).

The Idaho Non-Motorized Recreation Trails Plan prepared as a supplement to the Idaho Outdoor Recreation Plan recommends that remnants of historic trails be preserved and developed for public use. With the passage of the Idaho Recreation Trails System Act (Idaho Code 67-4232-4234) in 1974, the state formally recognized the importance of trail use for outdoor recreation. The Act made it possible to establish an Idaho Recreation Trail System and established the position of Idaho Recreation Trails Coordinator within the Department of Parks and Recreation. The Act also made it possible to charge and prosecute any person who defaces or destroys a system trail or facilities with a misdemeanor to be punished by a fine of not more than $500 or imprisonment not exceeding 6 months, or both.

V Implementation Schedule and Costs

Action	Program Year, WM needs and Additional Funding						
	1	2	3	4	5	6	7
Action I.A.1[a]							
Action I.A.2	2 WM	2 WM					
Action I.A.3[b]							
Action I.A.4	1 WM						
Action I.A.5[a]							
Action I.A.6[c]							
Action I.A.7[c]							
Action I.B.1		2 WM	1 WM				
Action I.B.2				1 WM	1 WM	1 WM ($8965)	
Action I.B.3							
Action I.C.1	1 WM	1 WM	1 WM	1 WM	1 WM	1 WM	1 WM
Action I.C.2		2 WM ($2000)					
Action II.A.1[a]							
Action II.A.2[a]							
Action II.A.3[a]							
Action III.A.1			1 WM	2 WM ($3000)			
Action III.A.2			1 WM	2 WM ($3000)			
Action III.A.3	1 WM						
Action III.A.4		1 WM	1 WM ($2330)				
Action III.A.5		1 WM	1 WM ($2330)				
Action III.A.6			1 WM ($2330)				
Action III.A.7					2 WM		
Action III.A.8[c]							

Action	Program Year, WM needs and Additional Funding						
	1	2	3	4	5	6	7
Action III.A.9		1 WM	1 WM	1 WM	2 WM		
Action III.B.1						2 WM ($1000)	
Action III.B.2				1 WM ($200)			
Action III.B.3				1 WM	1 WM ($200)		
Action III.B.4				($4100)			
Action III.B.5		1 WM ($700)					
Action IV.A.1[d]							
Action IV.A.2	1 WM	1 WM	1 WM	1 WM	1 WM	1 WM	1 WM
Action IV.A.3[c]							
Action IV.A.4[a]							
Action IV.A.5			1 WM	1 WM	1 WM		
		$2700	$4660	$10,300	$200	$9965	
Totals	6 WM	12 WM	10 WM	11 WM	9 WM	5 WM	2 WM

a. No additional funding
b. Accomplished as part of I.A.2
c. Funding needs cannot be anticipated
d. Covered above

APPENDIX 1

Historic Perspective (1810-1860)

The Oregon Trail begins at Independence, Missouri and ends at Oregon City, Oregon crossing about 2,000 miles of the western United States. The California Trail follows the Oregon Trail for about 1,200 miles and then branches southwesterly to California which the emigrants reached by following routes that branched in Nevada.

These routes were the major transportation systems used to settle the west. As such they were instrumental in the expansion of the nation to its current boundaries.

The first party to traverse the general route of the Oregon Trail in Idaho were the Astorians in 1810 who canoed the Snake River from Fort Hall to Caldron Linn and then followed Indian trails to Fort Boise along future Oregon Trail routes. By 1826 mountain men had explored most of southern Idaho and had discovered a number of future trail routes. After 1840 their knowledge proved to be invaluable as many of them became guides for wagon trains or they established supply posts for emigrants.

The earliest emigrants were missionaries traveling with groups of mountain men in 1834. By 1839 various groups were attempting to find routes suitable for wagons through Idaho, and in 1840 several ex-trappers succeeded in getting a wagon through to Oregon Territory. However the trail was extremely difficult and most emigrants left their wagons at Fort Hall and packed what belongings they could take to Oregon. By 1840 the efforts of the missionaries and midwestern expansionists had created considerable pent-up demand among Mississippi Valley farmers to emigrate to Oregon and California.

By 1843 a thousand emigrants were persuaded to take their wagons west from Fort Hall to Oregon and California. For the next several years emigrants were engaged in refining the trail route and working the "bugs" out of the timing and supplies needed for a successful trip, and a number of trail guides were published.

The discovery of gold in 1848 in California created a new concept in the wagon traffic in 1849. Because speed was essential new cutoffs were developed and many individuals used mules rather than oxen, traveling in pack trains rather than wagon trains.

The earliest groups in 1849 used the original California Trail, following the Oregon Trail as far as the Raft River. On July 19, 1849 a party of seventy wagons led by Benoni Hudspeth and John Myers decided to avoid the loop around Fort Hall by proceeding westerly from Soda Springs over a number of mountain ranges to rejoin the main trail near the junction of Cassia Creek and Raft River. The 110-mile route only saved about 25 miles and proved to be very difficult with four fairly large ridges to cross and several long waterless stretches. Nevertheless, the bulk of the California traffic used the route as soon as it was opened as did some of the Oregon-bound traffic, thereby establishing a trail that carried more traffic than the original California Trail.

Some of the gold rush traffic followed the Mormon Trail to Salt Lake City and then followed a trail developed by Samuel Hensley in 1848 between Salt Lake City and City of Rocks. Since Hensley had a pack train it took a group of Mormon Battalion members under Samuel Thompson returning to Salt Lake from California to develop the trail for wagons. This is perhaps the only trail developed for wagon traffic from west to east; however it was longer than the main California Trail so traffic on it was fairly minor.

The Lander Road was opened in 1858 between Burnt Ranch, Wyoming and Fort Hall. It saw considerable use in the 1860's by emigrants going to the northwest and Montana mines. In the 1850's a minor route was established between Salt Lake City and Soda Springs. After 1852 emigrants were bypassing Fort Hall by cutting off of the trail eight miles south of the Fort.

Goodale's Cutoff was opened in 1852 for wagon traffic although it had been used for years by mountain men. Because the route crossed numerous lava beds it received little use until the 1860's. In 1862 a group of emigrants hired Jim Goodale to take them to the Salmon River gold rush area from Fort Hall. The route was known as Goodale's Cutoff after that time.

The Kelton Road was established in 1869 by John Hailey between Kelton, Utah and Boise. While it was primarily a freighting route, some late emigrants did use it after taking the train to Utah. Stations in the Burley District were located at Clear Creek, Raft River, City of Rocks, Goose Creek Summit, Oakley Meadows, Mountain Meadows, Rock Creek, and Desert.

By 1862 overland stage service was established between California and the east. This meant that emigrants could make use of the stage stations for supplies leading to the disuse of several of the California Trail segments, especially the Hudspeths Cutoff and the Salt Lake City route through Granite Pass. The Oregon Trail remained in use for state and freight lines between Salt Lake City and Boise.

Routes of Historic Trails

The main Oregon Trail enters Idaho near Border, Wyoming. It is divided into two branches at this point with one going directly over three steep ridges after crossing the Thomas Fork while the other avoids the steep ridges by swinging south along the Bear River. After the trails again join, they proceed northward along the Bear Lake Valley to Soda Springs. From Soda Springs the trail turns north at Sheep Rock and travels through the Portneuf Valley and over the Portneuf Range to the Snake River Plain. It meets the Snake River at Fort Hall. After a stay at the fort to replenish their supplies the emigrants paralleled the Snake River's south bank through the narrows at Massacre Rocks and onto the Raft River Valley. The journey from the Raft River to Rock Creek was usually considered rather tedious and uneventful as the emigrants continued to parallel the Snake River. After Rock Creek, several deeply entrenched streams provided some problems before the emigrants left the study area at Salmon Falls Creek.

Those individuals taking the California Trail left the Oregon Trail directly after crossing the Raft River. They proceeded down the gentle valley to the confluence of Cassia Creek. Taking the route up Cassia Creek they followed the valley between Mt. Independence and the Jim Sage Mountains to the City of Rocks and over Granite Pass, finally leaving Idaho by way of Goose Creek.

In July 1849, the Hudspeths Cutoff was opened. Individuals taking this route had to leave the Oregon Trail at Soda Springs and cross the Fish Creek mountains and the Portneuf Range to Marsh Creek. Crossing the rolling Bannock Range caused few problems after which the emigrants traveled down Dairy Creek and over some hills to Little Malad Spring. Ascending the Blue Spring Hills in a deep ravine the emigrants were faced with one of the steepest descents on the California Trail before entering the Deep Creek Valley. The Deep Creek Mountains presented few obstacles other than being a long, dry stretch of road. At Twin Springs water was finally obtained before crossing the Sublett Range, the last mountains on the cutoff. The travelers then crossed the arid Raft River Valley to join the original trail at Cassia Creek, probably promising that in the future they would try to go around the mountains and not over them.

The individuals who took the Salt Lake Cutoff entered Idaho near Clear Creek in the Upper Raft River Valley. After an uneventful crossing of a plain th travelers arrived at the narrows of the Raft River, the only difficult portion of this trail in Idaho. They then followed the Raft River to Emigrant Canyon in the Cedar Hills and finally joined the California Trail just south of Twin Sisters.

The Lander Road enters Idaho near Auburn and crosses the Webster Range. Dropping into a valley it skirts the south end of Grays Lake and parallels the Blackfoot River for several miles before joining the Oregon Trail at the Ross Fork River.

The Kelton Road followed the Salt Lake Cutoff to its junction with the California Trail. It then turned northwest paralleling Birch Creek past Oakley Madows. It then paralleled the northeast side of the South Hills and crossed the Snake River plain still going in a northwest direction until it met the Oregon Trail south of Twin Falls.

Historical Resources in the Study Area

The historical resources discussed in this plan include the remains of emigrant trails in the Burley, Shoshone, and Idaho Falls Districts utilized up until 1865 as well as sites associated with them.

The condition of the remaining portions of the trails varies. Some portions have not had any use in the last century and are now a sage-covered swale. However, most of the remaining trails are low-use ranch roads that are slowly being altered through continued use. Those portions of the trails that are in areas of potential agricultural use have been destroyed for the most part with only small segments such as the Milner Ruts remaining.

With the exception of names carved or written on rock outcrops little remains to be seen at most historical sites. The affects of time and collecting have removed the numerous artifacts that once lined the route of the historic trails.

The routes and existing conditions of the historic trails and the locations of historic sites have been documented using a combination of:

a. Original survey plats and surveyor notes
b. Older quadrangle sheets and other maps
c. Aerial photos
d. Emigrant diaries and historical accounts
e. Historians and local informants
f. Aerial and ground reconnaissance

In 1979 the BLM contracted with the Idaho Historical Society for a study of the Oregon Trail through Wyoming and Idaho.. The study report is available at the Burley, Shoshone, and Idaho Falls District Offices.

Historic sites included inthis plan are listed under IV B.2.p and IV A.2.p

Local historical tradition places a massacre involving 300 emigrants near Almo. This is very questionable and if it did occur is probably exaggerated by 297 emigrants. Two massacres did occur near Massacre Rocks, one in 1851 and the other in 1862. A relocated grave is in the Oregon Trail Park in Soda Springs. Lanes grave is located on the Lander Road as it descends the Webster Range along Lanes Creek. Numerous other graves were probably located along the trail; however their locations have been lost through time.

APPENDIX 2

Full consideration is to be given to minimizing the adverse effects upon adjacent landowners or users and their operations. Development and management of each site or segment of the National Trails System is to be designed to harmonize with and complement any established multiple-use plans for that specific area in order to insure continued maximum benefits from the land (Section 7 (a)).

National Historic Trails may contain campsites, shelters, and related public-use facilities. Other uses along the trails which will not substantially interfere with the nature and purposes of the trails may also be permitted (Section 7(c)).

Reasonable efforts are to be made to provide sufficient access opportunities to National Historic Trails. To th extent practicable activities incompatible with the purposes for which the trails were established are to be avoided (Section 7(c)).

In order to maintain good conduct on and along trails located within federally administered areas and to provide for the proper management and protection of those trails, the Secretary shall prescribe and publish uniform regulations as he deems necessary. Violation of these regulations is a misdemeanor, punishable by a fine of not more than $500, or by imprisonment not exceeding 6 months, or both fine and imprisonment (Section 7(i)).

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U.S. Department of the Interior 1976
(Reprinted 1979)

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St. Louis, Missouri, 1972

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Haines, Aubrey
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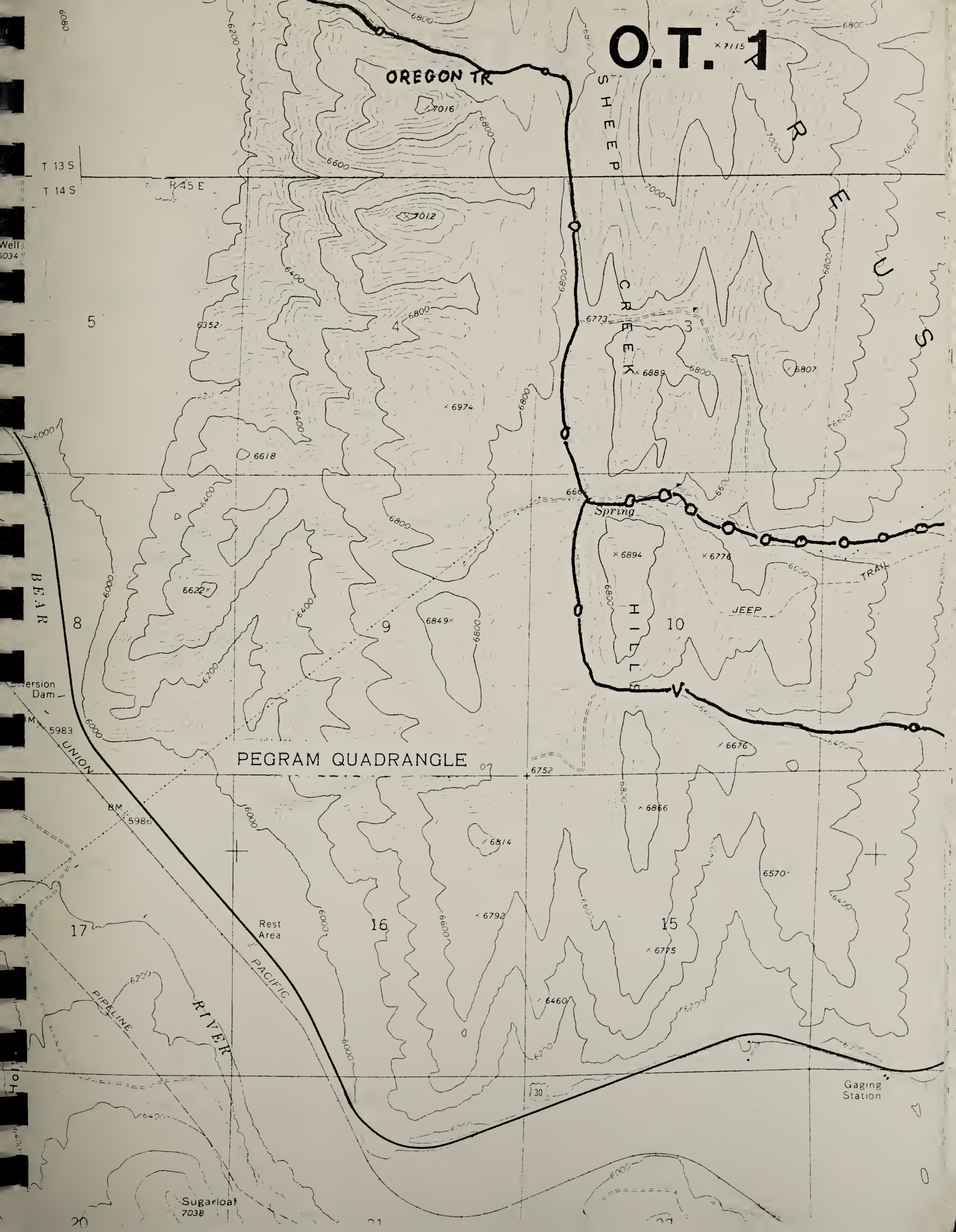
Patrice Press, Gerald, Missouri, 1981

Note: An extensive bibliography covering the historic trails is contained in the Oregon Trail Cultural Resource Study commissioned by the BLM.

APPENDIX 3

PROTECTED TRAIL CORRIDORS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OREGON TR
SHEEP CREEK
T 13 S
T 14 S
R 45 E
Well
6034
5
4
3
8
9
10
17
16
15
BEAR RIVER
Diversion Dam
BM 5983
UNION PACIFIC
BM 5986
PIPELINE
PEGRAM QUADRANGLE
Rest Area
Spring
JEEP TRAIL
Gaging Station
Sugarloaf
7038
6080
6200
6600
6800
7000
7016
7012
6352
6400
6974
6618
6773
6889
6807
6622
6849
6894
6776
6676
6752
6866
6814
6570
6792
6775
6460
6000
30


O.T.2
RIVER
Guard
VABM
4259
Smith Springs
BLAINE CO
CASSIA CO
WILDLIFE
REFUGE
BOUNDARY
JEEP
TRAIL
VABM
4317
Rest
Mile
692
Gravel Pits
Clabber
VABM 4279
2 LANE
2 LANE
Yale
YALE QUADRANGLE
Well
CANAL
PIPELINE
LAKE WALCOTT QUADRANGLE
I0.549
Raft
River
Valley
Heglar Canyon
BM
BM x 4370
BM
4398
BM
4341
Lazy F C
Ranch
R 26 E
R 28 E


O.T.3
SNAKE RIVER
P A Lateral Pumping Sta
Unit A Pumping Sta
Rock I
PIPELINE
MILNER
CASSIA CO
JEROME CO
MINIDOKA CO
JEROME CO
CASSIA CO
Lake
N FALLS CO
CASSIA CO
UNION PACIFIC
XBM 4182
BM 4166
BM 4142
MILNER ROAD
Milner 4338
AQUEDUCT
R 21 E
T. 10 S.
T. 11 S
T 10 S
T 11 S
200 SOUTH
Wells
PIPELINE ROAD
Well
BM 4385
WEST
700
MILNER QUADRANGLE
BURLEY SW QUADRANGLE
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26
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34
35
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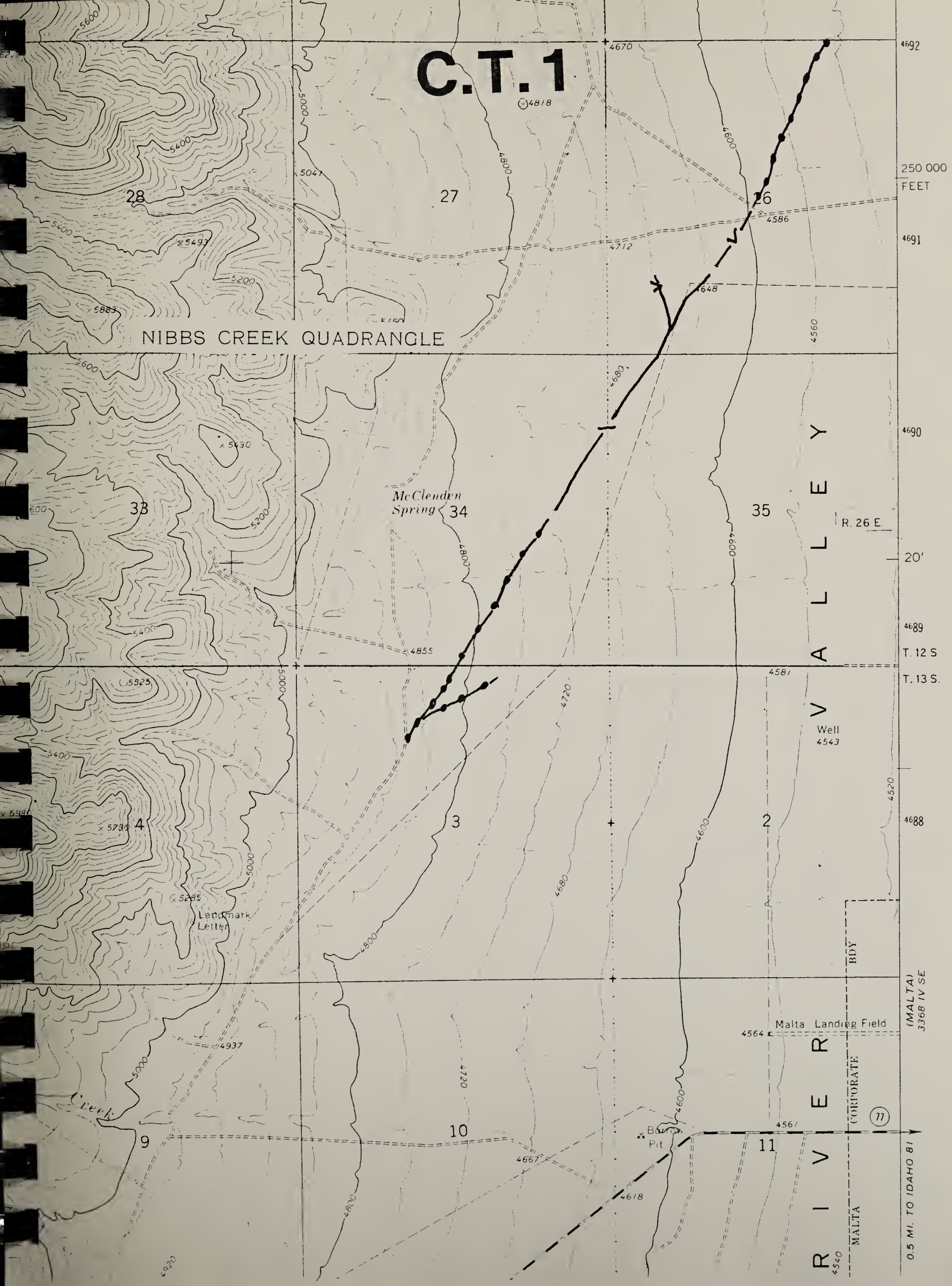
4
3
2
1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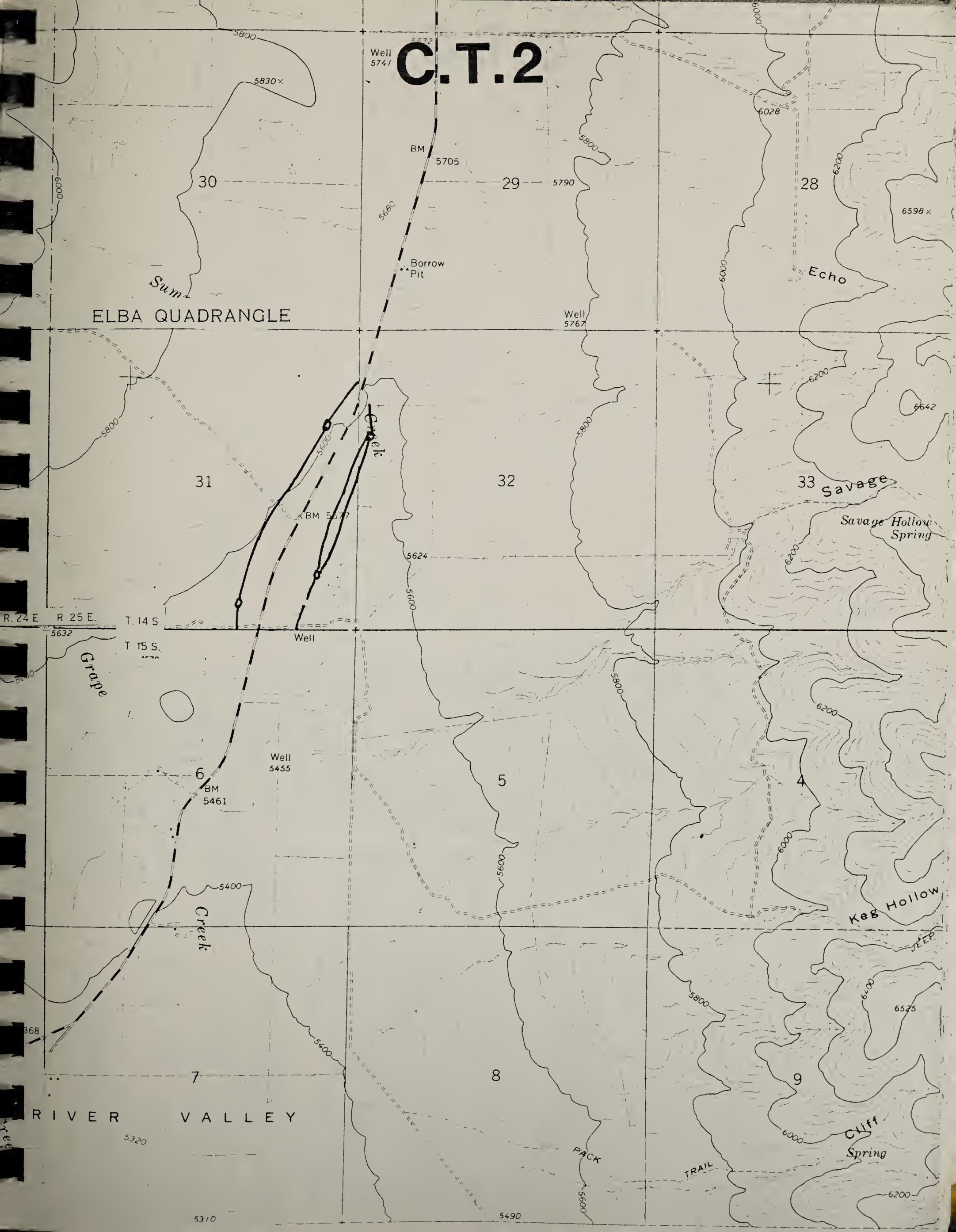
NIBBS CREEK QUADRANGLE
28
27
26
33
34
35
4
3
2
9
10
11
McClenden Spring
Landmark Letter
Well 4543
Malta Landing Field
Borrow Pit
Creek
ALLEY
RIVER
R. 26 E.
T. 12 S
T. 13 S.
250 000 FEET
20'
BDY
CORPORATE
MALTA
(MALTA) 3368 IV SE
0.5 MI. TO IDAHO 81
77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BM
5705
5790
30
29
28
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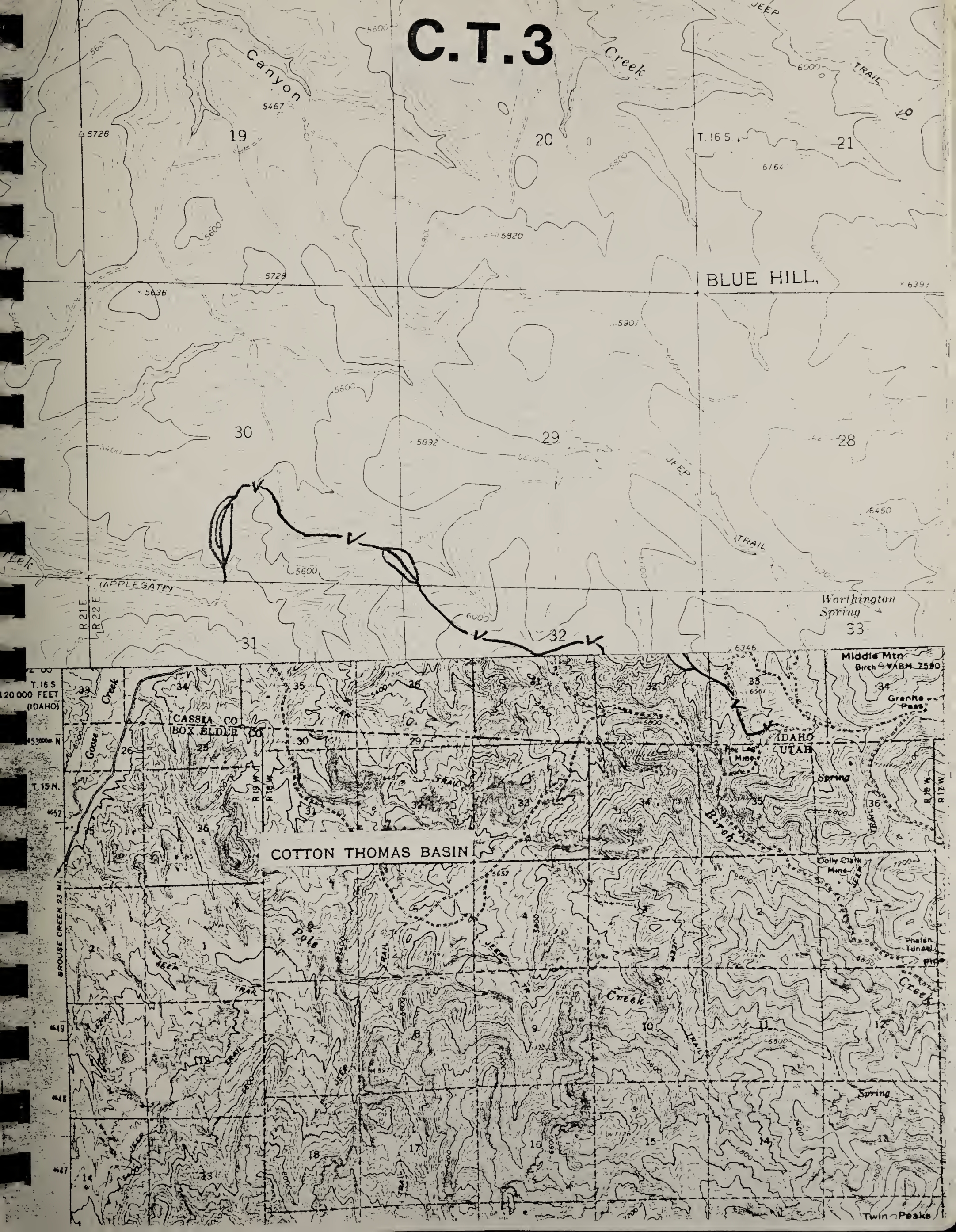
Borrow
Pit
Sum
Echo
ELBA QUADRANGLE
Well
5767
6642
31
32
33
Savage
Savage Hollow
Spring
Creek
BM 5577
5624
R. 24 E
R 25 E.
T. 14 S.
T 15 S.
5632
Well
Grape
Well
5455
6
BM
5461
5
4
Keg Hollow
Creek
5400
6525
7
8
9
RIVER
VALLEY
Cliff
Spring
PACK
TRAIL
5320
5310
5490

C.T.3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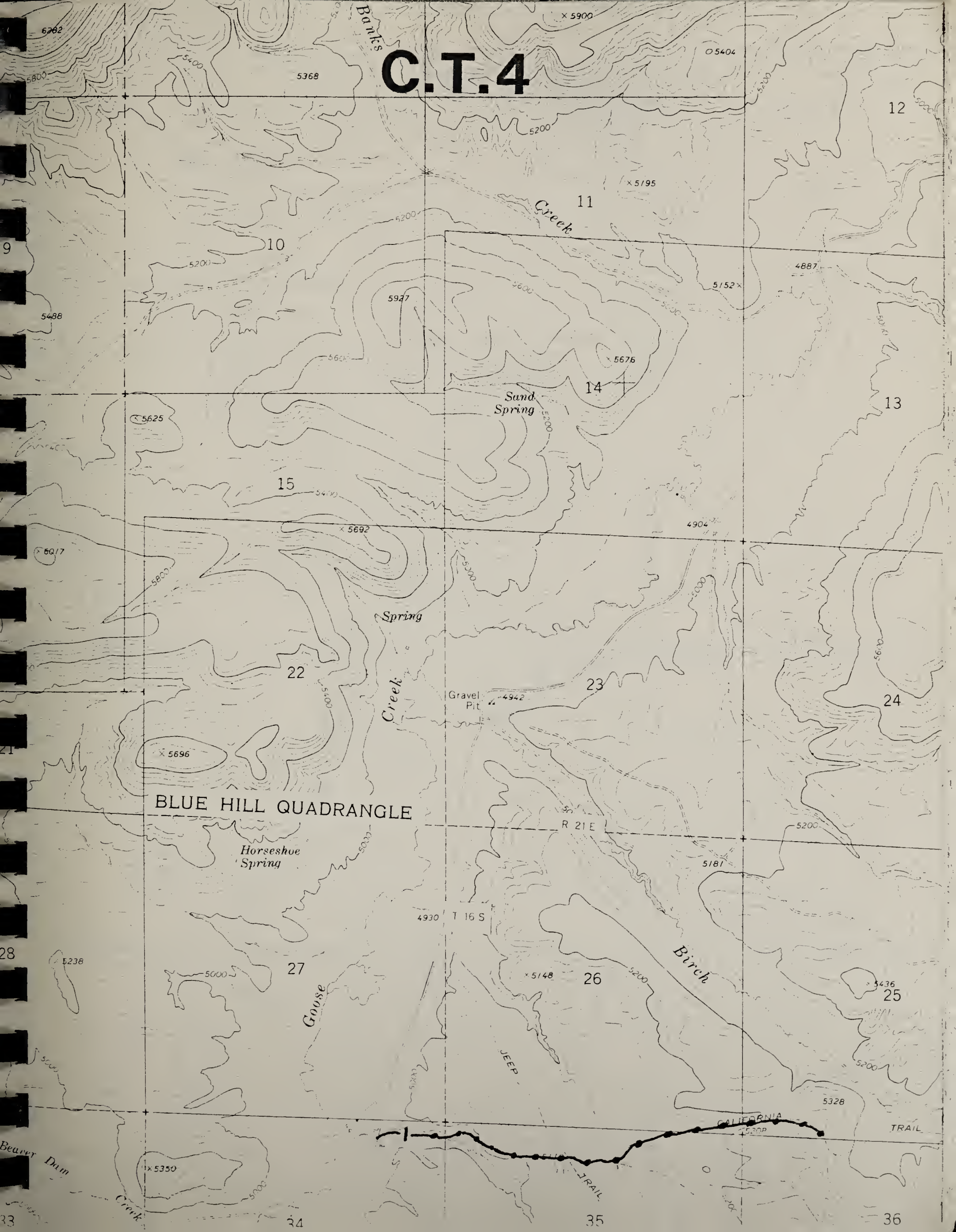
Creek
JEEP
TRAIL
T. 16 S.
BLUE HILL,
JEEP
TRAIL
(APPLEGATE)
Worthington Spring
R 21 E
R 22 E
T. 16 S.
120 000 FEET
(IDAHO)
Middle Mtn
Birch
Granite Pass
CASSIA CO
BOX ELDER CO
IDAHO
UTAH
Spring
Birch
COTTON THOMAS BASIN
Dolly Clark Mine
Phelan Tunnel
Pole
Creek
Spring
Twin Peaks
T. 15 N.
BROUSE CREEK 23 MI.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Banks
Creek
Sand Spring
Spring
Creek
Gravel Pit
BLUE HILL QUADRANGLE
R 21 E
T 16 S
Horseshoe Spring
Goose
Birch
JEEP
TRAIL
CALIFORNIA
TRAIL
Beaver Dam
Creek
9
10
11
12
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14
15
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22
23
24
25
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27
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33
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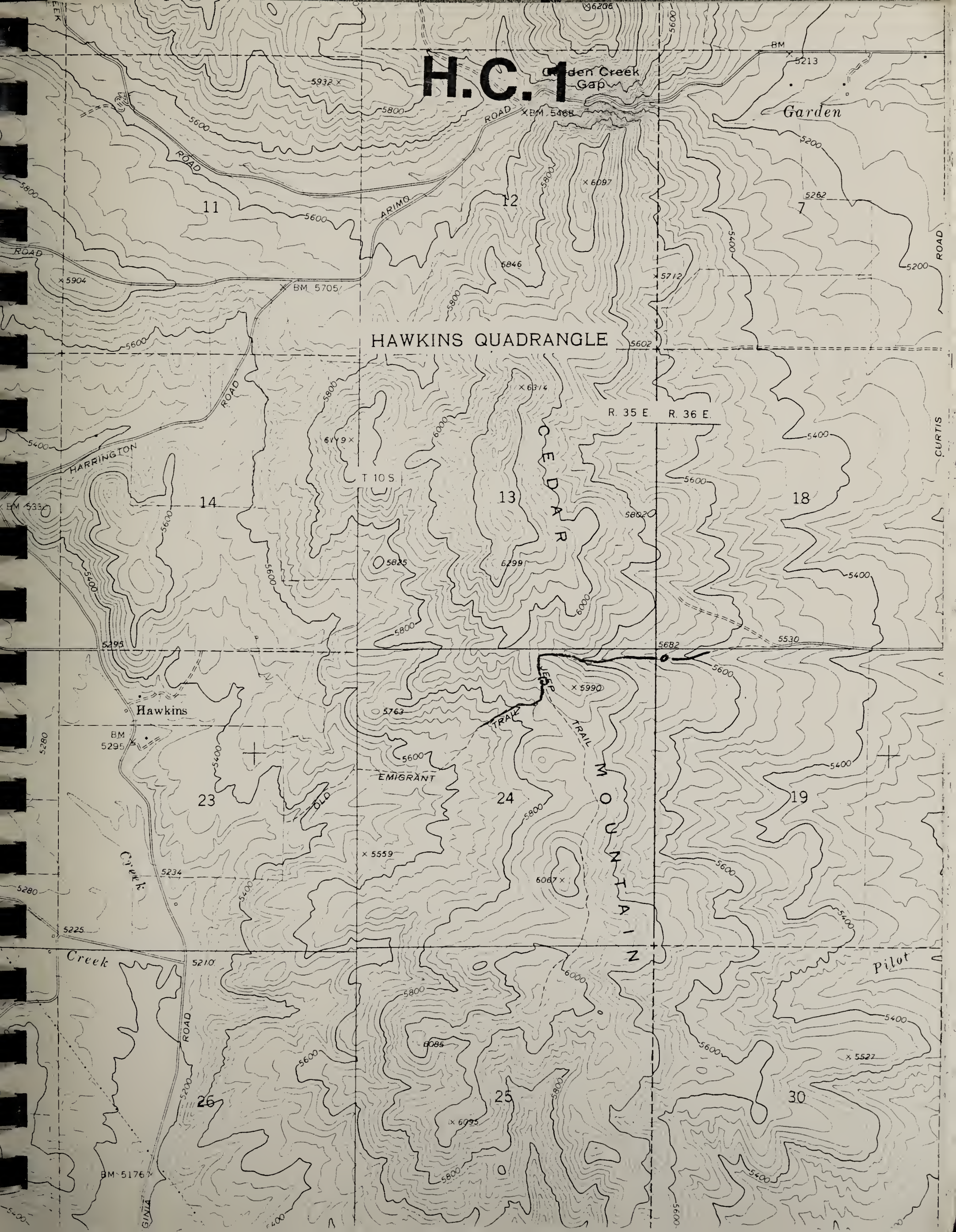
H.C.1
HAWKINS QUADRANGLE
Garden Creek Gap
Garden
ROAD
ARIMO
HARRINGTON
CEDAR
MOUNTAIN
JEEP TRAIL
EMIGRANT
OLD
Hawkins
Creek
Pilot
CURTIS
R. 35 E.
R. 36 E.
T. 10 S.
11
12
7
14
13
18
23
24
19
26
25
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BM 5213
BM 5468
BM 5705
BM 5330
BM 5295
BM 5176
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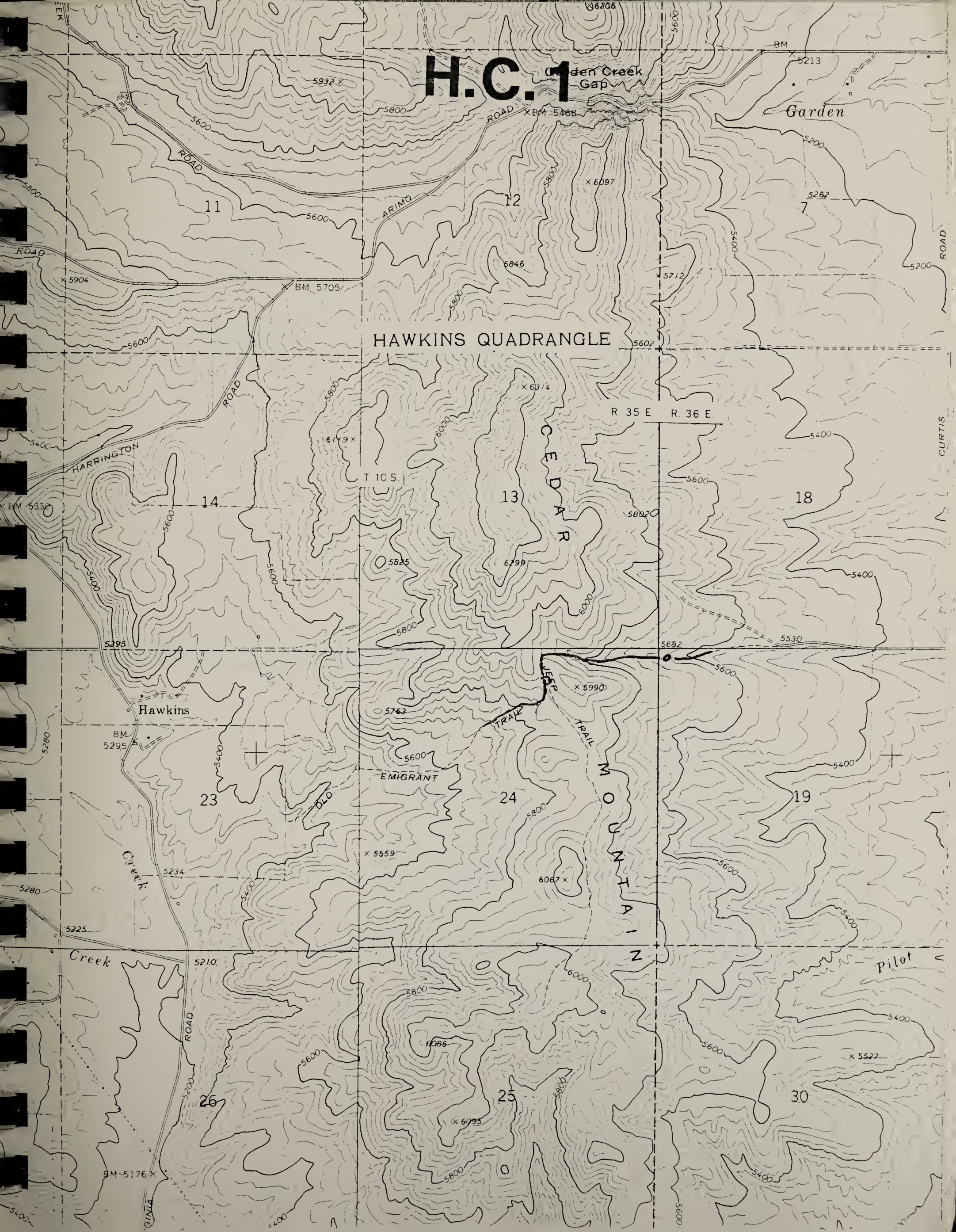
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R. 35 E.
R. 36 E.
T. 10 S.
CEDAR MOUNTAIN
Garden
Hawkins
Pilot
Creek
ARIMO ROAD
HARRINGTON ROAD
EMIGRANT TRAIL
OLD JEEP TRAIL
CURTIS ROAD
BM 5468
BM 5705
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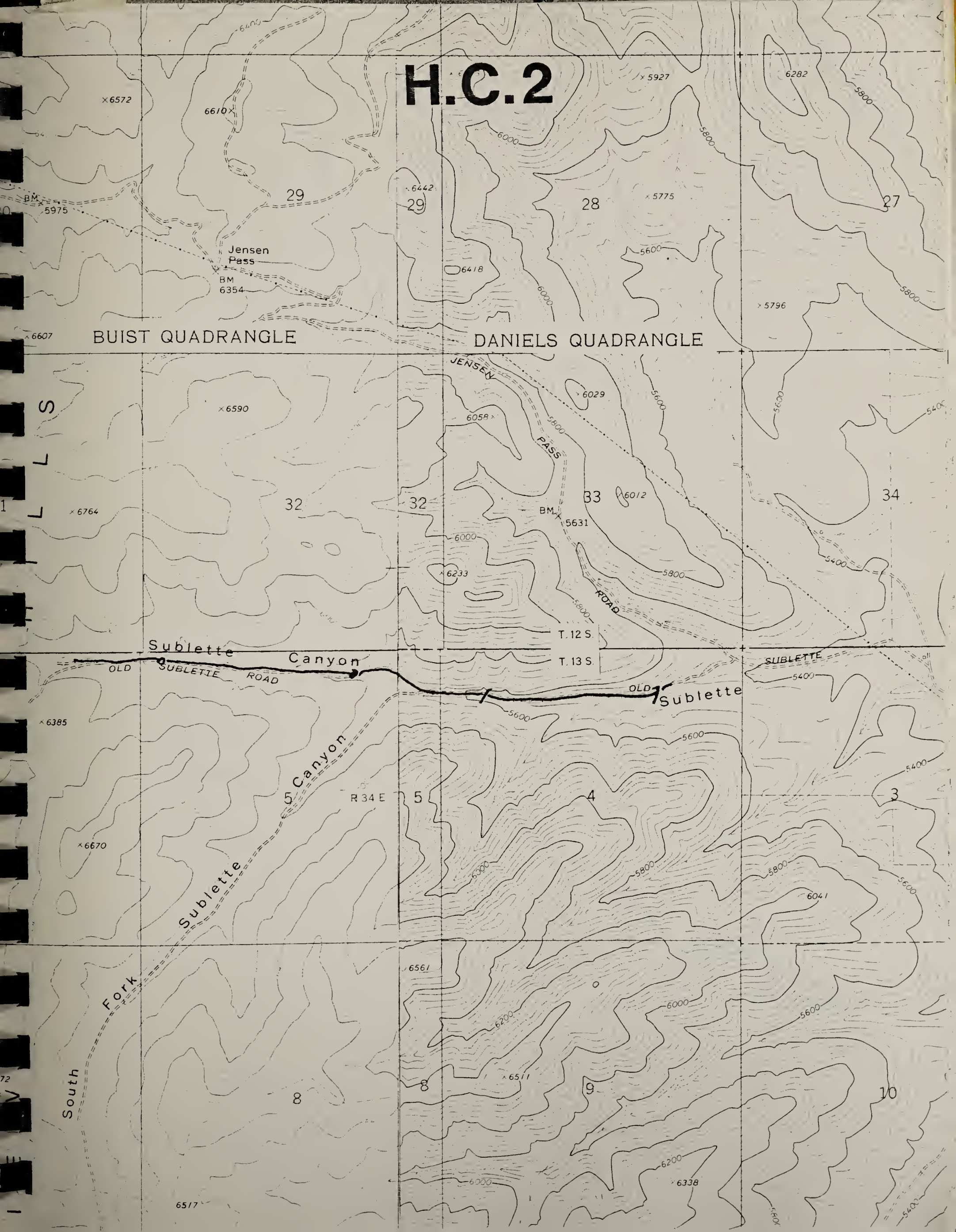
H.C.2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DANIELS QUADRANGLE
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BM 5975
JENSEN PASS ROAD
BM 5631
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T. 13 S.
R 34 E
Sublette Canyon
OLD SUBLETTE ROAD
OLD Sublette
SUBLETTE
South Fork Sublette Canyon
6572
6610
6442
6418
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5775
6282
5796
6607
6590
6029
6058
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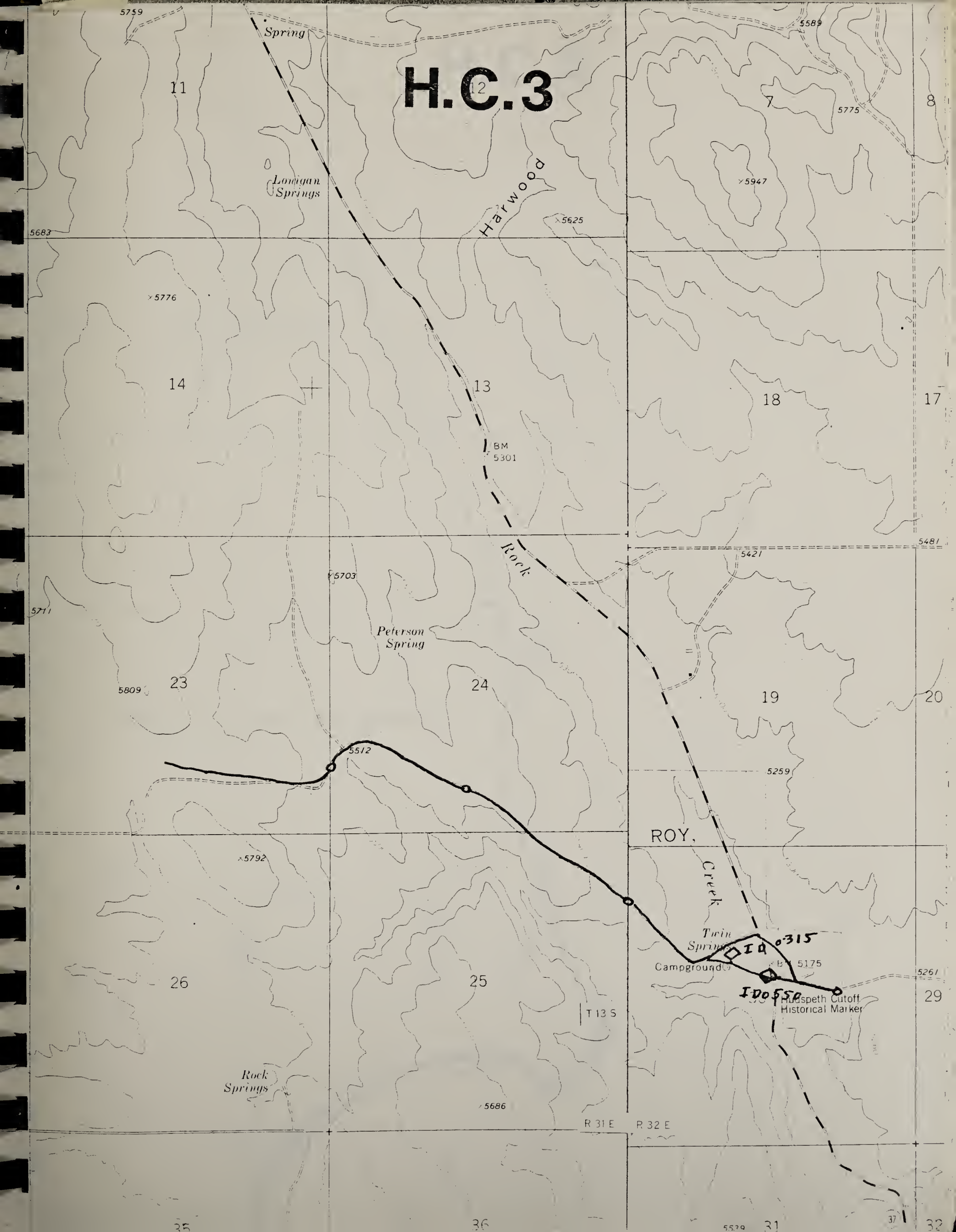
H.C.3
Spring
Lonigan Springs
Harwood
Rock
Creek
Peterson Spring
Twin Springs
Campground
Hudspeth Cutoff Historical Marker
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Rock Springs
BM 5301
BM 5175
T 13 S
R 31 E
R 32 E
5759
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37
0315
ID 0550

H.C.4


ROY QUADRANGLE
SUBLETT TROUGHS QUADRANGLE
SUBLETT RANGE
Quaking Asp Mountain
Holloway Canyon
Crazy Canyon
South Fork
Rock Creek
Corral
Sublett Troughs
JEEP TRAIL
Sager Spring
Young Spring
Wild Horse Spring
Yellow Jacket Spring
Sunnyside Spring
Pine Springs
NATIONAL
R 30 E
R 31 E
T 13 S
BM 5704
BM 5931
BM 6156
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5759
5786
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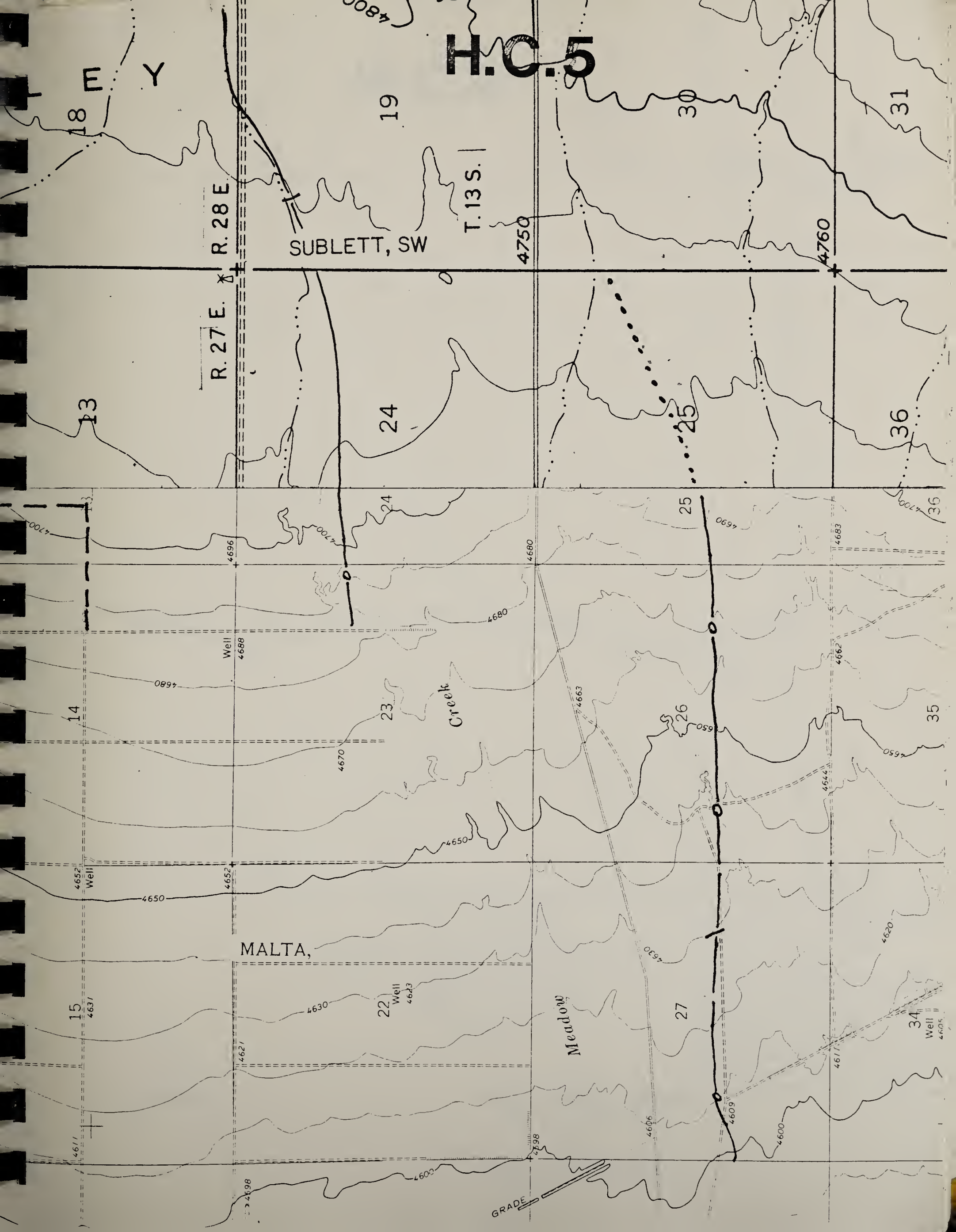

H.C.5
SUBLETT, SW
MALTA,
R. 28 E.
R. 27 E.
T. 13 S.
Creek
Meadow
GRADE
Well
4750
4760
4800
4700
4690
4680
4670
4663
4662
4650
4644
4630
4620
4611
4609
4606
4605
4602
4600
4696
4688
4683
4652
4631
4623
4621
4698
18
19
30
31
13
24
25
36
14
23
26
35
15
22
27
34

H.C.6

MALTA QUADRANGLE

T. 13 S.

R. 26 E.

Cassia Creek

Hudspeth Cutoff Historical Marker

Well 4536

Well 4569

Gravel Pit

BM 4549

15 14 14 13

22 23 23 24

27 26 26 25

34 35 35 36

4720 4747 4670 4640 4620 4600 4580 4562 4560 4575 4548 4550 4596 4574 4547 4750 4800 4680 4720 4680 4640 4600 4580 4560 4550

25' 301 302 303000m E. 113°2:2'30" 670 000 FEET

INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D. C.—1972

STREVELL 19 MI. SNOWVILLE, UTAH

1 MILE

ROAD CLASSIFICATION

Secondary highway, all weather, hard surface

Light-duty road, all weather, improved surface

Unimproved road, fair or dry weather

State Route

IDAHO

QUADRANGLE LOCATION

Mapped, edited, and published by the

Control by USGS and USC&GS

Topography by photogrammetric methods f photographs taken 1967. Field checked

Polyconic projection. 1927 North Americ 10,000-foot grid based on Idaho coordinat central zone

1000-meter Universal Transverse Mercator zone 12, shown in blue

Fine red dashed lines indicate selected fen

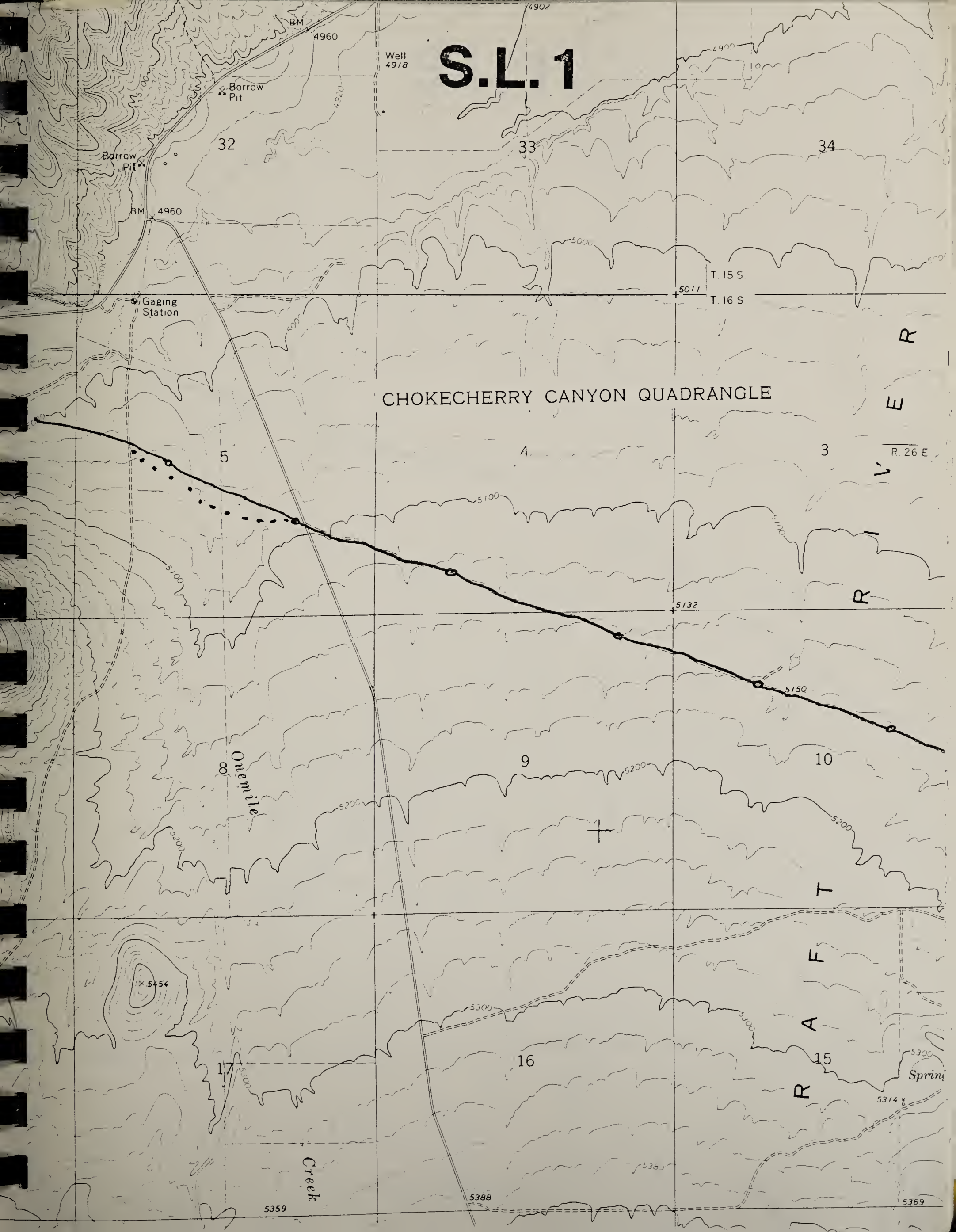
NIBBS CREEK, IDAHO

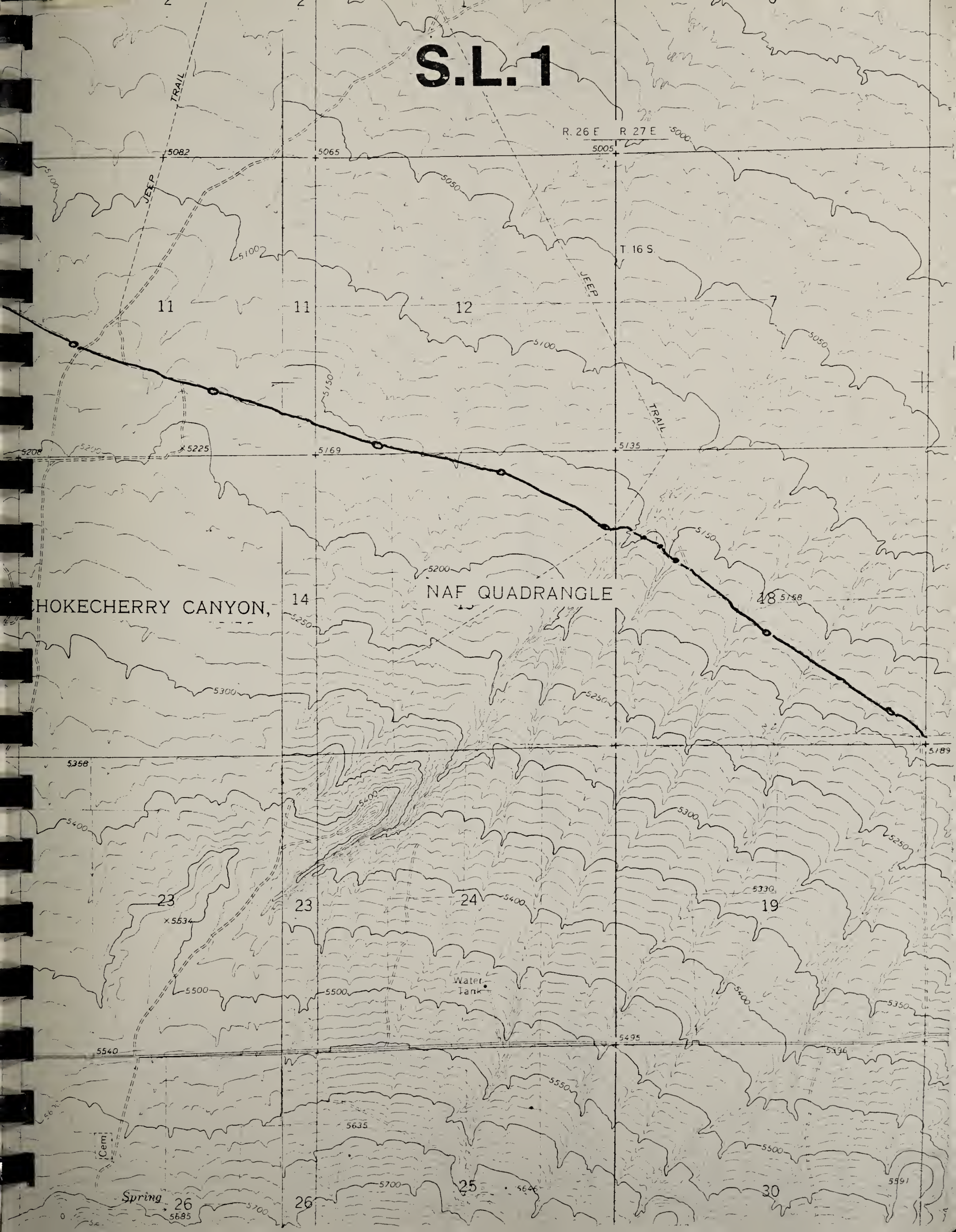
N4215—W11322.5/7.5

1968

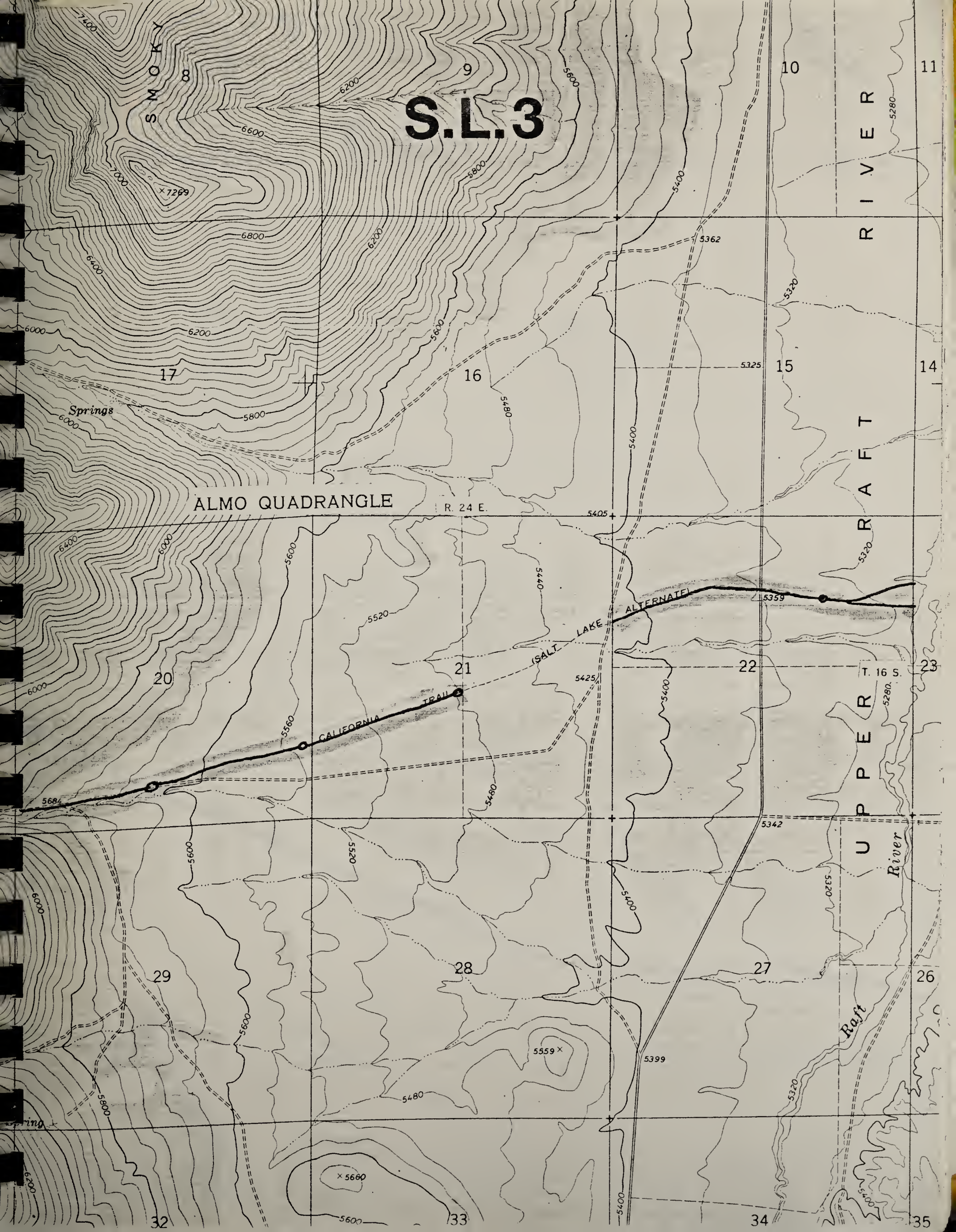
AMS 3368 IV SW—SERIES V893

20242


S.L. 1
CHOKECHERRY CANYON QUADRANGLE
BM
4960
Well
4918
Borrow
Pit
Borrow
Pit
BM
4960
Gaging
Station
32
33
34
T. 15 S.
T. 16 S.
5011
5132
5150
R. 26 E.
5
4
3
8
9
10
16
15
17
5454
5388
5359
5369
5314
Onemile
Creek
Spring
RIVER
DRAFT


S.L.1
R. 26 E
R 27 E
T. 16 S.
JEEP
TRAIL
5082
5065
5005
5000
5050
5100
5150
5200
5225
5169
5135
5250
5300
5358
5400
5500
5540
5634
5635
5646
5685
5700
5158
5189
5330
5350
5495
5550
5591
Water Tank
Cem
Spring
NAF QUADRANGLE
CHOKECHERRY CANYON,
11
12
7
14
18
23
24
19
26
25
30


JIM SAGE CANYON QUADRANGLE
S.L.2
P P E R R A F T R I V E R
V A L L E Y
Raft
River
Creek
George
Creek
Wonache
Riv
ALTERNATE
SALT LAKE
TRAIL
CALIFORNIA
BM 5172
Borrow Pits
BM 5184
BM 5089
Well 5115
Well 5152
Well 5184
Well 5186
Well 5216
5191
5082
5176
T. 15 S.
T. 16 S.
R. 24 E.
R. 25 E.
31
32
33
34
6
5
4
7
8
9
10
18
17
16
15


S.L.3
SMOKY
RIVER
RAFT
UPPER
ALMO QUADRANGLE
R. 24 E.
T. 16 S.
SALT LAKE ALTERNATE
CALIFORNIA TRAIL
Springs
Raft River
7400
7269
7000
6800
6600
6400
6200
6000
5800
5600
5520
5480
5440
5425
5405
5400
5362
5359
5342
5325
5320
5280
5684
5660
5559
5399
8
9
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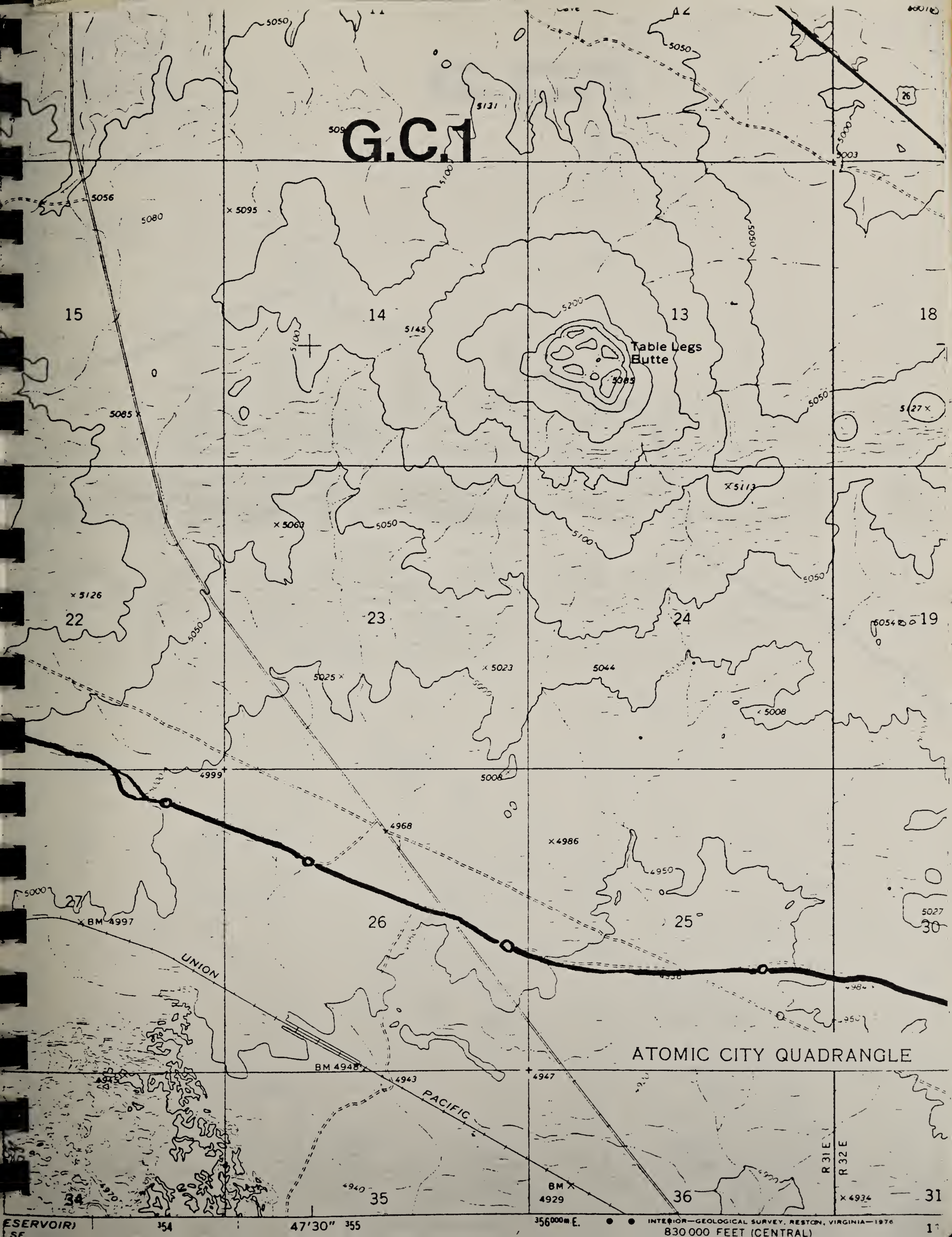
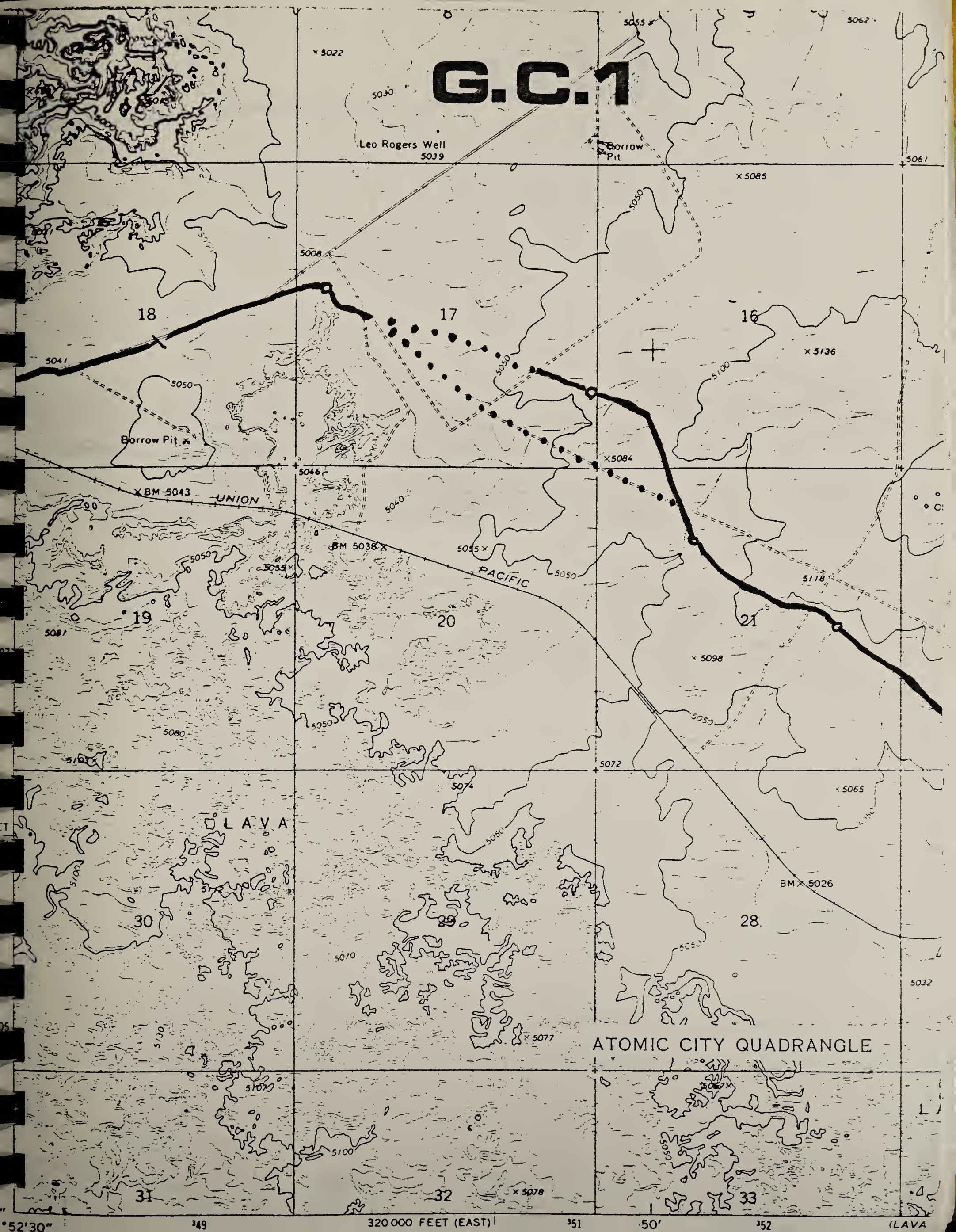
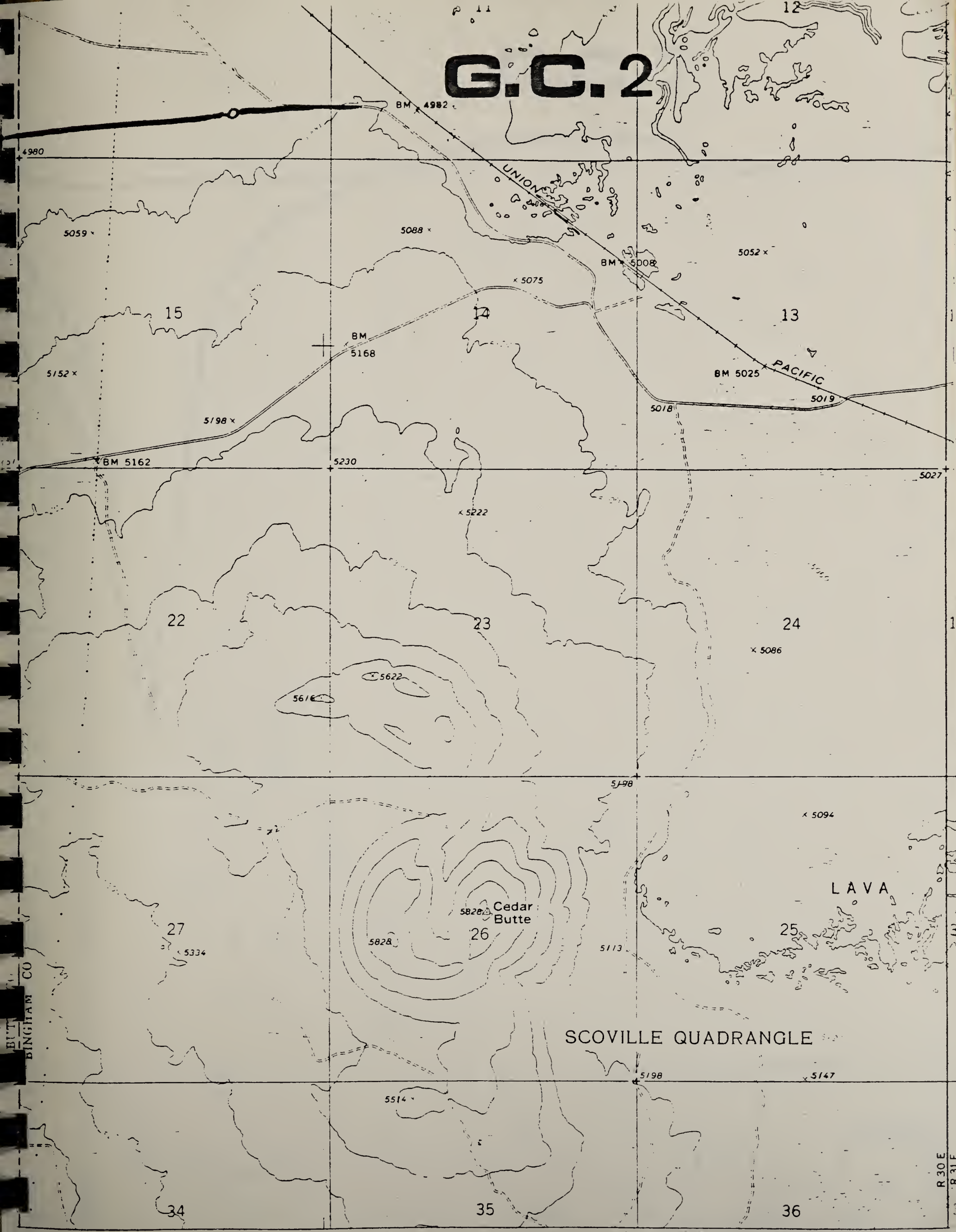
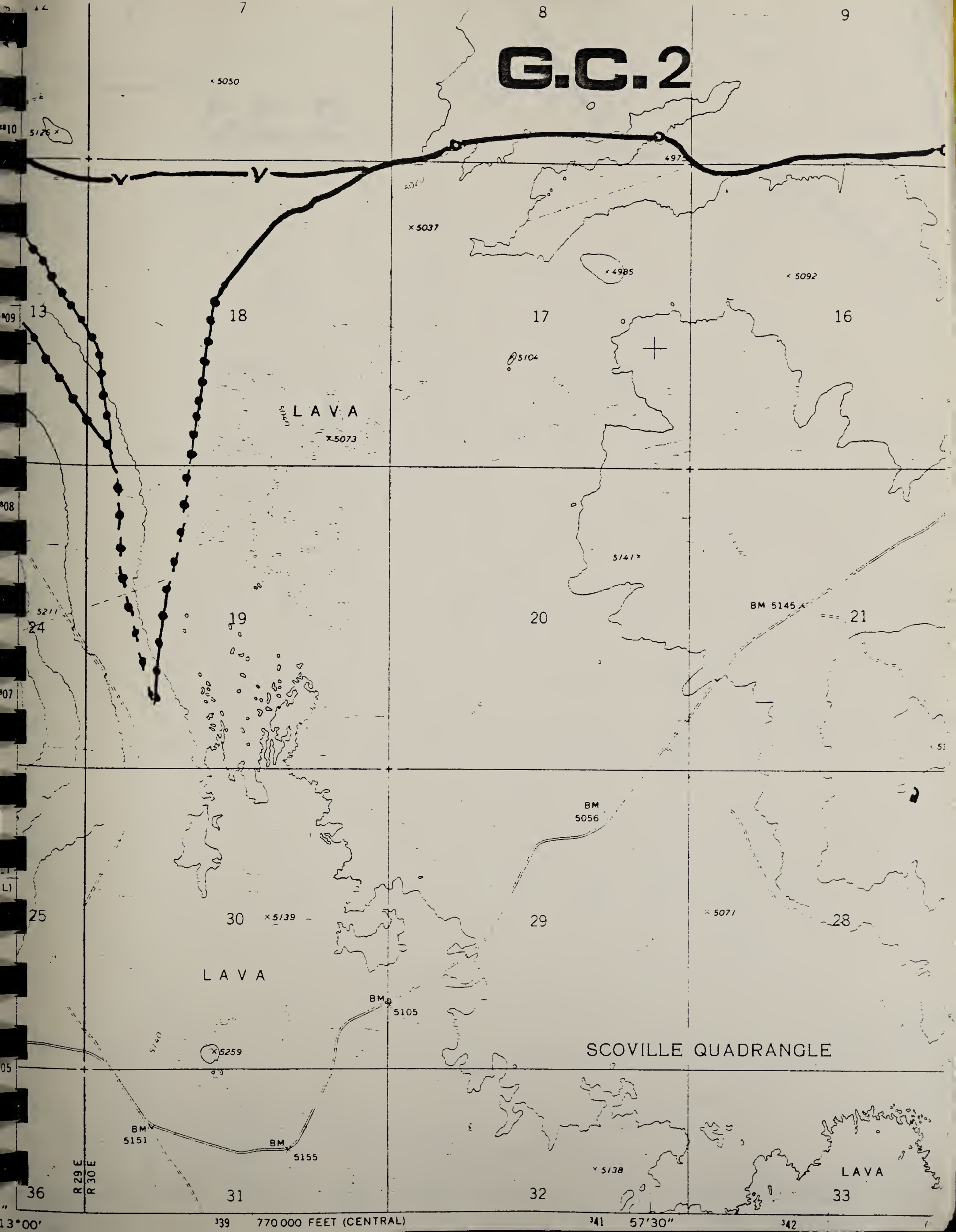
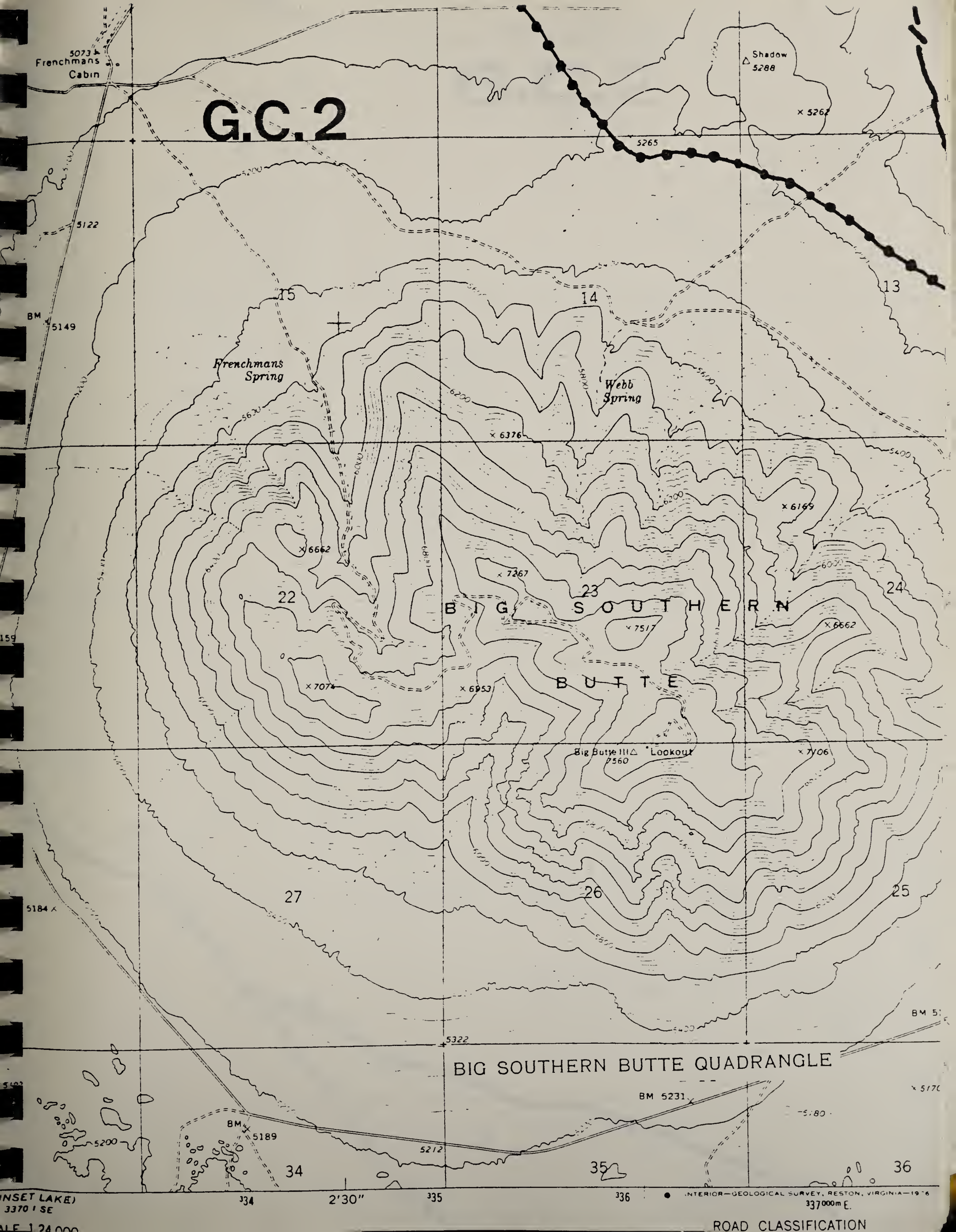
33
34
35

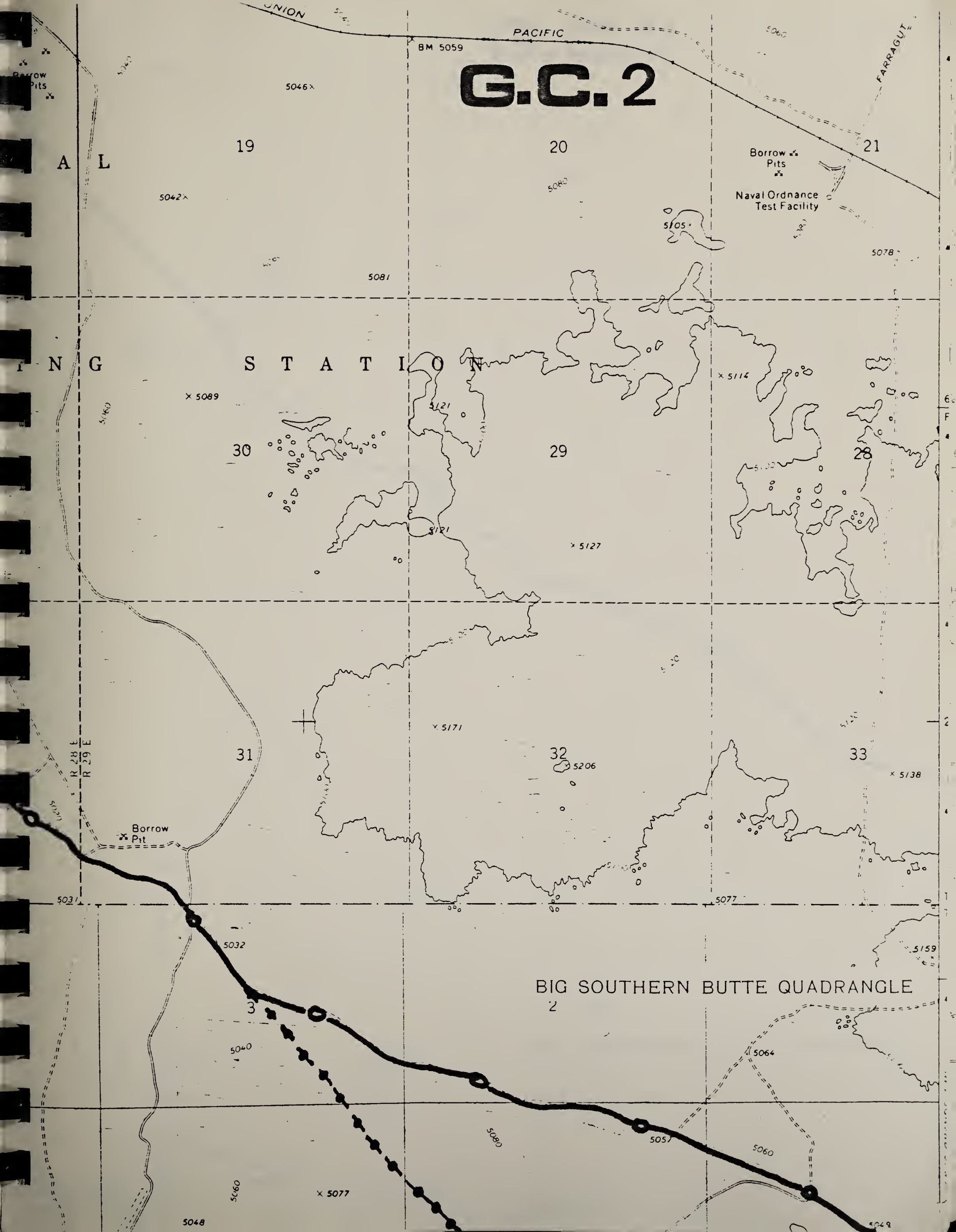

G.C.1
Table Legs Butte
5083
5145
5200
5100
5050
5056
5080
5095
5131
5085
5126
5063
5113
5027
5025
5023
5044
5008
4999
4968
4986
4950
4997
4948
4943
4947
4929
4934
4940
4945
4970
UNION
PACIFIC
ATOMIC CITY QUADRANGLE
15
14
13
18
22
23
24
19
27
26
25
30
34
35
36
31
R 31 E
R 32 E
47'30"
830 000 FEET (CENTRAL)
INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1976


G.C.1
Leo Rogers Well
5039
Borrow Pit
Borrow Pit
BM 5043
UNION
PACIFIC
BM 5038
BM 5026
LAVA
ATOMIC CITY QUADRANGLE
18
17
16
19
20
21
30
29
28
31
32
33
320 000 FEET (EAST)
52'30"
50'


G.C. 2
11
12
BM 4982
4980
UNION
5059
5088
5052
BM 5008
5075
15
14
13
BM
5168
5152
BM 5025
PACIFIC
5019
5018
5198
BM 5162
5230
5027
5222
22
23
24
5086
5622
5616
5198
5094
LAVA
Cedar
Butte
5828
26
27
5334
5828
5113
25
SCOVILLE QUADRANGLE
5198
5147
5514
34
35
36
BIT
BINGHAM CO
R 30 E
R 31 E
(ITTE)
SW
344
55'
345
346000m E.
INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1976
310000 FEET (EAST)

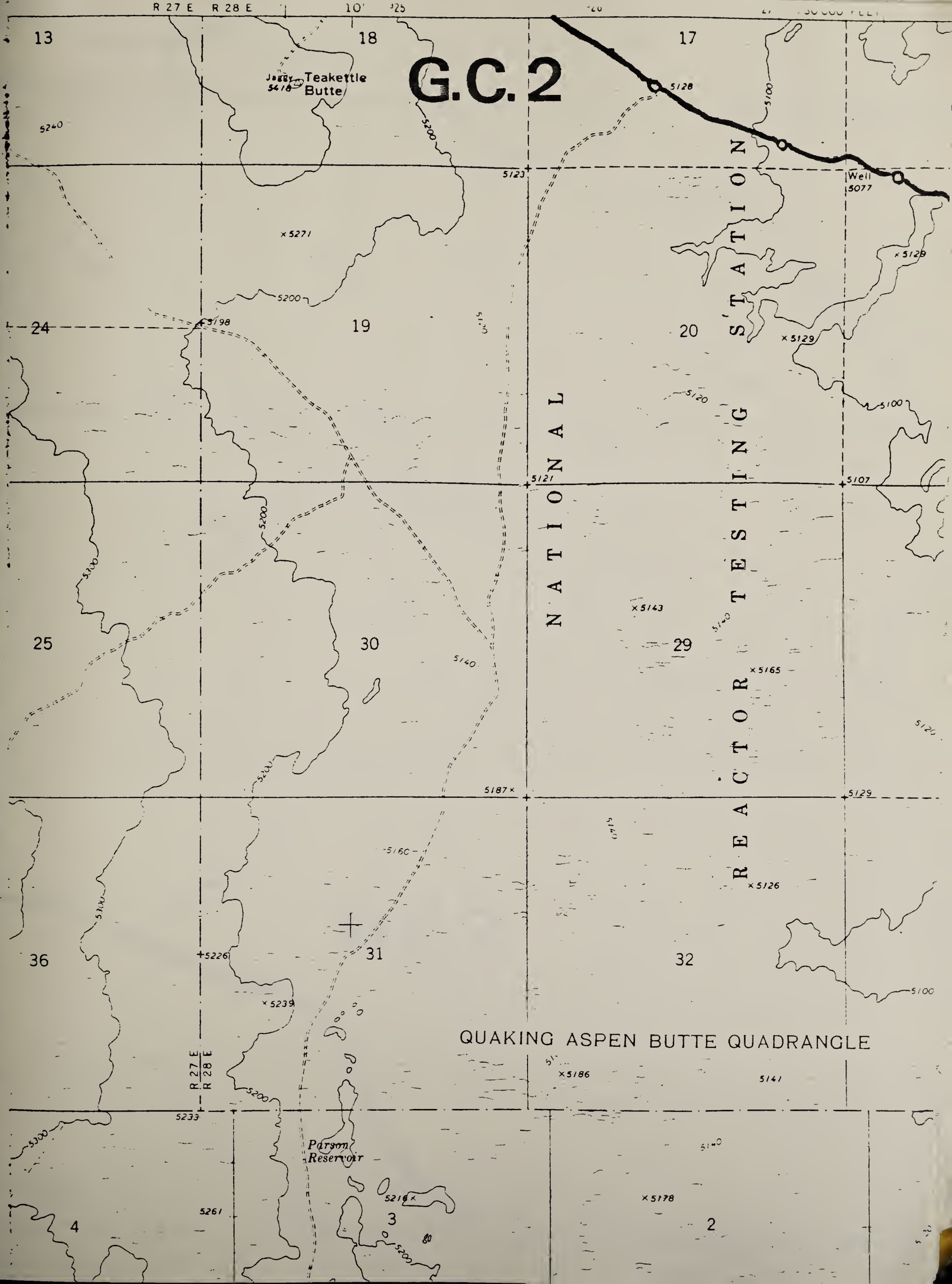

G.C.2
7
8
9
× 5050
5126 ×
10
13
18
17
16
× 5037
× 4985
× 5092
5104
LAVA
× 5073
09
08
5141 ×
BM 5145
24
19
20
21
07
BM
5056
25
30
× 5139
29
× 5071
28
LAVA
BM
5105
5259
SCOVILLE QUADRANGLE
05
BM
5151
BM
5155
R 29 E
R 30 E
36
31
× 5138
32
LAVA
33
13°00'
339
770 000 FEET (CENTRAL)
341
57'30"
342

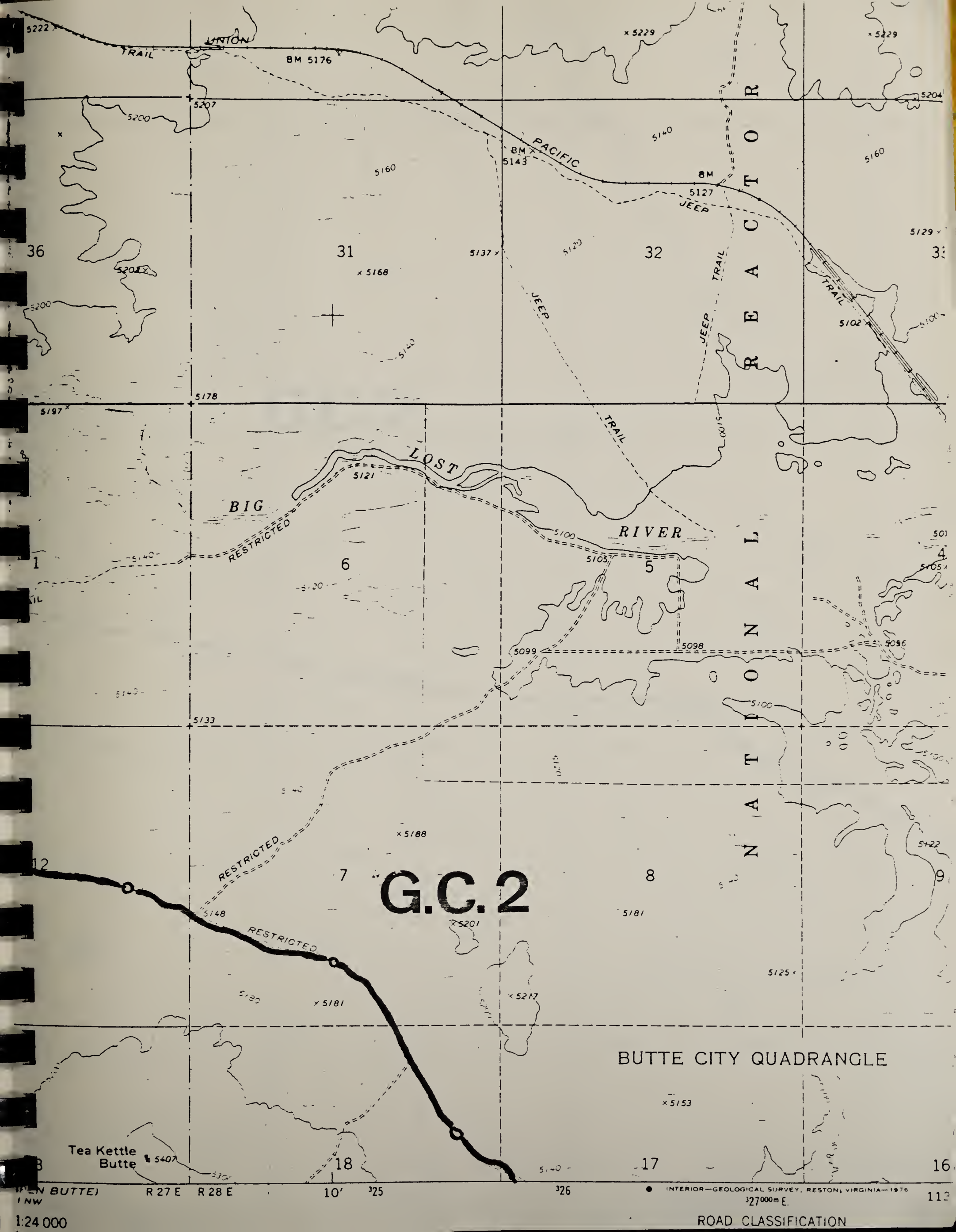

G.C.2
5073
Frenchmans
Cabin
Shadow
5288
× 5262
5265
5200
5122
BM
5149
15
14
13
Frenchmans
Spring
Webb
Spring
5600
6200
× 6376
5400
× 6169
× 6662
× 7267
22
23
24
B I G S O U T H E R N
× 7517
× 6662
× 7074
× 6953
B U T T E
Big Butte III△ Lookout
7560
× 7106
27
26
25
5184 ×
BM 5
5322
BIG SOUTHERN BUTTE QUADRANGLE
BM 5231
× 5170
5180
BM
5189
5200
5212
34
35
36
INSET LAKE)
3370 I SE
334
2'30"
335
336
INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—19 6
337000m E.
ALE 1:24,000
ROAD CLASSIFICATION

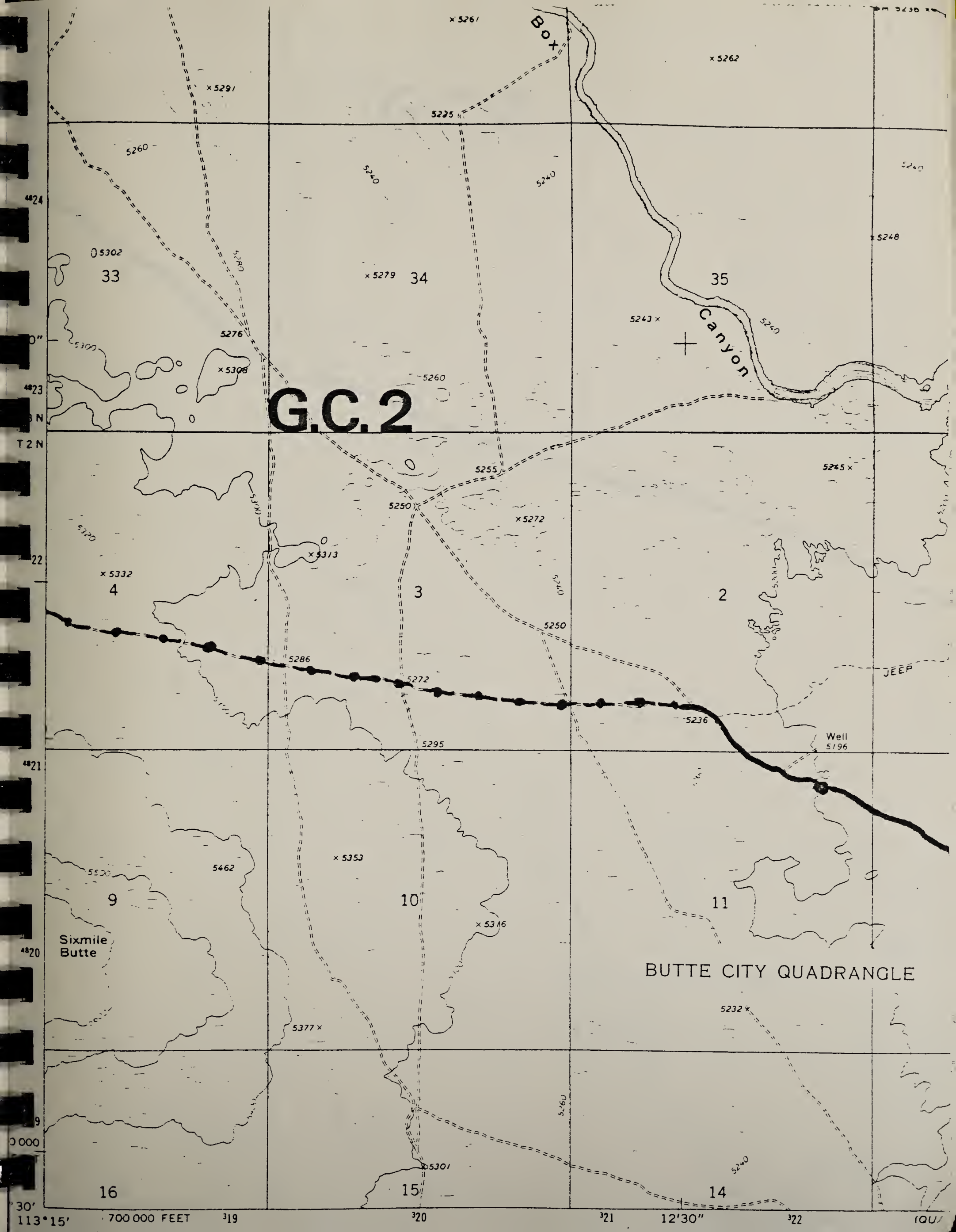

G.C. 2
UNION
PACIFIC
BM 5059
FARRAGUT
Borrow Pits
Naval Ordnance Test Facility
A L
N G
S T A T I O N
19
20
21
30
29
28
31
32
33
R 28 E
R 29 E
Borrow Pit
BIG SOUTHERN BUTTE QUADRANGLE
2
3

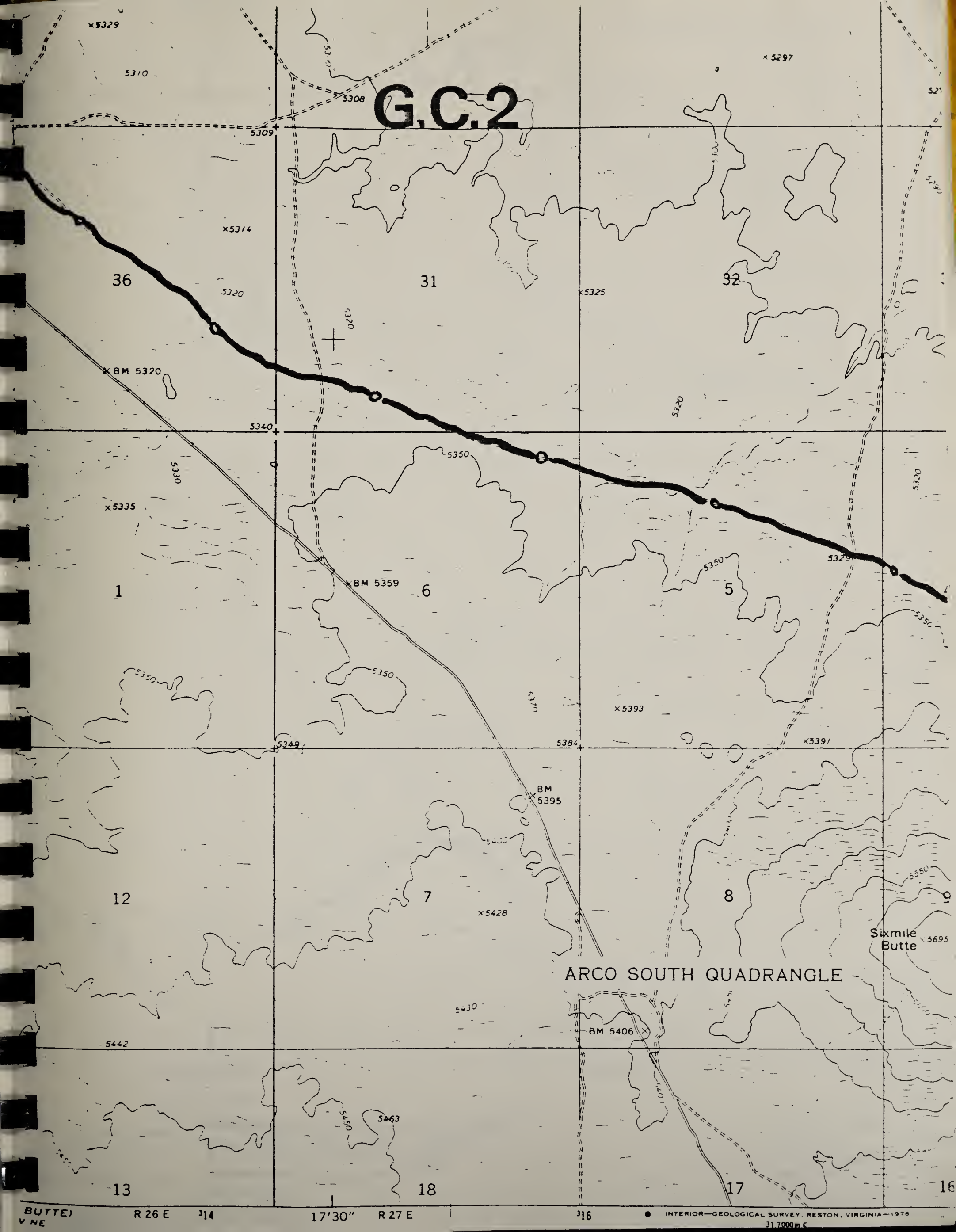
G.C.2


22
23
24
N A T I
R E A C T O R
T E S T
Coyote Butte
28
27
26
25
34
35
36
Borrow Pit
R 28 E
R 29 E
6
5
4
BIG SOUTHERN BUTTE QUADRANGLE
Big Butte Reservoir
BM 5113
BM 5077
BM 5039

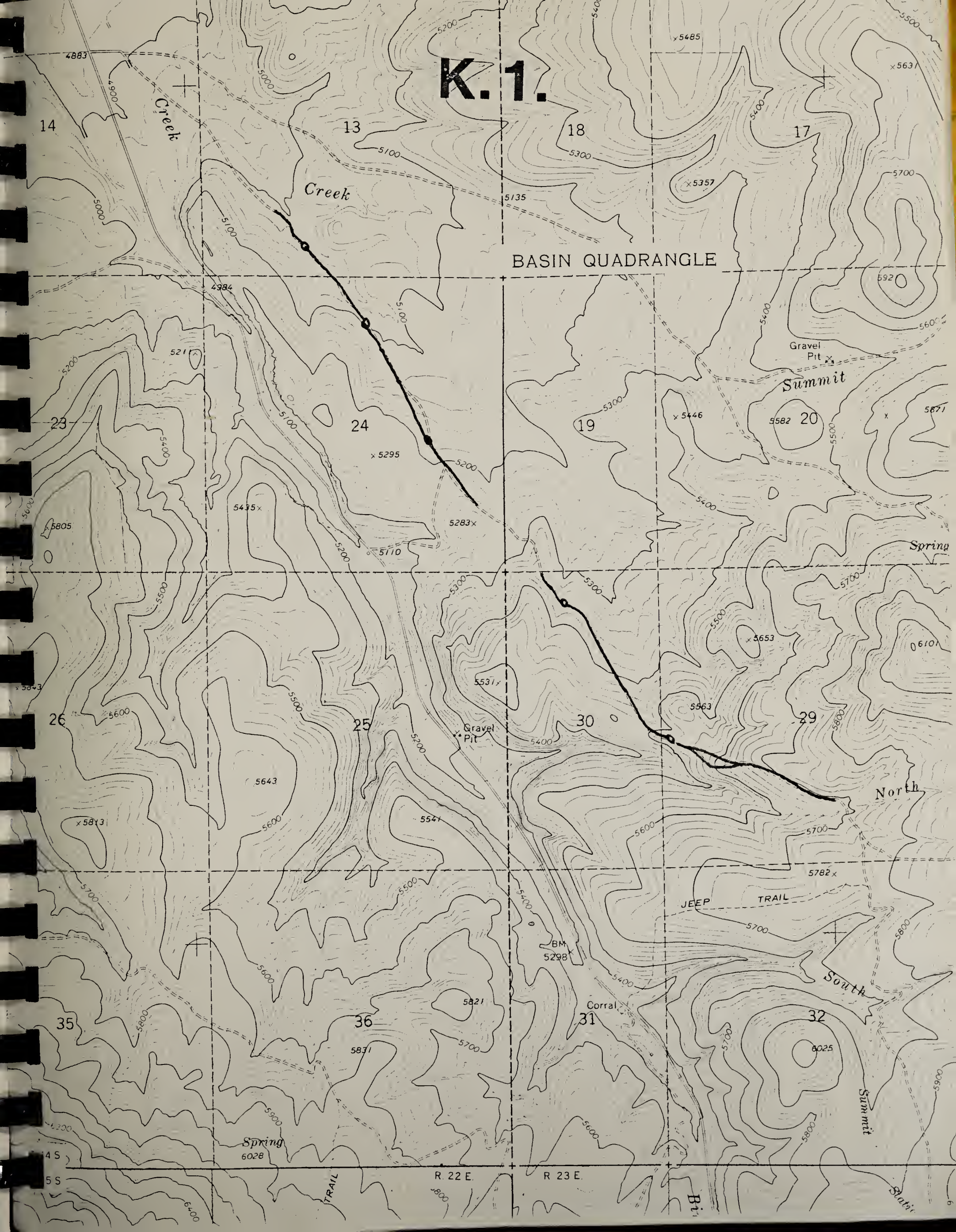

G.C.2
R 27 E
R 28 E
13
18
17
24
19
20
25
30
29
36
31
32
4
3
2
Teakettle Butte
5418
5240
5200
5123
5128
5100
Well 5077
×5271
×5128
×5129
5198
5120
5121
5107
5143
5140
×5165
5187
5129
5160
×5126
5226
×5239
5233
Parson Reservoir
5261
5216
×5178
×5186
5141
NATIONAL REACTOR TESTING STATION
QUAKING ASPEN BUTTE QUADRANGLE

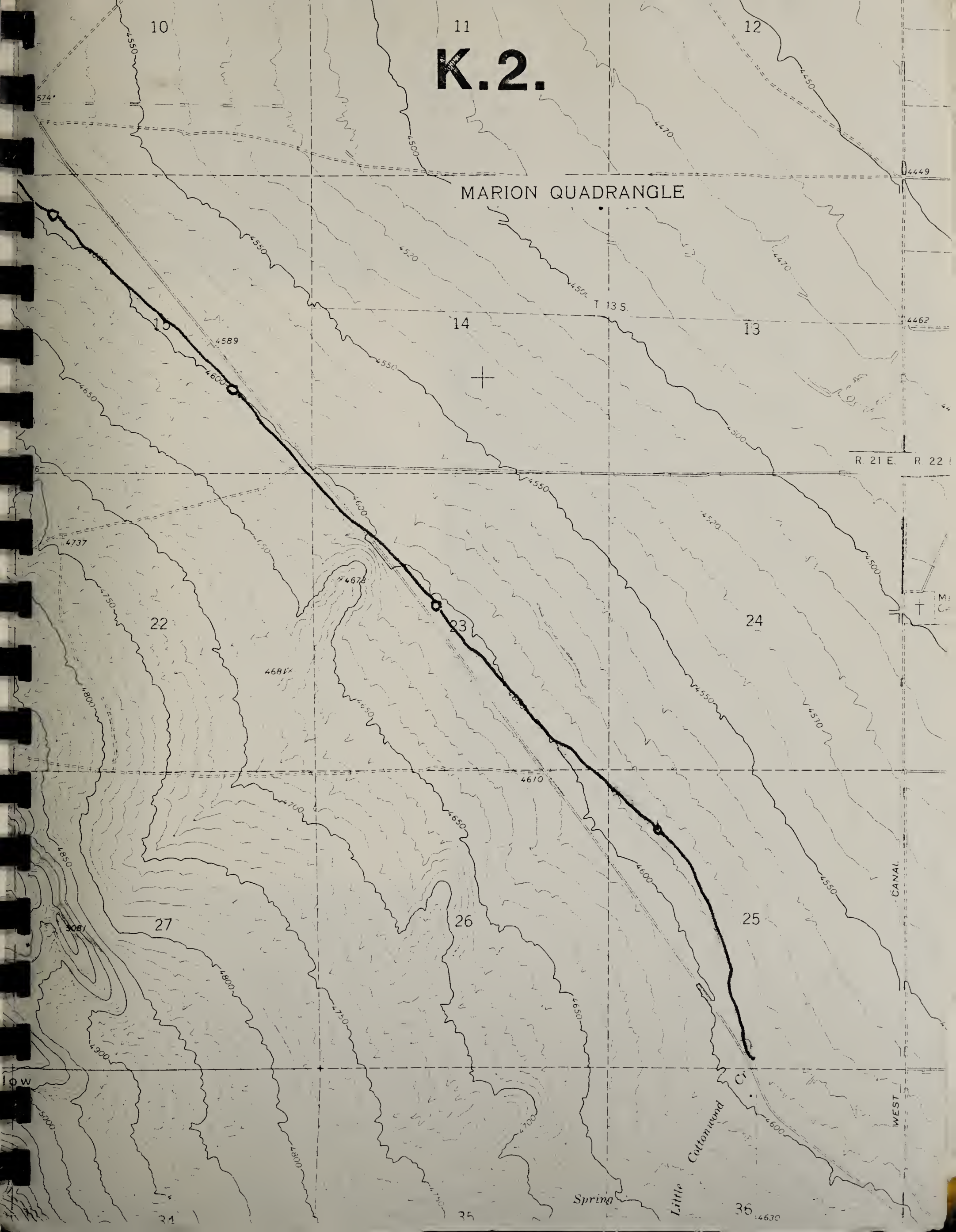

G.C.2
BUTTE CITY QUADRANGLE
ROAD CLASSIFICATION
1:24 000
LITTON
TRAIL
BM 5176
PACIFIC
JEEP
TRAIL
LOST
BIG
RIVER
RESTRICTED
NATIONAL
REACTOR
Tea Kettle Butte
R 27 E
R 28 E
10'
INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1976


G.C.2
Box
Canyon
5261
5262
5291
5225
5260
5240
5248
5302
33
34
35
5279
5243
5276
5300
5308
5260
T 2 N
5255
5245
5250
5272
5313
5332
4
3
2
5250
5286
5272
JEEP
5236
Well
5196
5295
5353
5462
9
10
11
5316
Sixmile
Butte
BUTTE CITY QUADRANGLE
5232
5377
5301
16
15
14
700 000 FEET
113°15'
12'30"


G.C.2
×5329
5310
5308
5309
×5297
×5314
36
5320
31
32
×5325
5320
BM 5320
5340
5350
5330
×5335
1
BM 5359
6
5
5350
5329
5350
5350
×5393
5349
5384
×5391
BM
5395
5430
12
7
×5428
8
5550
Sixmile
Butte
×5695
ARCO SOUTH QUADRANGLE
5430
BM 5406
5442
5450
5463
13
18
17
16
BUTTE)
V NE
R 26 E
314
17'30"
R 27 E
316
INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1976
31 7000m C


L.1
Spring
Meteor Hole
Meadow Creek Mountain
WILSON RIDGE
Wilson Flat
Spring
Wilson Creek
Spring
Spring
Corral
Prospect
RESERVOIR
BM 6245
MEADOW CREEK MTN. QUADRANGLE
(RESERVOIR MOUNTAIN)
HENRY 13 MI.
SCALE 1:24 000
1 MILE
7000 FEET
1 KILOMETER
CONTOUR INTERVAL 20 FEET
SUPPLEMENTARY CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
ROAD C
Primary highway, hard surface
Secondary highway, hard surface
Interstate Route


K.1.
BASIN QUADRANGLE
Creek
Creek
Gravel Pit
Summit
Gravel Pit
Spring
North
JEEP TRAIL
South
BM 5298
Corral
Summit
Spring 6028
TRAIL
R. 22 E.
R. 23 E.
4 S
5 S
14
13
18
17
23
24
19
20
26
25
30
29
35
36
31
32


K.2.
MARION QUADRANGLE
T 13 S.
R. 21 E.
R. 22
10
11
12
14
13
15
22
23
24
27
26
25
34
35
36
Little Cottonwood Spring
CANAL
WEST
4550
4500
4470
4449
4462
4520
4589
4600
4650
4737
4678
4681
4750
4800
4610
4700
4850
4900
5000
4630

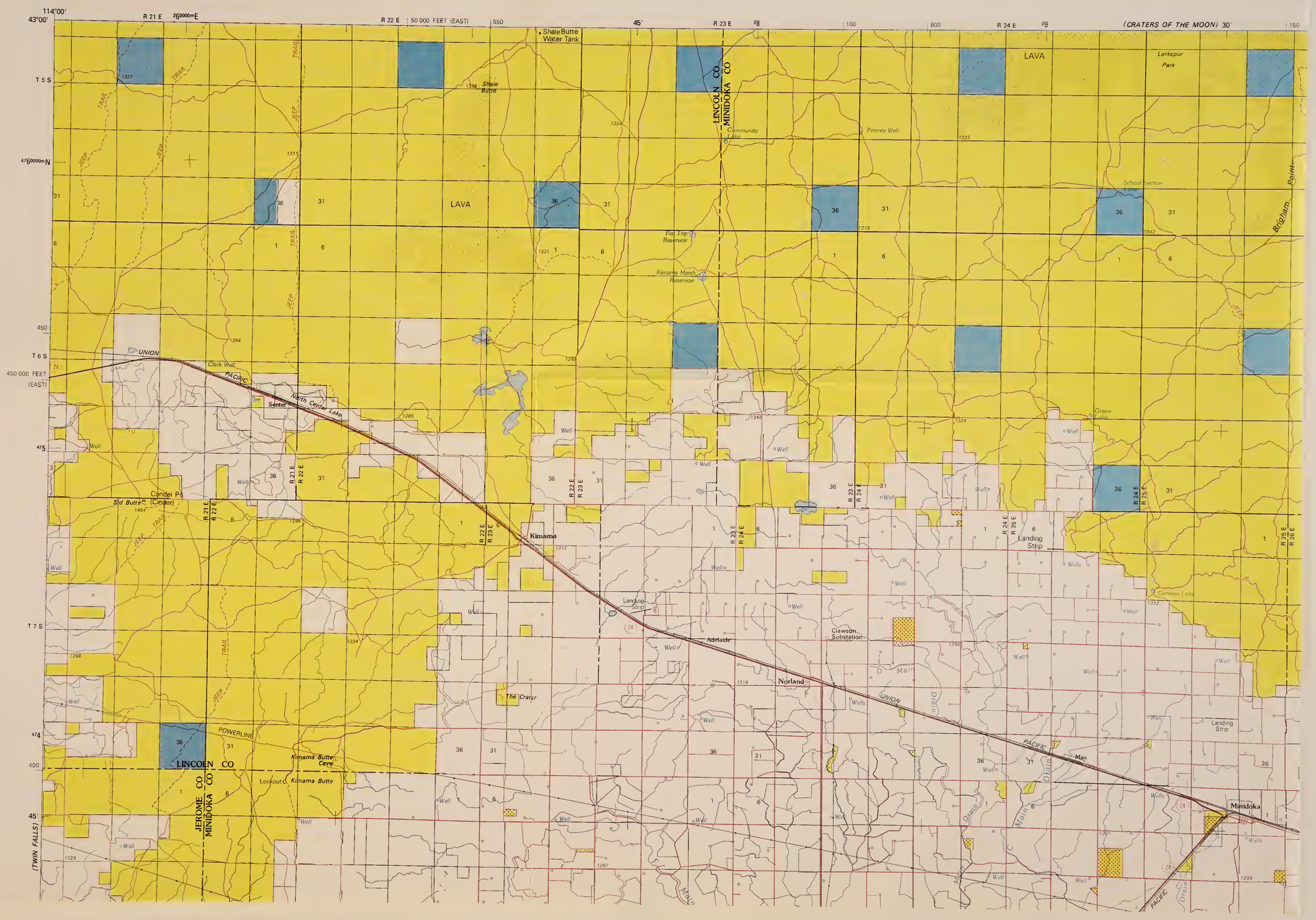
MAP 4

ROPOSED RECREATIONAL VEHICLE AND HIKING ROUTES NEAR EMIGRANT TRAILS

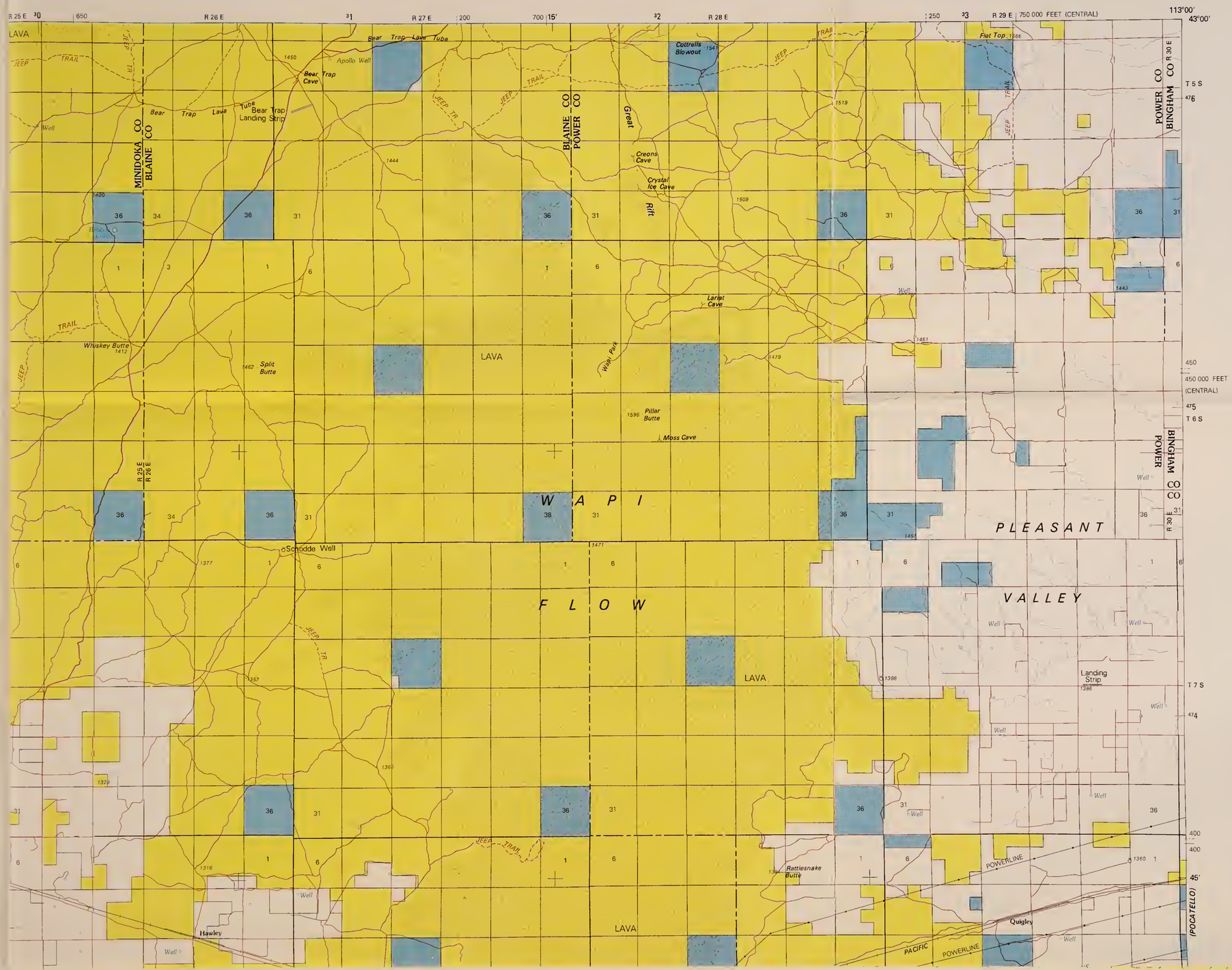
LEGEND

- Oregon Trail - Recreational Vehicle Trail
- Oregon Trail - Hiking Trail
- California Trail - Recreational Vehicle Trail
- Hudspeths Cutoff - Recreational Vehicle Trail
- Hudspeths Cutoff - Hiking Trail
- Salt Lake Trail - Recreational Vehicle Trail
- Salt Lake Trail - Hiking Trail
- Lander Road - Recreational Vehicle
- Lander Road - Hiking Trail
- Goodales Cutoff - Recreational Vehicle Trail
- Kelton Road

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT



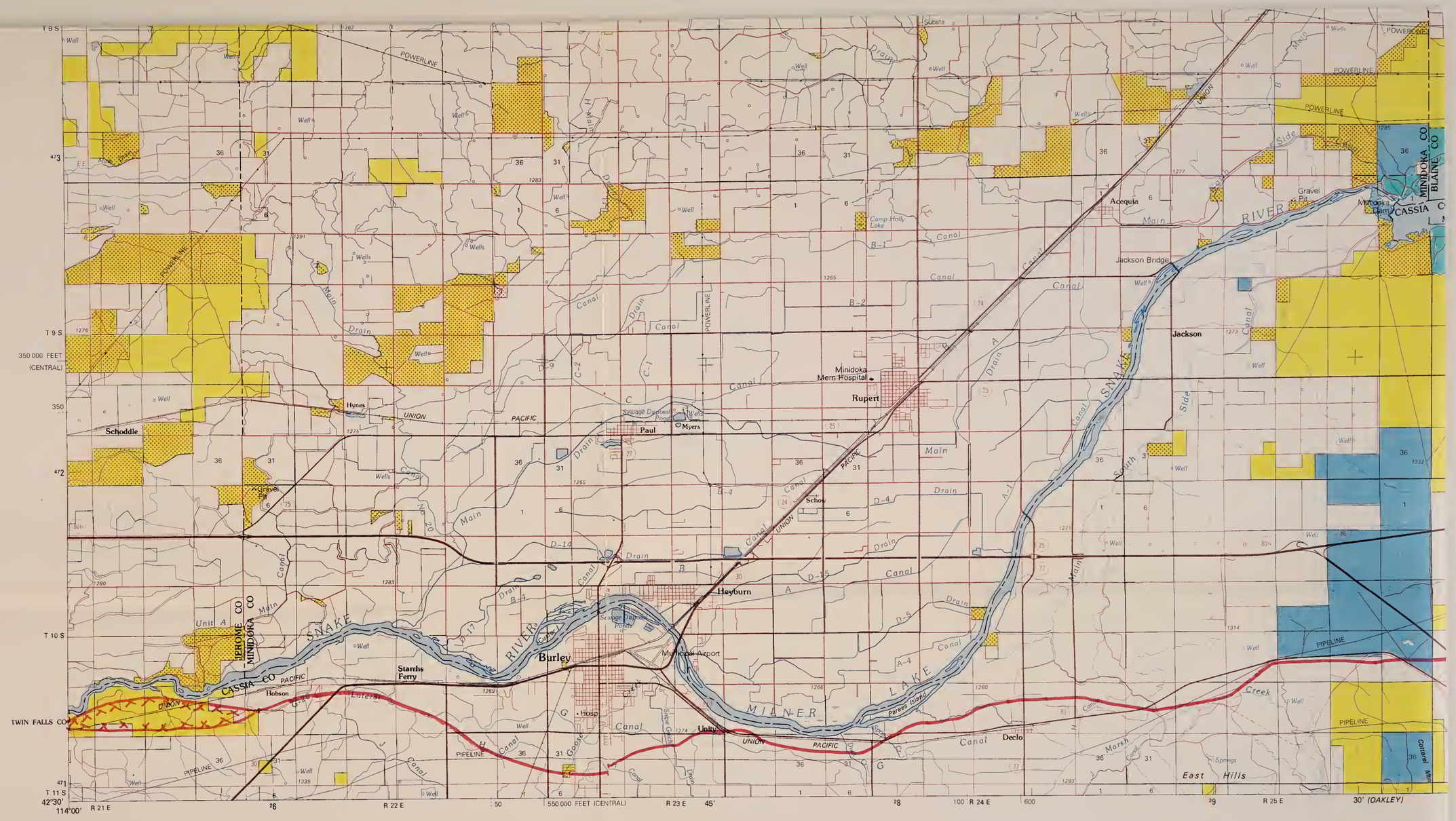
LAKE WALCOTT QUADRANGLE
IDAHO
1:100 000-SCALE SERIES (PLANIMETRIC)



BUREAU OF LAND MANAGEMENT

LAND STATUS LEGEND

Public Lands (Administered By Bureau of Land Management)	
Oregon & California Lands (O&C Lands) Coos Bay Wagon Road (CBWR)	NONE
National Forest	NONE
National Grasslands	NONE
National Parks and Monuments	NONE
Indian Lands or Reservations	NONE
Military Reservations and Withdrawals Corps of Engineers	NONE
Wildlife Refuges	
Bankhead-Jones Land Use Lands (L.U. Lands)	NONE
Tennessee Valley Authority	NONE
Patented Lands	
State Lands	
Water and Power Resources Service	
Power Withdrawals and Classifications	NONE
Federal Agency Protective Withdrawals	
Public Water Reserves	
Department of Energy (DOE)	NONE
Oregon & California Lands (O&C Lands) Administered By US Forest Service	NONE
Radio & Air Facilities	NONE
Miscellaneous	NONE
State, County, City, Wildlife, Park and Outdoor Recreation Areas	
Acquired Lands (By Administering Agency)	



Edited and published by the Bureau of Land Management

Base map prepared by the U.S. Geological Survey
Compiled from USGS 1:24 000 and 1:62 500-scale topographic maps dated 1959–1972. Planimetry revised from aerial photographs taken 1975–76 and other source data. Revised information not field checked. Map edited 1979

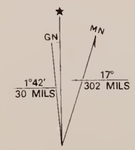
Projection and 10 000-meter grid, zone 12,
Universal Transverse Mercator
50 000-foot grid ticks based on Idaho coordinate system, central and east zones
1927 North American datum
To place on the predicted North American Datum 1983 move the projection lines 13 meters north and 70 meters east

Surface Management Status by BLM, 1980

INDEX TO 1:24 000 AND 1:62 500-SCALE MAPS

1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16
17	18	19	20	25		26	
21	22	23	24				

1 Senter–1972
2 Shale Butte–1972
3 Community Lake–1972
4 Larkspur Park–1972
5 Brigham Point–1972
6 Bear Trap Cave–1972
7 Pillar Butte–1972
8 Pillar Butte NE–1972
9 Kimama Butte–1972
10 Kimama–1972
11 Norland–1972
12 Max–1972
13 Minidoka–1972
14 Schodde Well–1972
15 Rattlesnake Butte–1972
16 Pillar Butte SE–1972
17 Burley NW–1964
18 Burley NE–1964
19 Rupert NW–1964
20 Acequia–1964
21 Burley SW–1964
22 Burley SE–1964
23 Rupert SW–1964
24 Rupert SE–1964
25 Lake Walcott–1959
26 Yale–1959



UTM GRID AND 1979 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:100 000

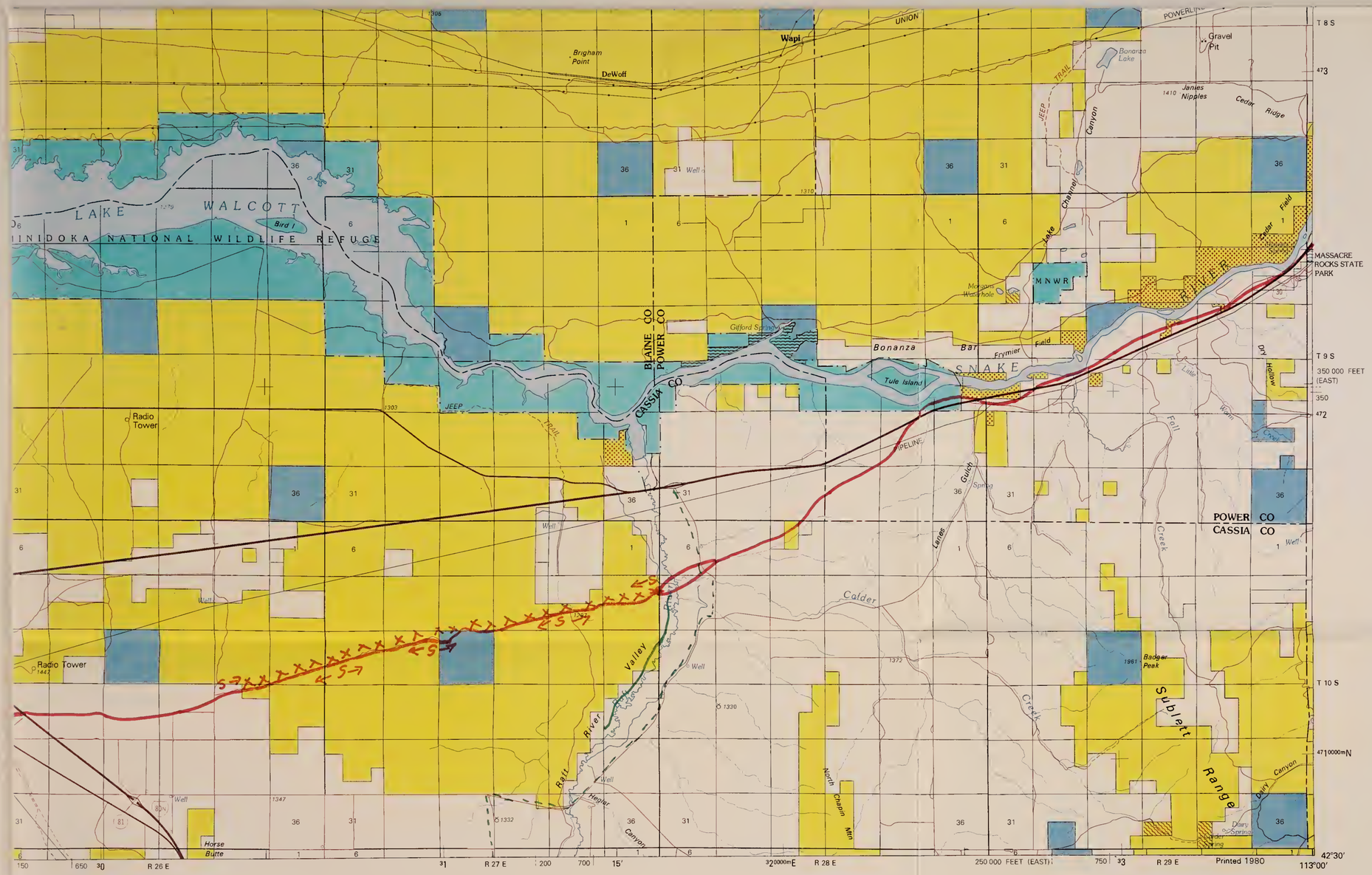
1 0 1 2 3 4 5 6 7
KILOMETERS

1 0 1 2 3
MILES

5000 0 5000 10000 15000 20
FEET

ELEVATIONS SHOWN IN METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by 0.3048

This map complies with national map accuracy sta
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 8022



NOTE TO MAP USERS

The surface and minerals management status overprints are published as general planning and management tools. Some of the lands, surface and mineral rights, may have been shown as patented lands due to the lack of information available to BLM with respect to the nature of acquisition. Tracts less than 40 acres are usually omitted because of the map scale. Access through private lands may be restricted. The official land records in the respective offices of the Bureau of Land Management or other responsible Federal agencies should be checked for up-to-date status on any specific tract of land. Inadequacies in the BLM maps should be reported to the respective Bureau of Land Management offices from which the maps were obtained.

IDAHO

QUADRANGLE LOCATION

LEGEND

Village or locality . . . . . .
Landmark building . . . . . .
Perennial stream, lake . . . . . .
Intermittent stream, lake . . . . . .

ROAD CLASSIFICATION

Primary highway, hard surface . . . . . .
Secondary highway, hard surface . . . . . .
Light-duty road, hard or improved surface . . . . .
Street or other road . . . . . .
Trail . . . . . .

Interstate Route — U.S. Route — State Route

dards
OR RESTON, VIRGINIA 22092

LAKE WALCOTT, IDAHO

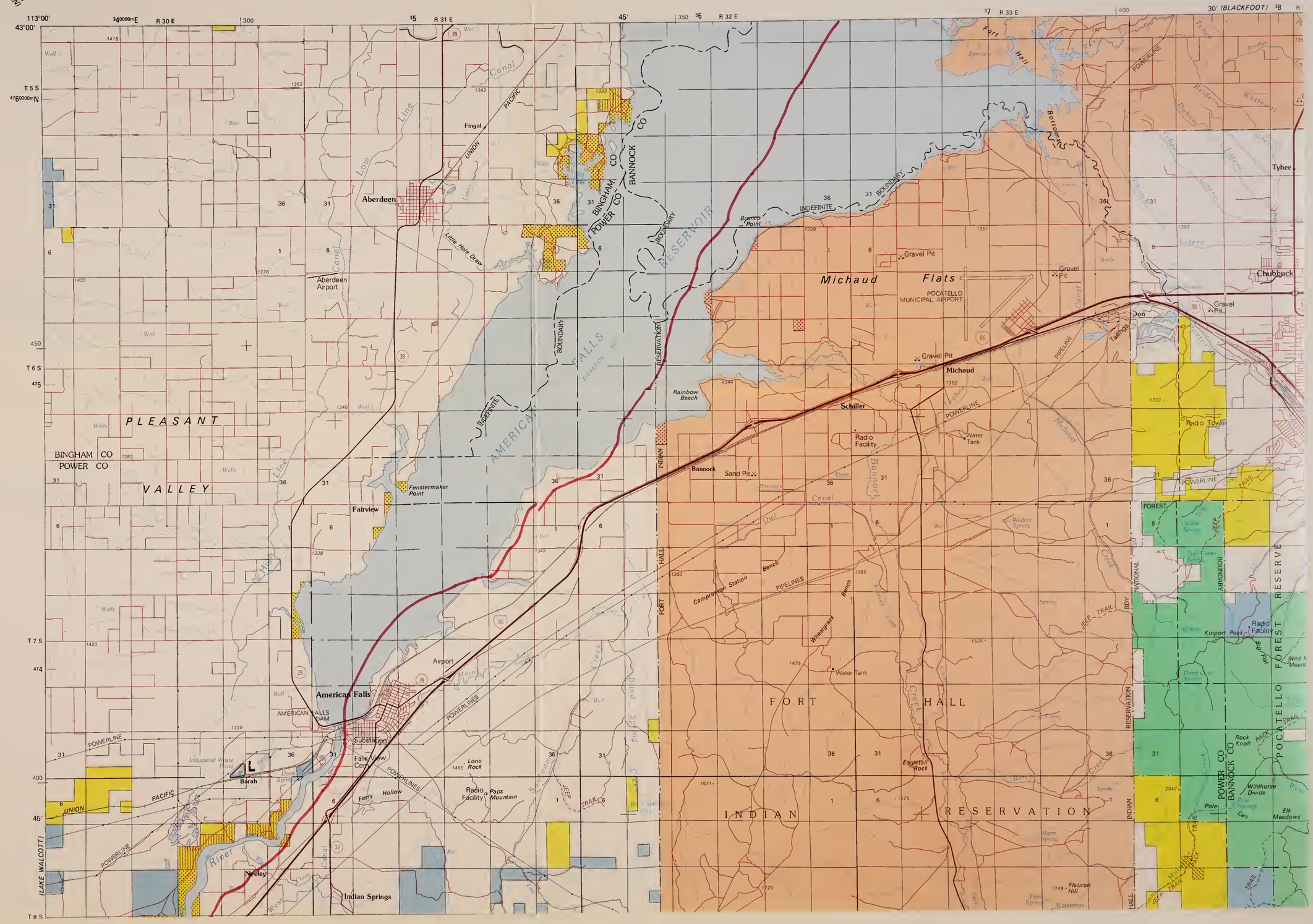
NW/4 POCATELLO (NK 12-4) 1:250 000-SCALE MAP

N4230—W11300/30x60

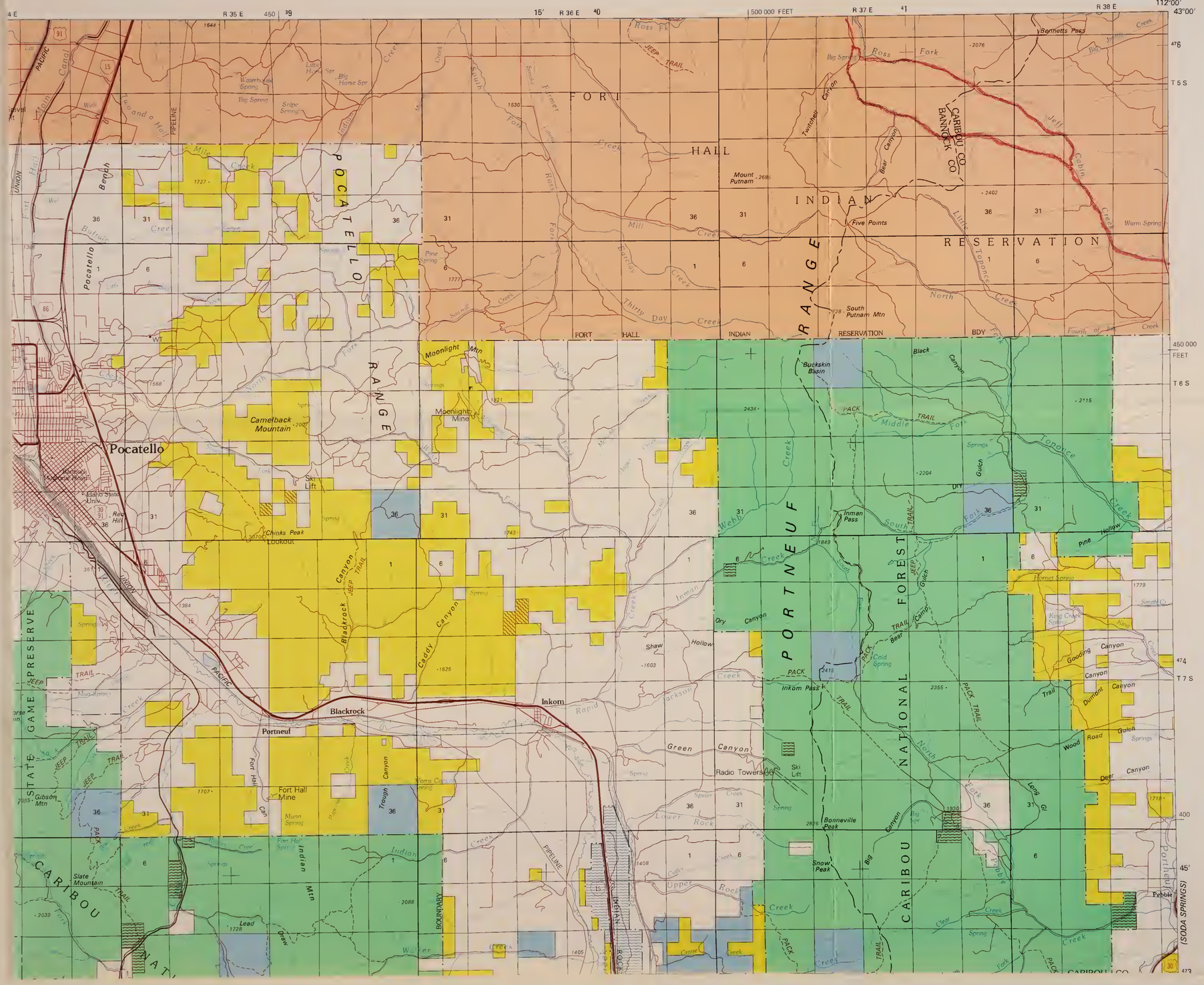
1979

SURFACE MANAGEMENT STATUS

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT



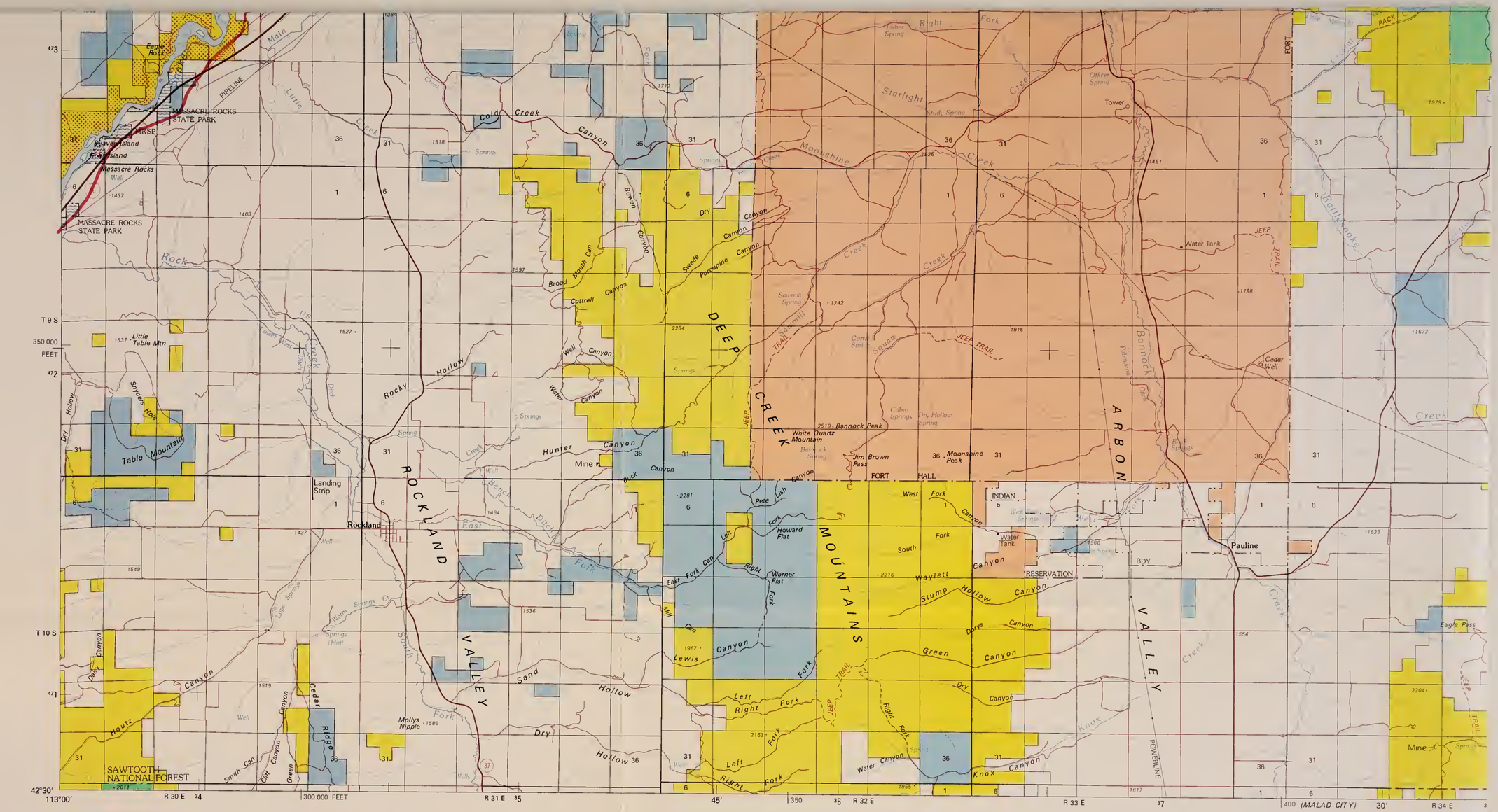
POCATELLO QUADRANGLE
IDAHO
1:100 000-SCALE SERIES (PLANIMETRIC)



BUREAU OF LAND MANAGEMENT

LAND STATUS LEGEND

Public Lands (Administered By Bureau of Land Management)	
Oregon & California Lands (O&C Lands) Coos Bay Wagon Road (CBWR)	NONE
National Forest	
National Grasslands	NONE
National Parks and Monuments	NONE
Indian Lands or Reservations	
Military Reservations and Withdrawals Corps of Engineers	NONE
Wildlife Refuges	NONE
Bankhead-Jones Land Use Lands (L.U. Lands)	NONE
Tennessee Valley Authority	NONE
Patented Lands	
State Lands	
Water and Power Resources Service	
Power Withdrawals and Classifications	
Federal Agency Protective Withdrawals	
Public Water Reserves	
Department of Energy (DOE)	NONE
Oregon & California Lands (O&C Lands) Administered By US Forest Service	NONE
Radio & Air Facilities	NONE
Miscellaneous	NONE
State, County, City, Wildlife, Park and Outdoor Recreation Areas	
Acquired Lands (By Administering Agency)	NONE



Edited and published by the Bureau of Land Management

Base map prepared by the U.S. Geological Survey
Compiled from USGS 1:24 000-scale topographic maps dated 1968 and 1971
Planimetry revised from aerial photographs taken 1974 and 1976, and other source data. Revised information not field checked
Map edited 1978

Projection and 10 000-meter grid, zone 12, Universal Transverse Mercator
50 000-foot grid ticks based on Idaho coordinate system, east zone
1927 North American datum

Surface Management Status by BLM, 1980

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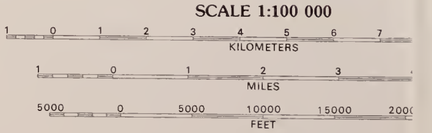
1 American Falls NW–1971
2 Aberdeen–1971
3 Schiller–1971
4 Michaud–1971
5 Pocatello North–1971
6 Moonlight Mtn.–1971
7 South Putnam Mtn.–1968
8 Jeff Cabin Creek–1968
9 American Falls SW–1971
10 American Falls–1971
11 Wheatgrass Bench–1971
12 Michaud Creek–1971
13 Pocatello South–1971
14 Inkom–1971
15 Bonneville Peak–1968
16 Bear Camp Gulch–1968
17 Neeley–1971
18 Indian Springs–1971
19 Sawmill Creek–1971
20 Flatiron Hill–1971
21 Clifton Creek–1968
22 Scout Mtn.–1968
23 McCammon–1968
24 Haystack Mtn.–1968
25 Rockland West–1971
26 Rockland East–1971
27 Bannock Peak–1971
28 Pauline–1971
29 Bradley Mtn.–1968
30 Hawkins–1968
31 Armo–1968
32 Lava Hot Springs–1968

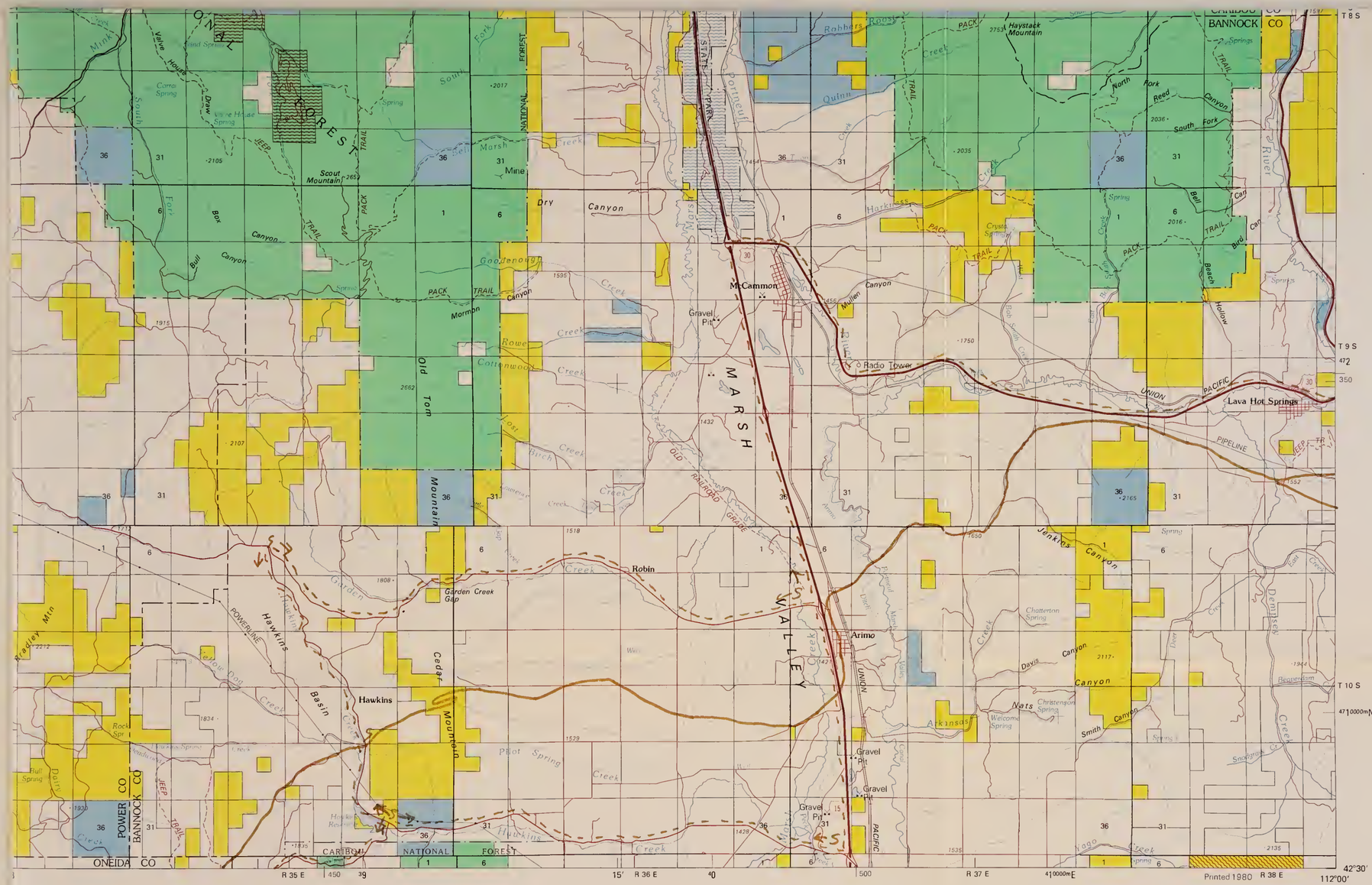
UTM GRID AND 1978 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:100 000



ELEVATIONS SHOWN IN METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by 0.3048

This map complies with national map accuracy stand.
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225



NOTE TO MAP USERS

The surface and minerals management status overprints are published as general planning and management tools. Some of the lands, surface and mineral rights, may have been shown as patented lands due to the lack of information available to BLM with respect to the nature of acquisition. Tracts less than 40 acres are usually omitted because of the map scale. Access through private lands may be restricted. The official land records in the respective offices of the Bureau of Land Management or other responsible Federal agencies should be checked for up-to-date status on any specific tract of land. Inadequacies in the BLM maps should be reported to the respective Bureau of Land Management offices from which the maps were obtained.

8 9 10

5

0 25000

IDAHO

QUADRANGLE LOCATION

LEGEND

Village or locality . . . . . .

Landmark building . . . . . .

Perennial stream, lake . . . . . .

Intermittent stream, lake . . . . . .

ROAD CLASSIFICATION

Primary highway, hard surface . . . . . .

Secondary highway, hard surface . . . . . .

Light-duty road, hard or improved surface . . . .

Street or other road . . . . . .

Trail . . . . . .

Interstate route U.S. route State route

POCATELLO, IDAHO

NE/4 POCATELLO (NK 12-4) 1:250 000-SCALE MAP

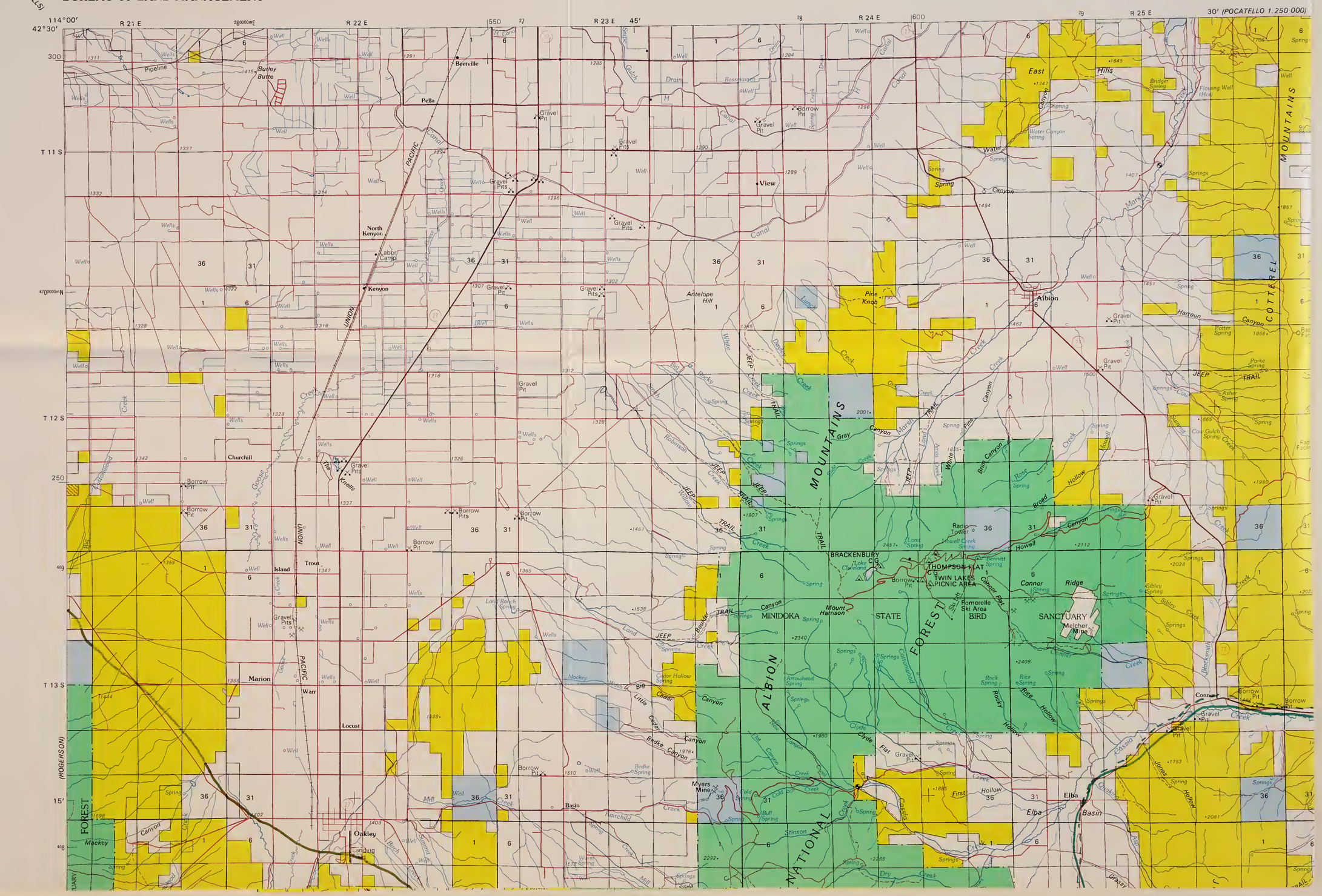
N4230—W11200/30x60

1978

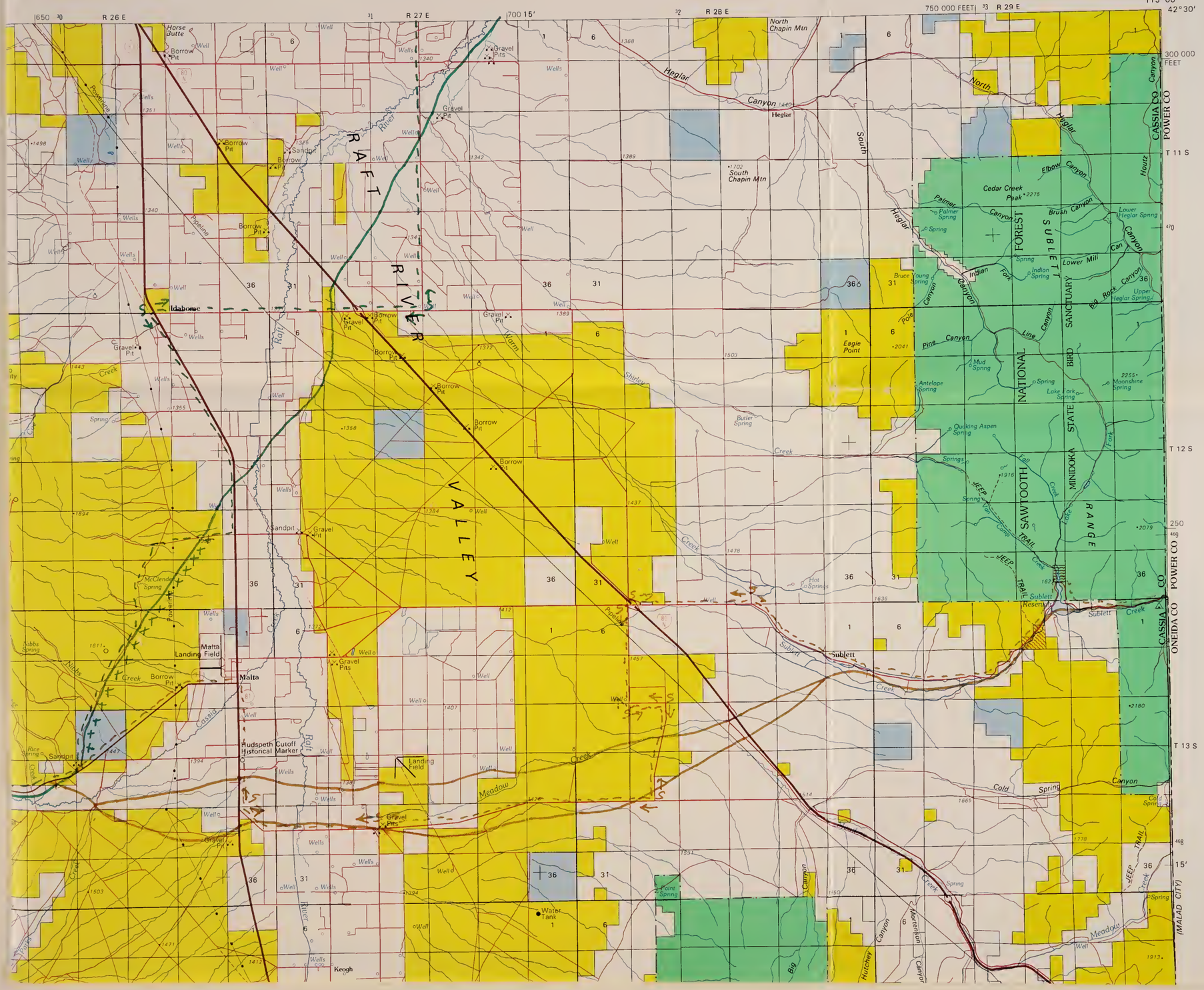
SURFACE MANAGEMENT STATUS

rds
OR RESTON, VIRGINIA 22092

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT



OAKLEY QUADRANGLE
IDAHO
1:100 000-SCALE SERIES (PLANIMETRIC)

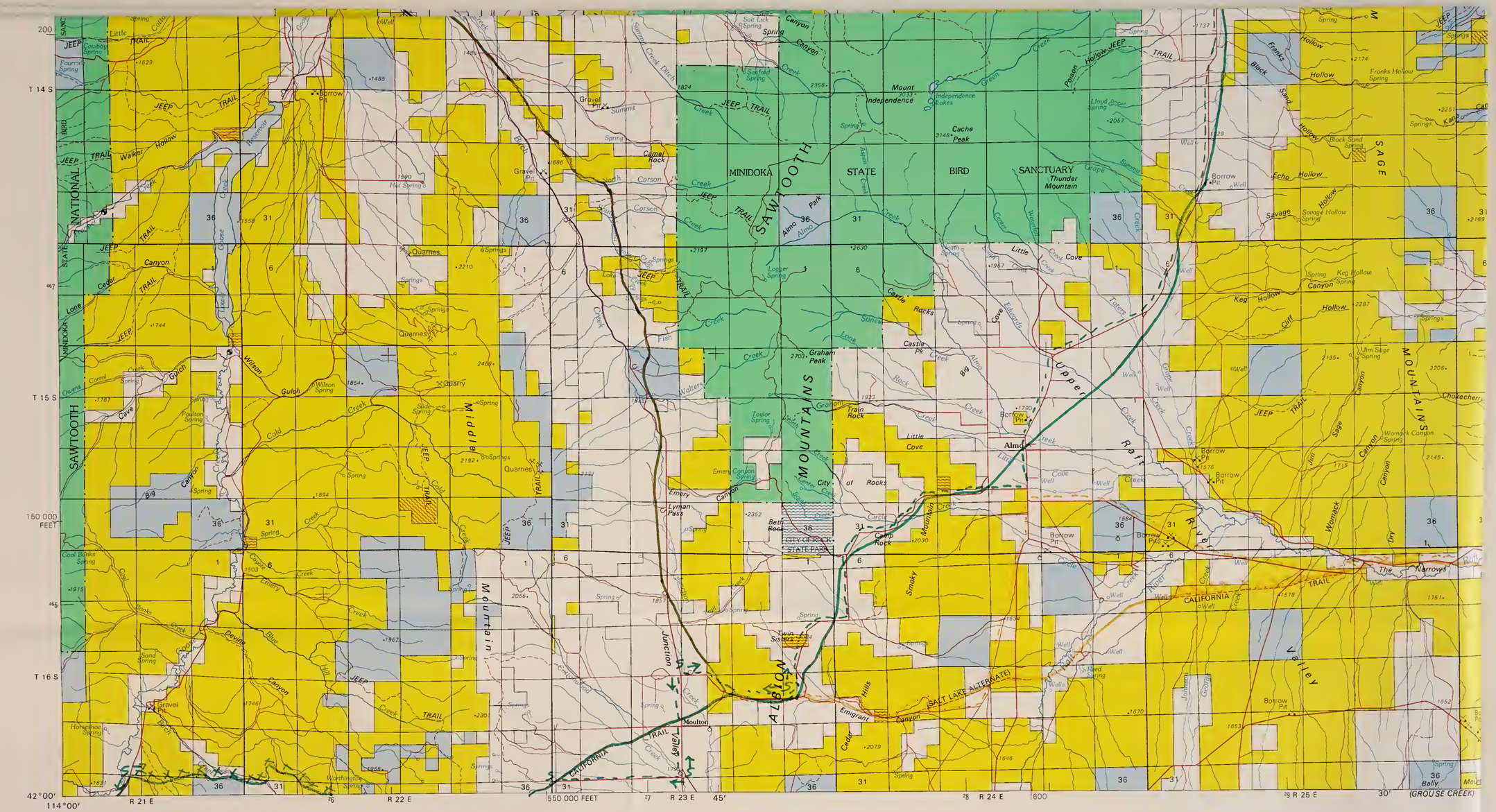


BLM Library
Denver Federal Center
Bldg. 50, OC-521
P.O. Box 25047
Denver, CO 80225

BUREAU OF LAND MANAGEMENT

LAND STATUS LEGEND

Public Lands (Administered By Bureau of Land Management)	
Oregon & California Lands (O&C Lands) Coos Bay Wagon Road (CBWR)	NONE
National Forest	
National Grasslands	NONE
National Parks and Monuments	NONE
Indian Lands or Reservations	NONE
Military Reservations and Withdrawals Corps of Engineers	NONE
Wildlife Refuges	NONE
Bankhead-Jones Land Use Lands (L.U. Lands)	
Tennessee Valley Authority	NONE
Patented Lands	
*State Lands	
Bureau of Reclamation	NONE
Power Withdrawals and Classifications	NONE
Federal Agency Protective Withdrawals	
Public Water Reserves	
Energy Research and Development Administration (ERDA)	NONE
Oregon & California Lands (O&C Lands) Administered By US Forest Service	NONE
Radio & Air Facilities	NONE
Miscellaneous	NONE
*State, County, City, Wildlife, Park and Outdoor Recreation Areas	
Acquired Lands (By Administering Agency)	



Edited and published by the Bureau of Land Management

Compiled in 1975 from USGS 1:24 000 and 1:62 500-scale topographic maps dated 1958-1966. See index for dates of individual maps

Planimetry revised by USGS from aerial photographs taken 1974 and other source data. Revised information not field checked

Projection and 10 000-meter grid ticks, zone 12
Transverse Mercator.
50 000-foot grid ticks based on Idaho coordinate system, central zone.
1927 North American datum

Surface Management Status by BLM, 1976

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1 Burley Butte–1964
2 Kenyon–1964
3 View–1964
4 Albion–1968
5 Idahome–1968
6 Malta NE–1968
7 Marion–1968
8 Marion SE–1968
9 Mt Harrison–1968
10 Conner Ridge–1968
11 Nibbs Creek–1968
12 Malta–1968
13 Sublett–1958
14 Oakley–1968
15 Basin–1968
16 Cache Peak–1968
17 Elba–1968
18 Kane Canyon–1968
19 Bridge–1968
20 Blue Hill–1968
21 Lyman Pass–1968
22 Almo–1968
23 Jim Sage Canyon–1968
24 Chokecherry Canyon–1968
25 Naf–1968
26 Strevell–1959

GN MN
1°43′ 31 MILS
16½° 293 MILS

UTM GRID AND 1975 MAGNETIC NORTH DECLINATION AT CENTER OF MAP

SCALE 1:100 000

1 0 1 2 3 4 5 6 7
KILOMETERS

1 0 1 2 3
MILES

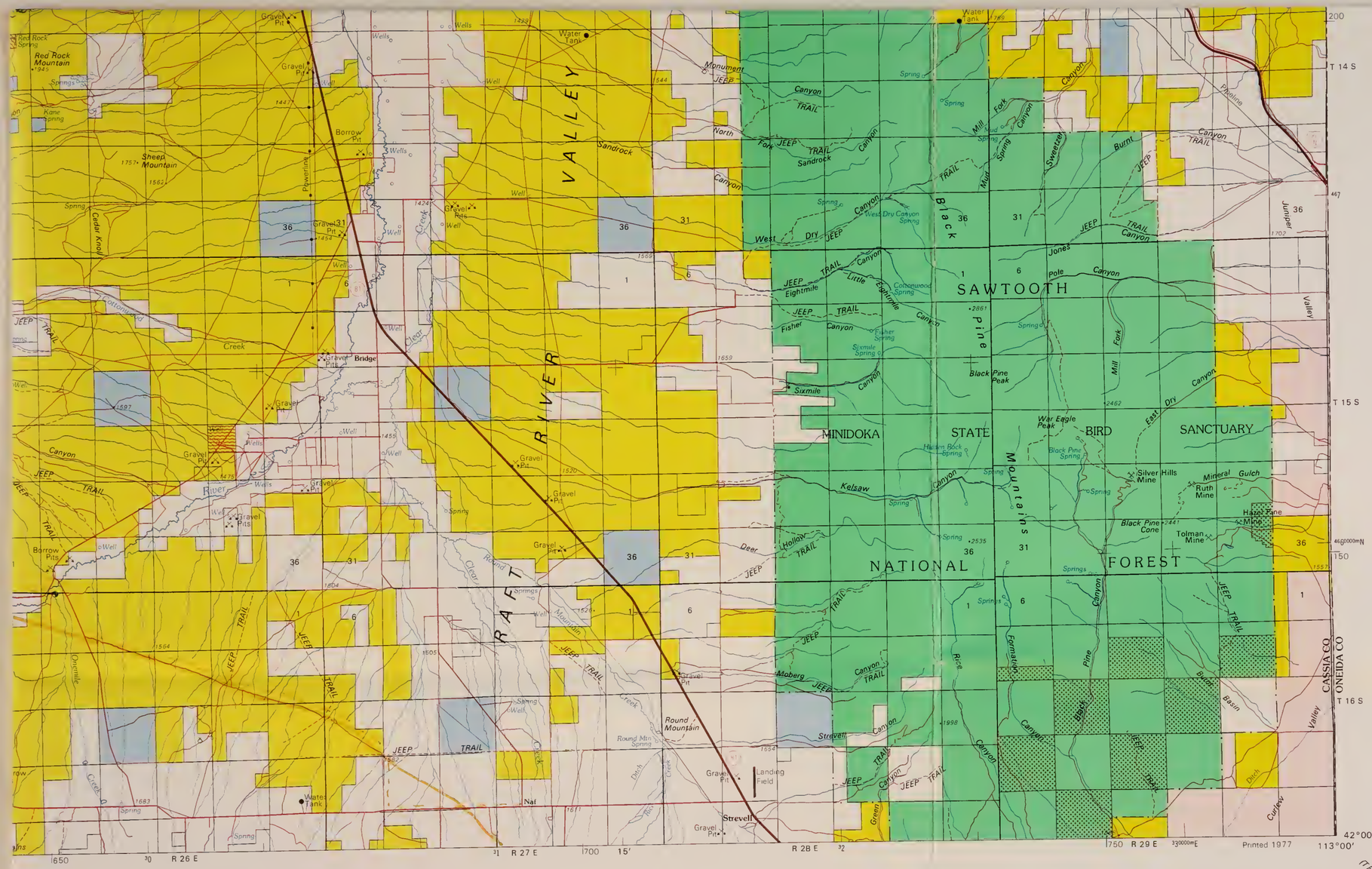
5000 0 5000 10000 15000 20
FEET

NATIONAL GEODETIC VERTICAL DATUM OF 1929

ELEVATIONS SHOWN IN METERS

This map complies with national map accuracy stand

FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225,



NOTE TO MAP USERS

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8 9 10

4 5

00 25000

LEGEND

Perennial stream, lake

Intermittent stream, lake

Village or locality

Landmark structure

ROAD CLASSIFICATION

Primary highway, hard surface

Secondary highway, hard surface

Light-duty road, hard or improved surface

Unimproved road

Trail

Interstate route U.S. route State route

OAKLEY, IDAHO

SW/4 POCATELLO (NK 12-4) 1:250 000-SCALE MAP

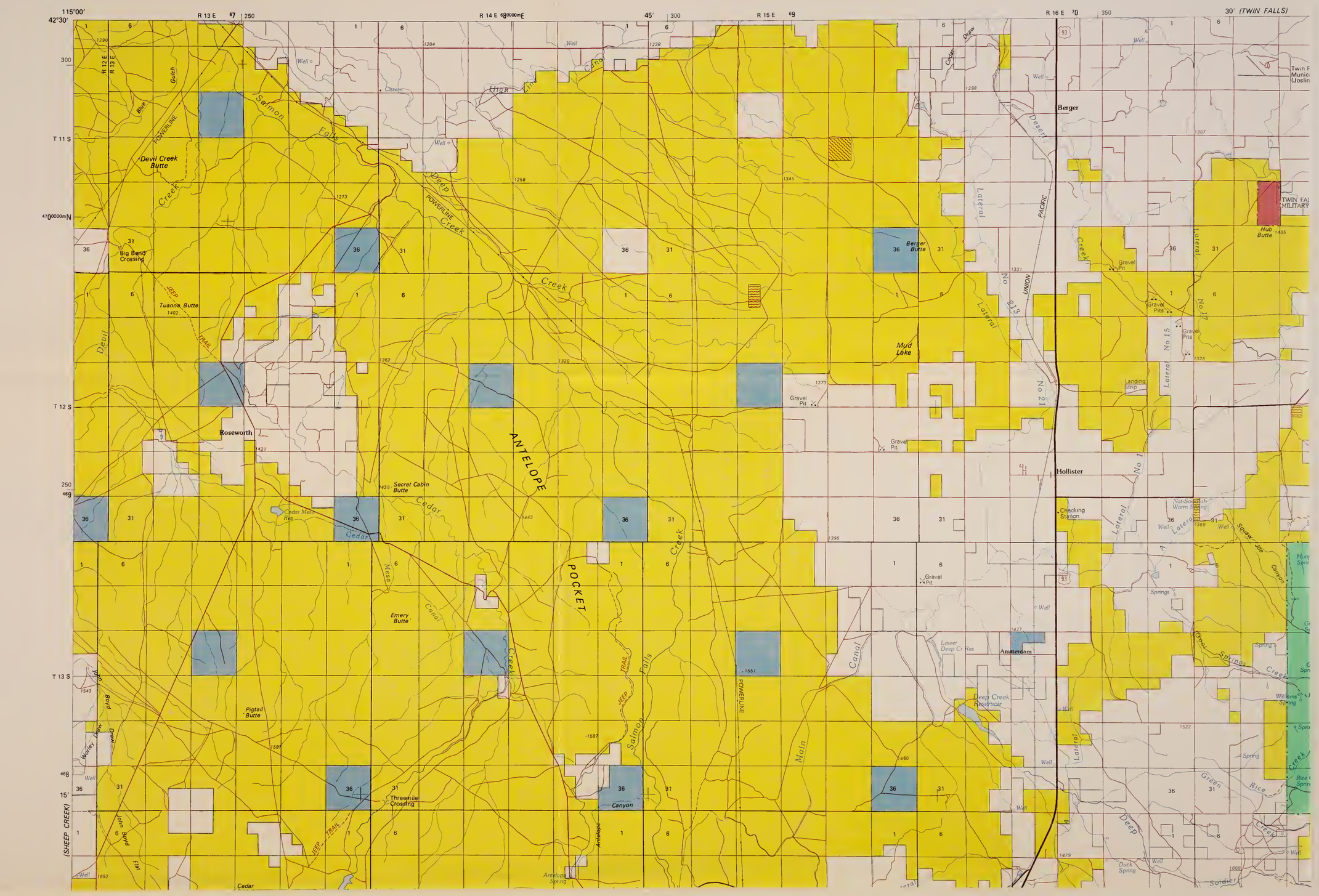
N4200-W11300/30 x 60

1975

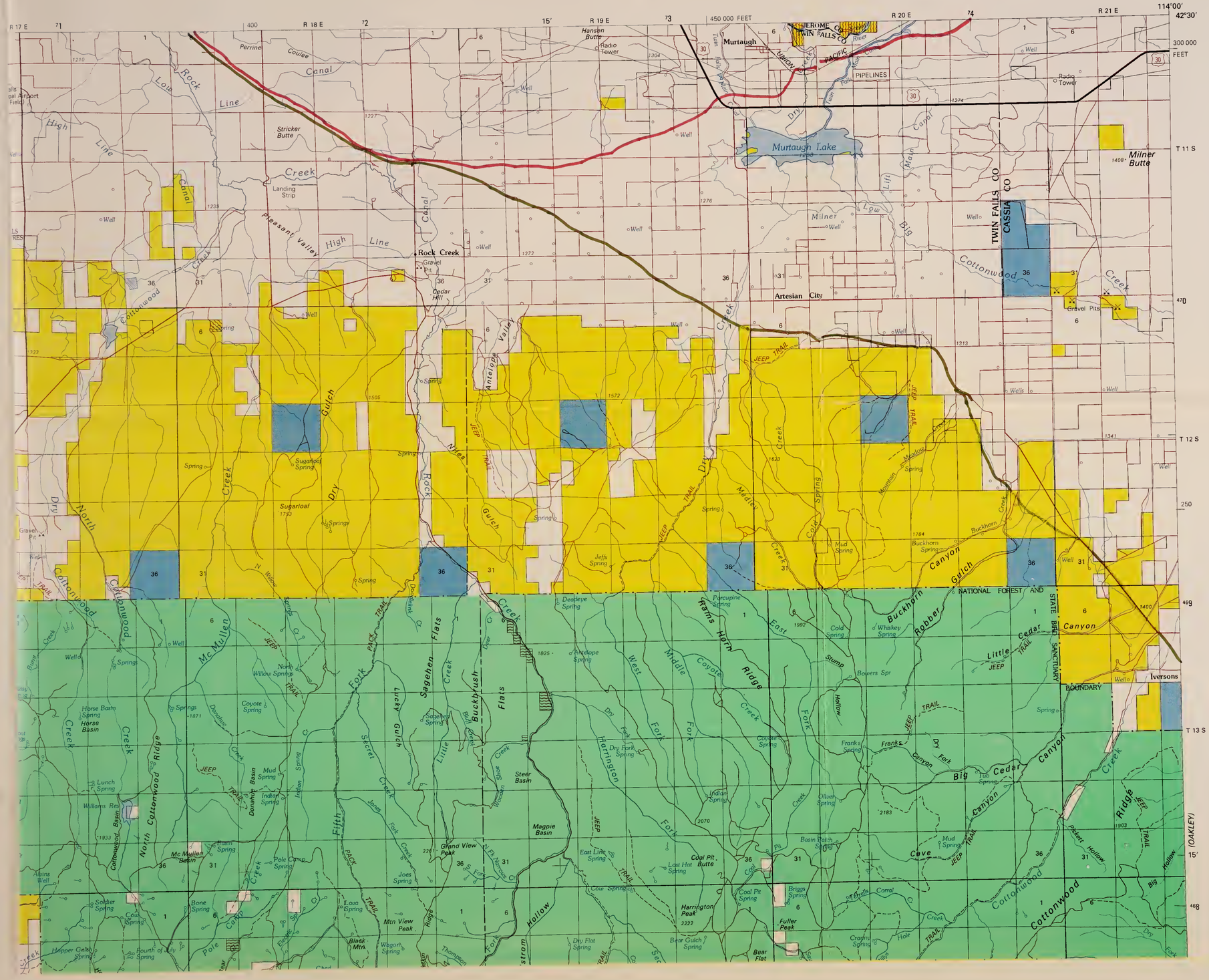
SURFACE MANAGEMENT STATUS

rds
OR RESTON, VIRGINIA 22092

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT



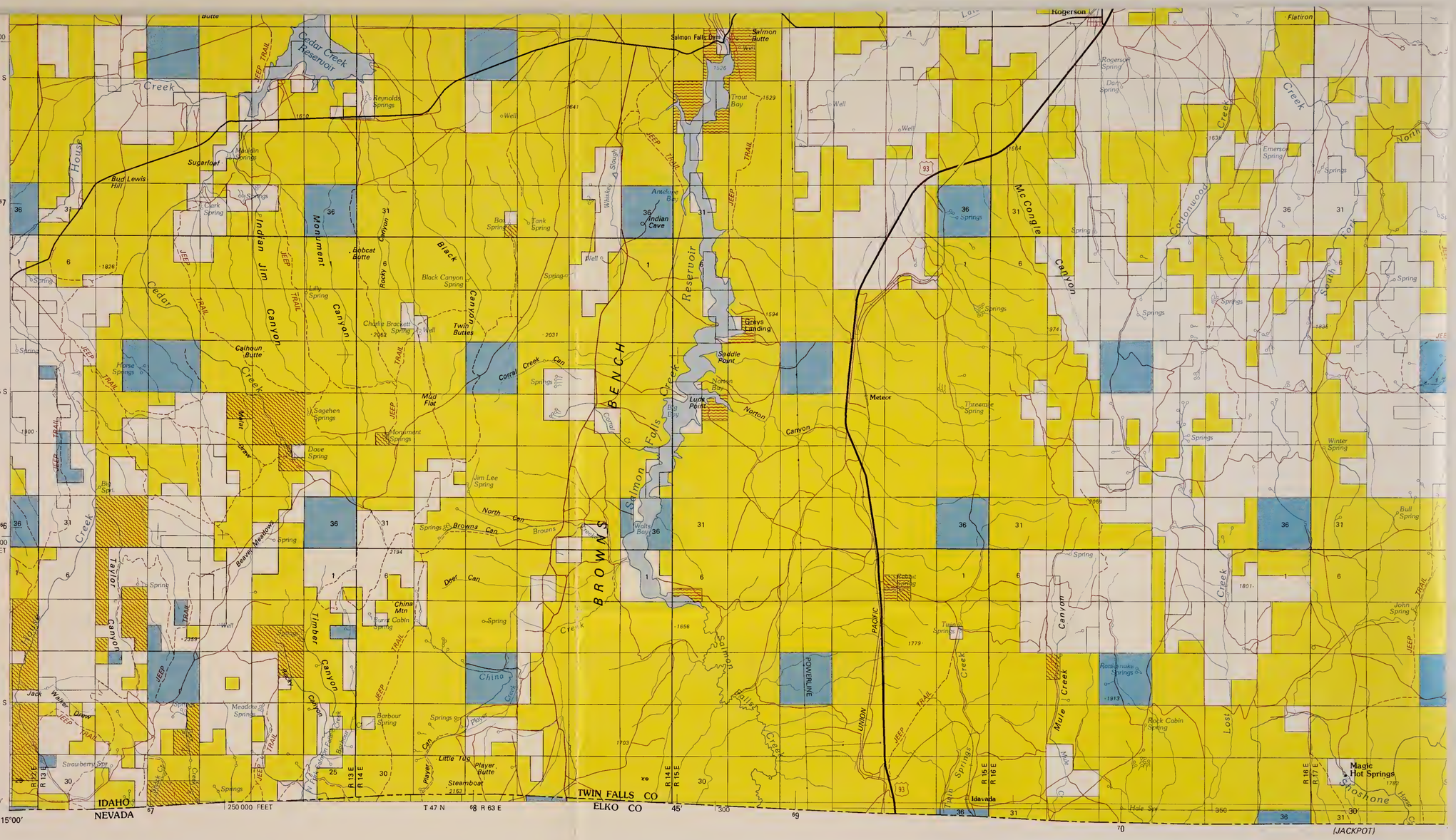
ROGERSON QUADRANGLE
IDAHO—NEVADA
1:100 000–SCALE SERIES (PLANIMETRIC)



BUREAU OF LAND MANAGEMENT

LAND STATUS LEGEND

Public Lands (Administered By Bureau of Land Management)	
Oregon & California Lands (O&C Lands) Coos Bay Wagon Road (CBWR)	NONE
National Forest	
National Grasslands	NONE
National Parks and Monuments	NONE
Indian Lands or Reservations	NONE
Military Reservations and Withdrawals Corps of Engineers	
Wildlife Refuges	NONE
Bankhead-Jones Land Use Lands (L.U. Lands)	NONE
Tennessee Valley Authority	NONE
Patented Lands	
State Lands	
Bureau of Reclamation	NONE
Power Withdrawals and Classifications	
Federal Agency Protective Withdrawals	
Public Water Reserves	
Department of Energy (DOE)	NONE
Oregon & California Lands (O&C Lands) Administered By US Forest Service	NONE
Radio & Air Facilities	NONE
Miscellaneous	NONE
State, County, City, Wildlife, Park and Outdoor Recreation Areas	NONE
Acquired Lands (By Administering Agency)	NONE



Edited and published by the Bureau of Land Management

Base map prepared by the U.S. Geological Survey
Compiled from USGS 1:24 000-scale topographic maps
dated 1964–1978. See index for dates of individual maps

Planimetry revised from aerial photographs taken 1976
Revised information not field checked. Map edited 1978

Projection and 10 000-meter grid, zone 11: Universal
Transverse Mercator
50 000-foot grid ticks based on Idaho coordinate
system, central zone
1927 North American datum

Surface Management Status by BLM, 1979

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1 Tuanna Butte–1965
2 Roseworth NE–1965
3 Berger Butte–1965
4 Berger–1965
5 Hub Butte–1965
6 Stricker Butte–1965
7 Murtaugh–1965
8 Milner Butte–1965
9 Roseworth–1964
10 Roseworth SE–1965
11 Hollister SW–1965
12 Hollister–1965
13 Mc Mullen Basin–1965
14 Grand View Peak–1965
15 Rams Horn Ridge–1965
16 Buckhorn Canyon–1965
17 Cedar Creek Res.–1977
18 Browns Bench North–1978
19 Salmon Butte–1977
20 Rogerson–1977
21 Hopper Gulch (AFC)
22 Pike Mountain (AFC)
23 Trapper Peak (AFC)
24 Severe Spring (AFC)
25 Taylor Canyon (AFC)
26 Browns Bench South–1977
27 Meteor (AFC)
28 Magic Hot Springs–1977
29 Big Creek Ranch–1977
30 Timber Butte–1977
31 Mahogany Butte–1977
32 Ibex Peak–1977

AFC DENOTES MAPS IN PROGRESS

GN MN
1°41′ / 30 MILS
17° / 302 MILS

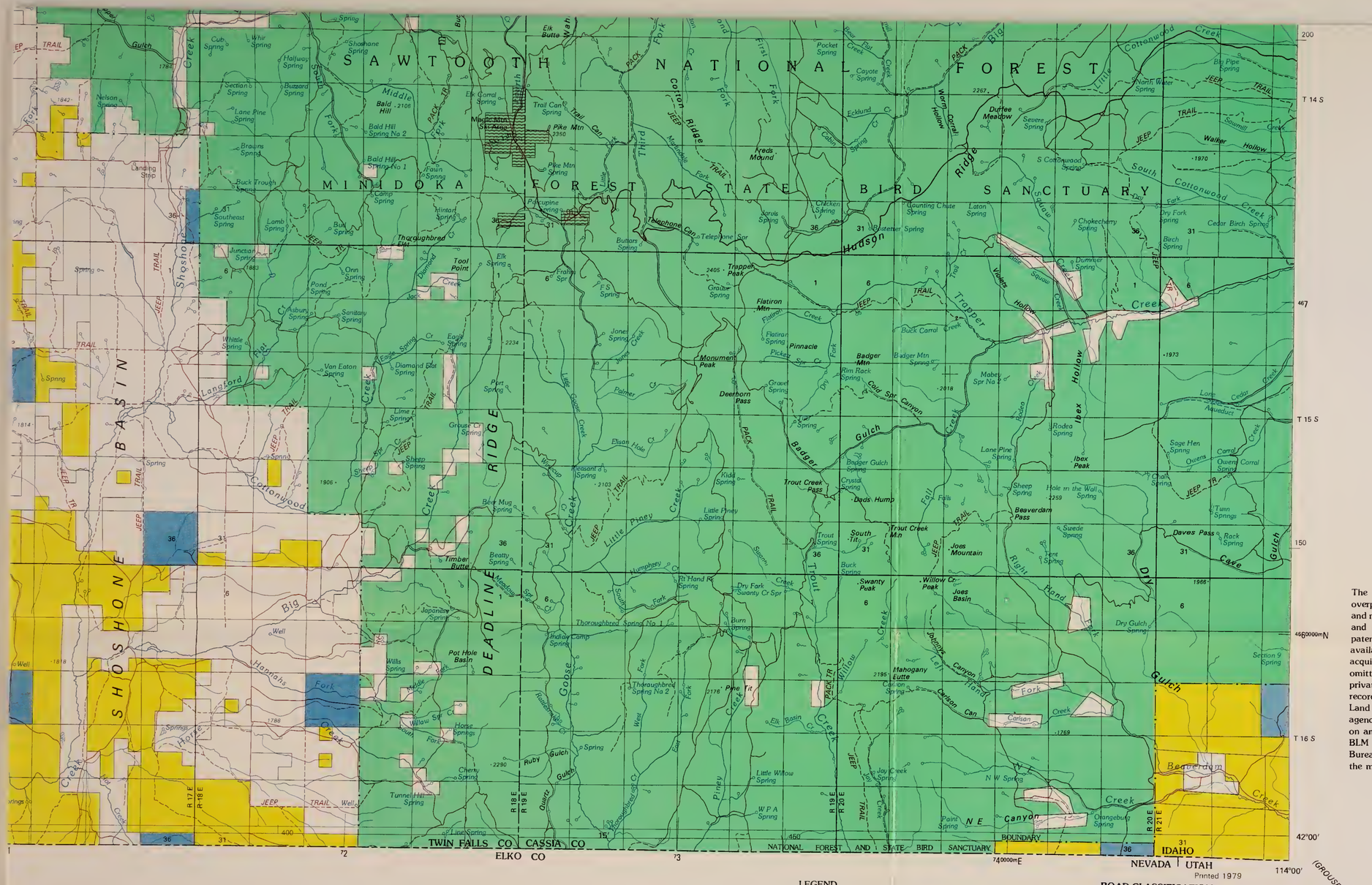
UTM GRID AND 1978 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP

SCALE 1:100 000

KILOMETERS
MILES
FEET

ELEVATIONS SHOWN IN METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by 0.3048

This map complies with national map accuracy sta
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 802



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IDAHO

QUADRANGLE LOCATION

LEGEND

Perennial stream, lake . . . . . .

Intermittent stream, lake . . . . . .

Village or locality . . . . . .

Landmark structure . . . . . .

ROAD CLASSIFICATION

Primary highway, hard surface . . . . . .

Secondary highway, hard surface . . . . . .

Light-duty road, hard or improved surface . . . .

Street or other road . . . . . .

Trail . . . . . .

Interstate Route U.S. Route State Route

ndards
5, OR RESTON, VIRGINA 22092

ROGERSON, IDAHO–NEV.

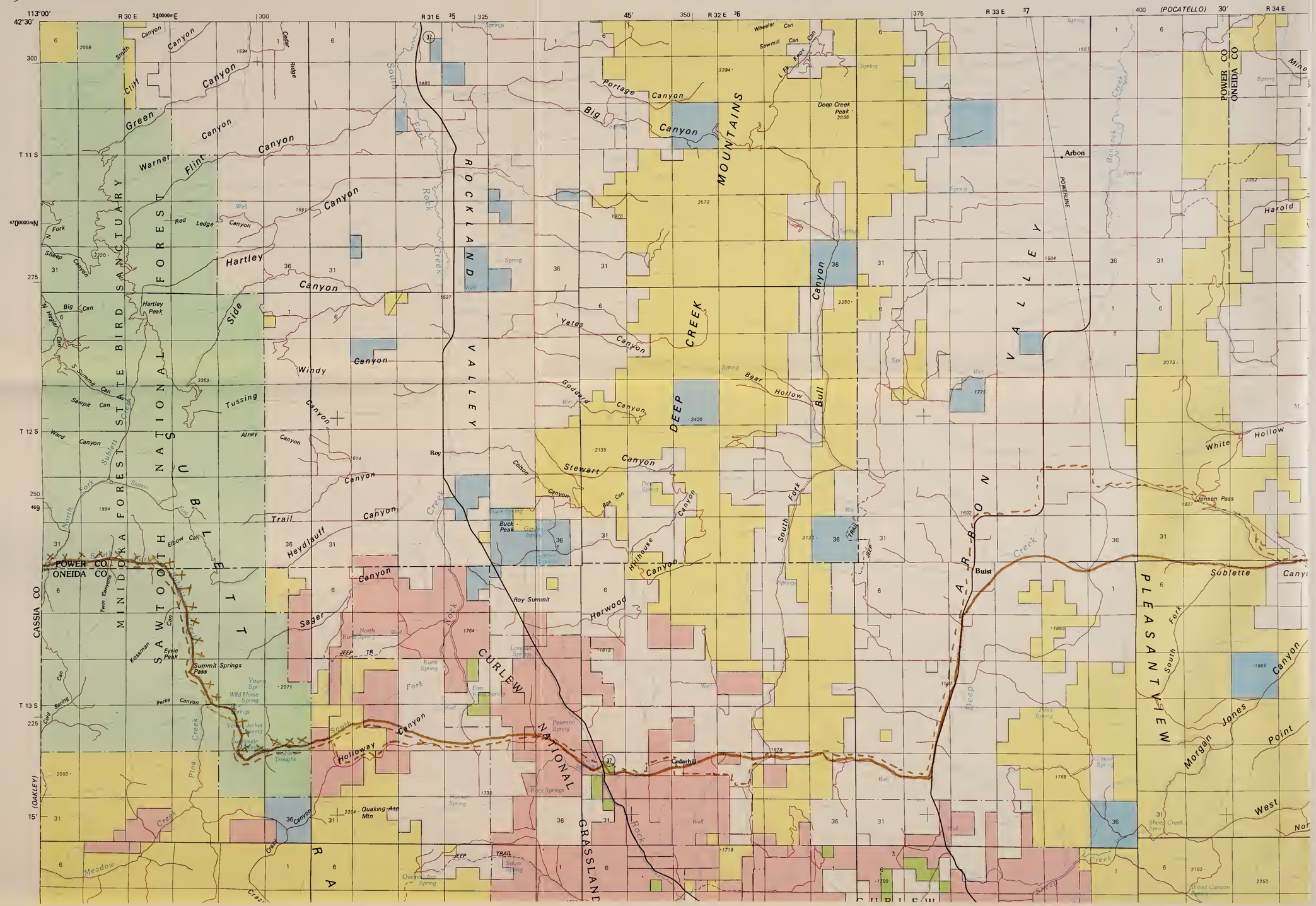
SE/4 TWIN FALLS (NK 11-6) 1:250 000-SCALE MAP

N4200–W11400/30x60

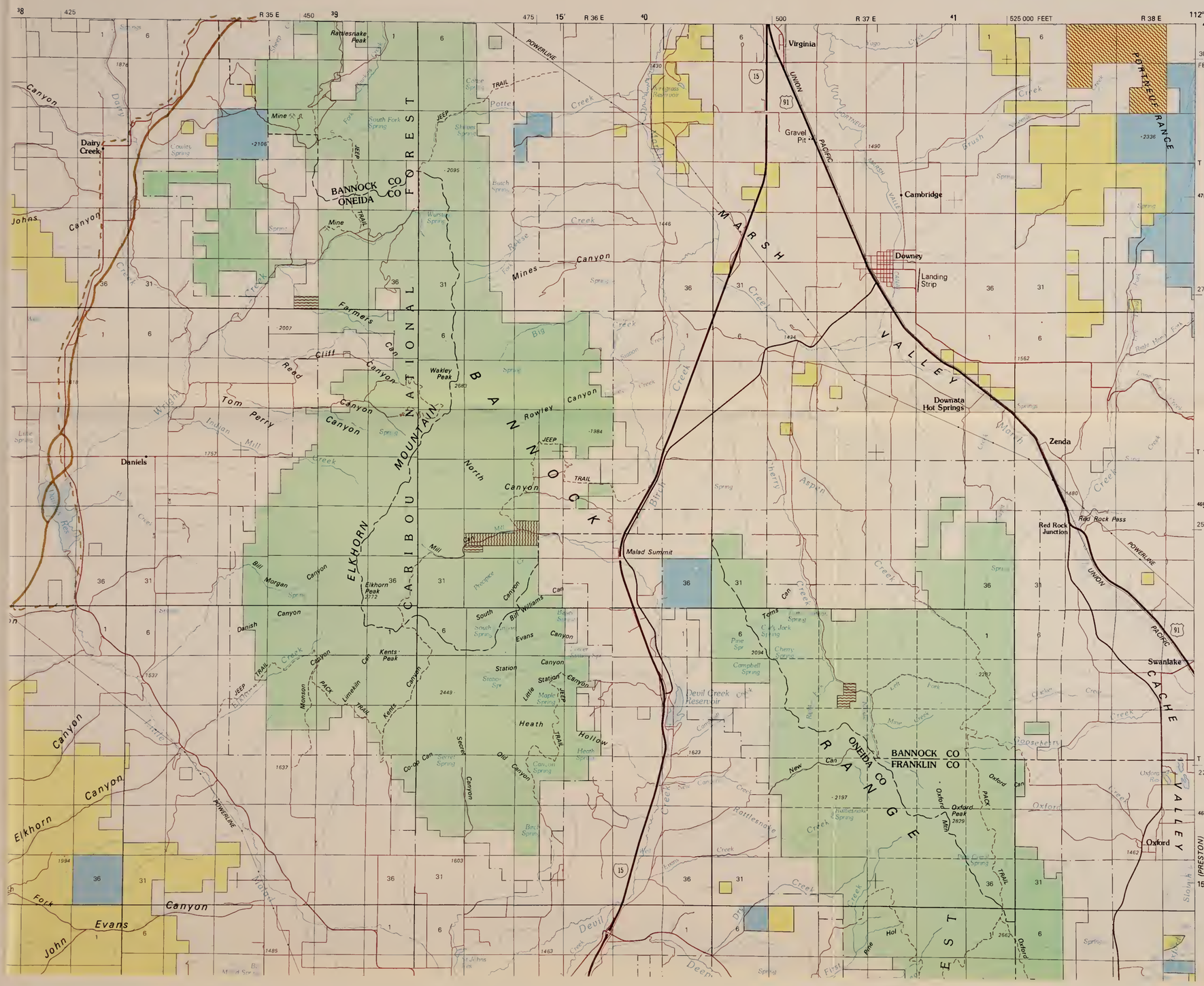
1978

SURFACE MANAGEMENT STATUS

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT



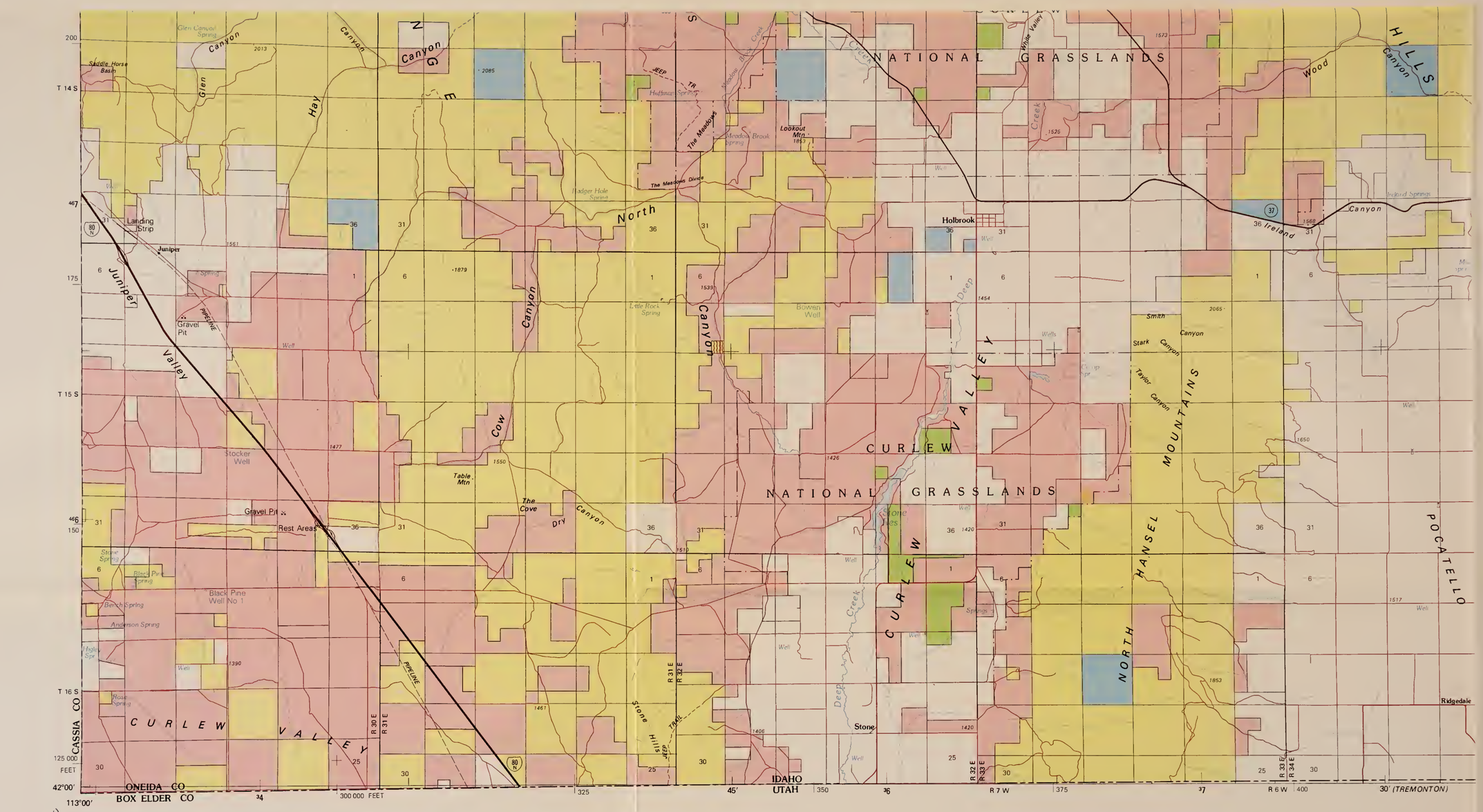
MALAD CITY QUADRANGLE
IDAHO
1:100 000-SCALE SERIES (PLANIMETRIC)



BUREAU OF LAND MANAGEMENT

LAND STATUS LEGEND

Public Lands (Administered By Bureau of Land Management)	
Oregon & California Lands (O&C Lands) Coos Bay Wagon Road (CBWR)	NONE
National Forest	
National Grasslands	
National Parks and Monuments	NONE
Indian Lands or Reservations	NONE
Military Reservations and Withdrawals Corps of Engineers	NONE
Wildlife Refuges	NONE
Bankhead-Jones Land Use Lands (L.U. Lands)	
Tennessee Valley Authority	NONE
Patented Lands	
State Lands	
Water and Power Resources Service	NONE
Power Withdrawals and Classifications	
Federal Agency Protective Withdrawals	
Public Water Reserves	
Department of Energy (DOE)	NONE
Oregon & California Lands (O&C Lands) Administered By US Forest Service	NONE
Radio & Air Facilities	NONE
Miscellaneous	NONE
State, County, City, Wildlife, Park and Outdoor Recreation Areas	NONE
Acquired Lands (By Administering Agency)	NONE



Edited and published by the Bureau of Land Management

Base map prepared by the U.S. Geological Survey

Compiled from USGS 1:24 000-scale topographic maps dated 1968–1973. Planimetry revised from aerial photographs taken 1976 and other source data. Revised information not field checked. Map edited 1979

Projection and 10 000-meter grid, zone 12, Universal Transverse Mercator
25 000-foot grid ticks based on Idaho coordinate system, east zone
1927 North American datum
To place on the predicted North American Datum 1983 move the projection lines 12 meters north and 67 meters east

Protracted land lines are dashed

Surface Management Status by BLM, 1981

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1 Hartley Peak–1973
2 Roy NE–1973
3 Deep Creek Peak–1973
4 Arbon–1973
5 Dairy Creek–1968
6 Wakley Peak–1968
7 Downey West–1968
8 Downey East–1968
9 Sublett Troughs–1973
10 Roy–1973
11 Cedarhill–1973
12 Buist–1973
13 Daniels–1968
14 Elkhorn Peak–1968
15 Malad Summit–1968
16 Oxford–1968
17 Juniper–1973
18 Badger Hole Spring–1973
19 Holbrook–1973
20 Sheep Creek Spring–1973
21 Ireland Springs–1968
22 Malad City West–1968
23 Malad City East–1968
24 Clifton–1968
25 Black Pine–1973
26 The Cove–1973
27 Stone–1973
28 Co-op Spring–1973
29 Grover Canyon–1968
30 Samaria–1968
31 Henderson Creek–1968
32 Weston Canyon–1968

GN MN
1°01′ 18 MILS
16½′ 293 MILS

UTM GRID AND 1979 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

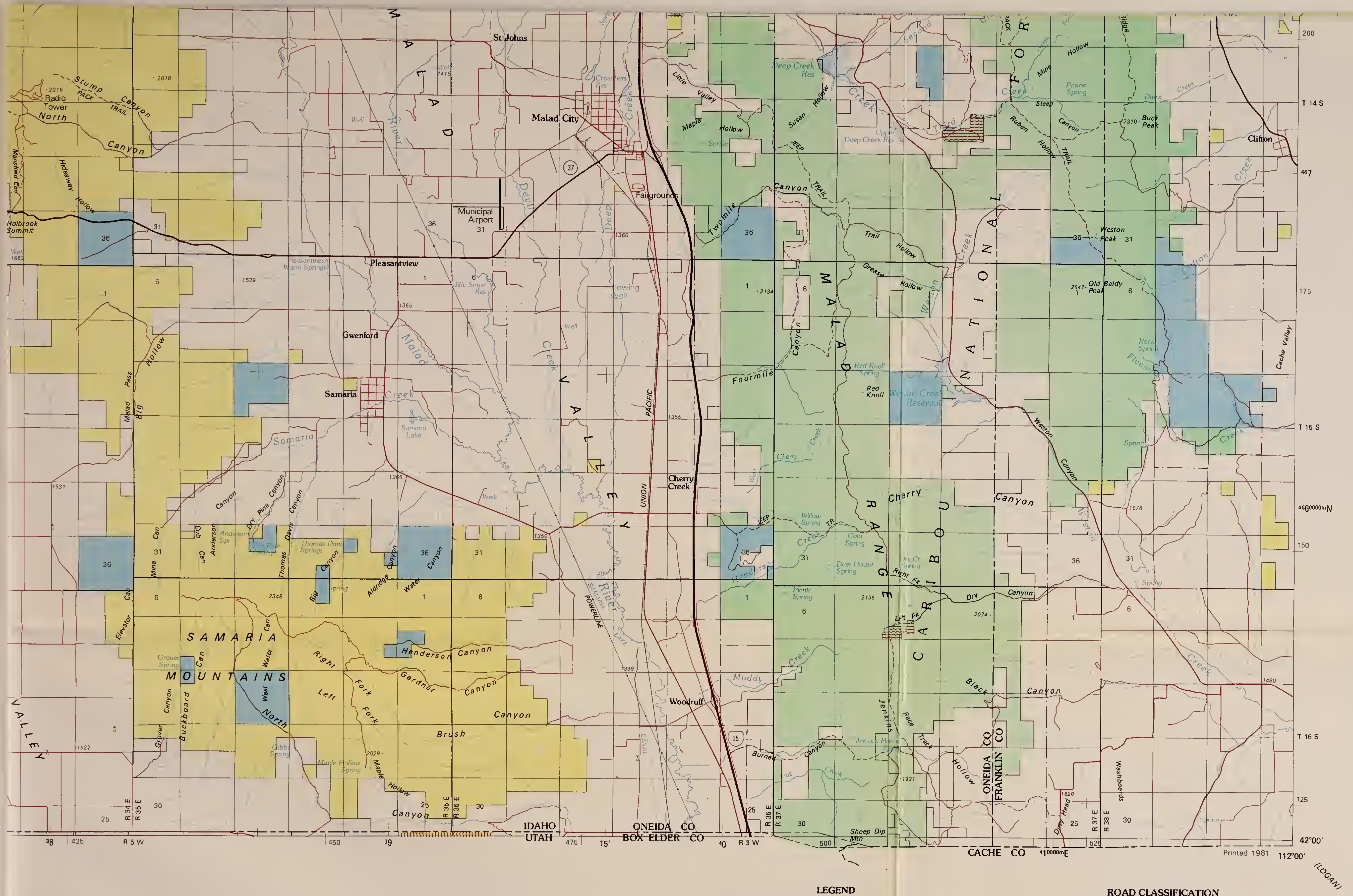
SCALE 1:100 000

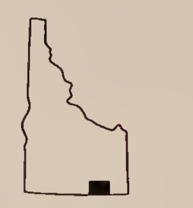
KILOMETERS
MILES
FEET

ELEVATIONS SHOWN IN METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by 0.3048

This map complies with national map accuracy sta

FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 8022





QUADRANGLE LOCATION

dards
5 OR RESTON, VIRGINIA 22092

LEGEND

Village or locality . . . . •

Landmark building . . . . ▪

Perennial stream, lake . . . .

Intermittent stream, lake . . . . . .

ROAD CLASSIFICATION

Primary highway, hard surface . . . .

Secondary highway, hard surface . . . .

Light-duty road, hard or improved surface . . . . .

Street or other road . . . .

Trail . . . .

Interstate Route U.S. Route State Route

NOTE TO MAP USERS

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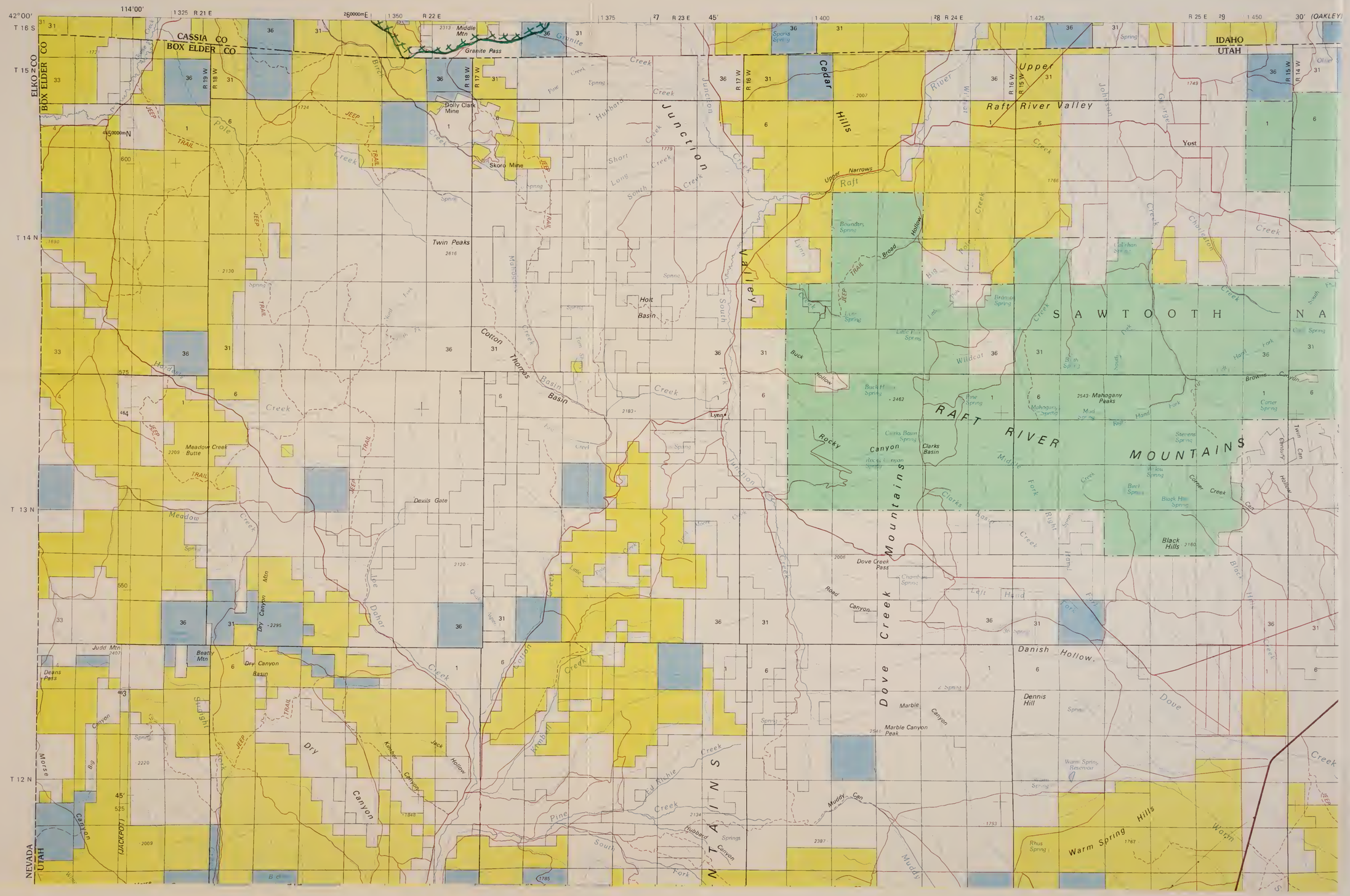
MALAD CITY, IDAHO

SE/4 POCATELLO (NK 12-4) 1:250 000-SCALE MAP
N4200—W11200/30x60

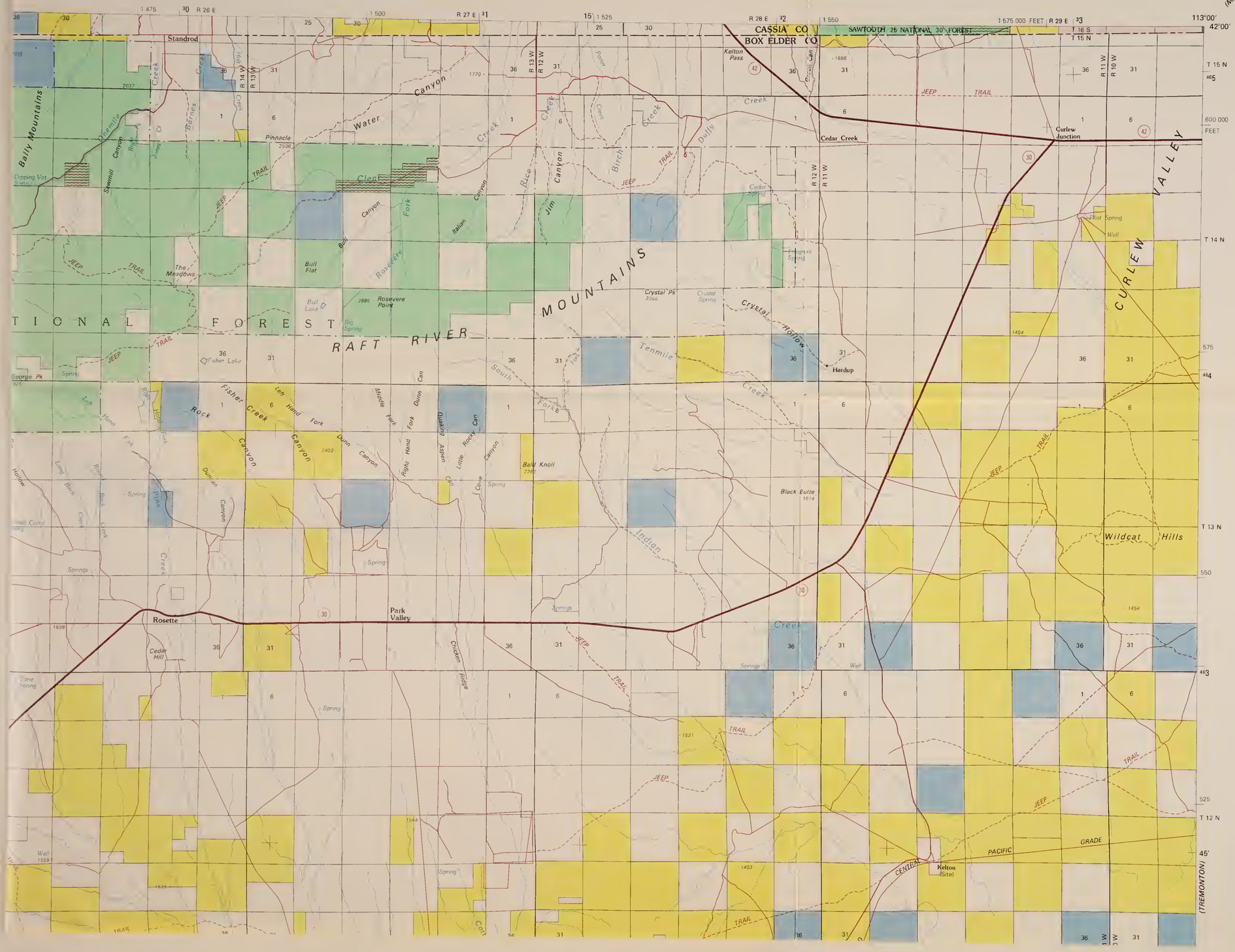
1979

SURFACE MANAGEMENT STATUS

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT



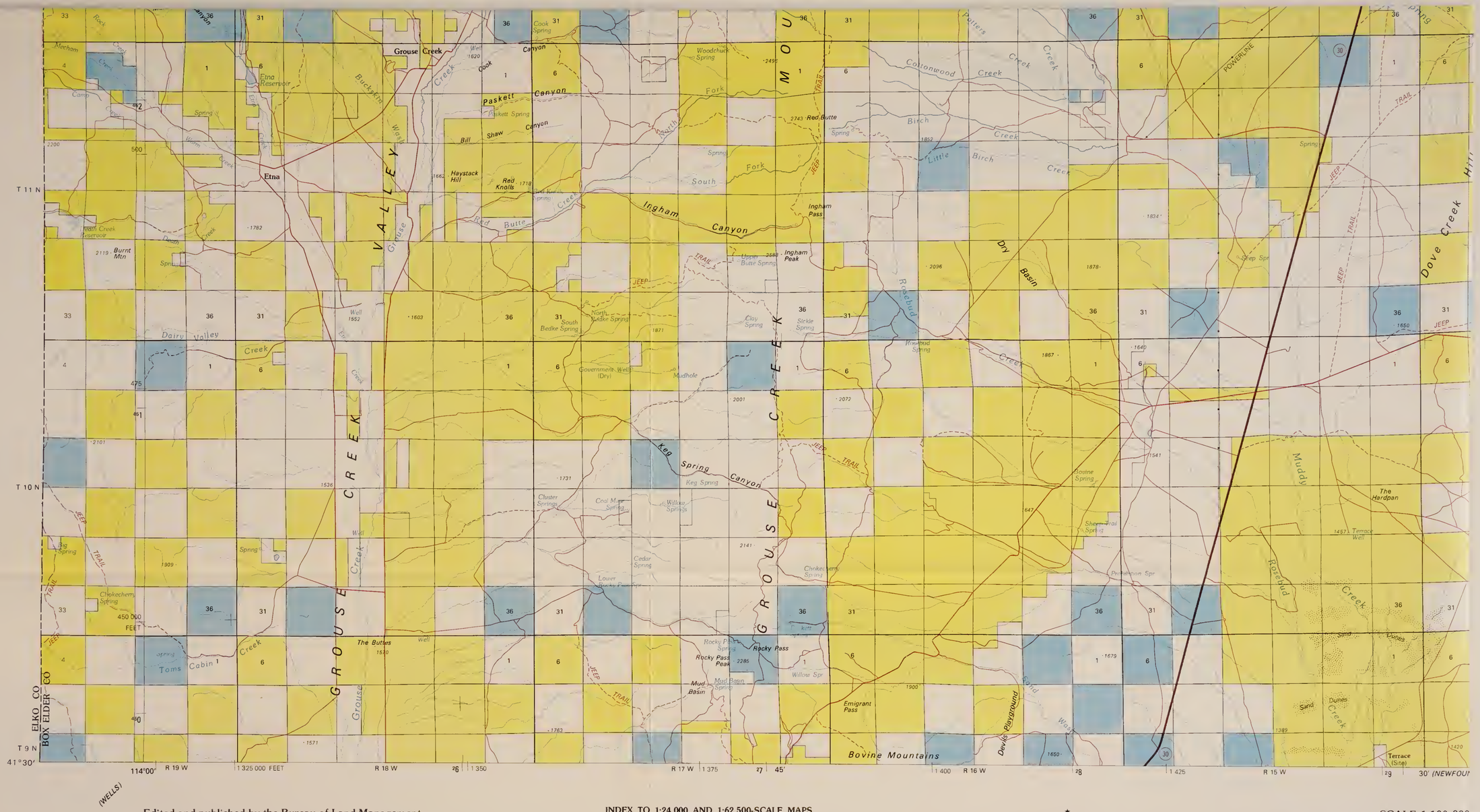
GROUSE CREEK QUADRANGLE
UTAH–IDAHO
1:100 000-SCALE SERIES (PLANIMETRIC)



BUREAU OF LAND MANAGEMENT

LAND STATUS LEGEND

Public Lands (Administered By Bureau of Land Management)	
Oregon & California Lands (O&C Lands) Coos Bay Wagon Road (CBWR)	NONE
National Forest	
National Grasslands	NONE
National Parks and Monuments	NONE
Indian Lands or Reservations	NONE
Military Reservations and Withdrawals Corps of Engineers	NONE
Wildlife Refuges	NONE
Bankhead-Jones Land Use Lands (L.U. Lands)	
Tennessee Valley Authority	NONE
Patented Lands	
State Lands	
Water and Power Resources Service	NONE
Power Withdrawals and Classifications	
Federal Agency Protective Withdrawals	
Public Water Reserves	NONE
Department of Energy (DOE)	NONE
Oregon & California Lands (O&C Lands) Administered By US Forest Service	NONE
Radio & Air Facilities	NONE
Miscellaneous	NONE
State, County, City, Wildlife, Park and Outdoor Recreation Areas	NONE
Acquired Lands (By Administering Agency)	



Edited and published by the Bureau of Land Management

Base map prepared by the U.S. Geological Survey
Compiled from USGS 1:24 000 and 1:62 500-scale topographic maps dated 1959–1971. Planimetry revised from aerial photographs taken 1976 and other source data. Revised information not field checked. Map edited 1979

Projection and 10 000-meter grid ticks, zone 12, Universal Transverse Mercator
25 000-foot grid ticks based on Utah coordinate system, north zone. 1927 North American Datum
To place on the predicted North American Datum 1983 move the projection lines 12 meters north and 70 meters east

Surface Management Status by BLM, 1980

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1 Cotton Thomas Basin–1969
2 Yost–1959
3 Park Valley–1959
4 Kelton Pass–1959
5 Grouse Creek–1971
6 Ingham Canyon–1971
7 Potters Creek–1971
8 Warm Spring Hills–1971
9 Runswick Wash–1971
10 Russian Knoll–1971
11 Peplin Flats–1969
12 Crocodile Mtn. NE–1969
13 Toms Cabin Spring–1971
14 Rocky Pass Peak–1971
15 Emigrant Pass–1971
16 Prohibition Spring–1971
17 Red Dome–1971
18 Matlin–1971
19 Hogup Bar–1969
20 Crocodile Mtn SE–1969

GN MN
1°40' 30 MILS
16½° 293 MILS

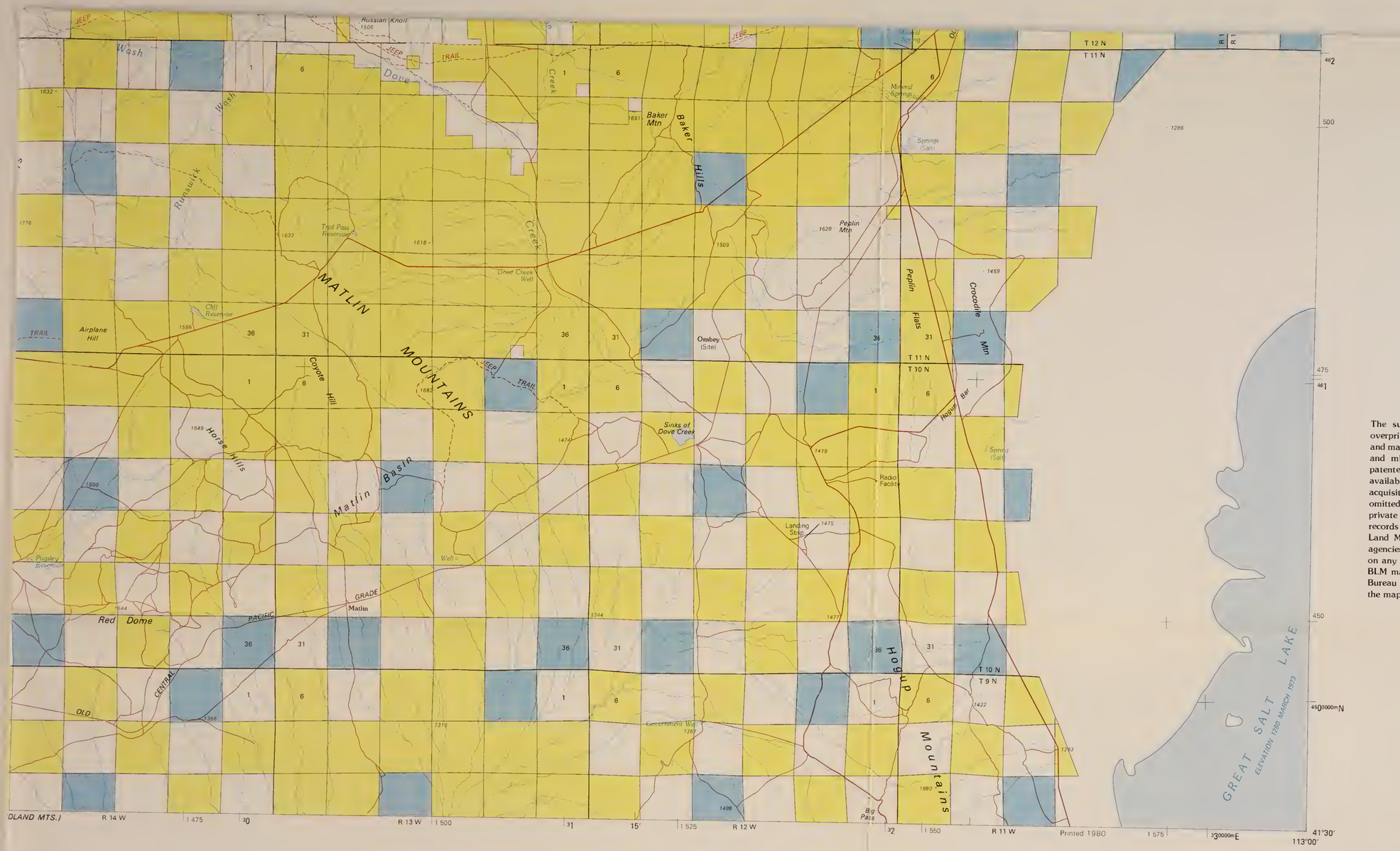
UTM GRID AND 1979 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:100 000

1 0 1 2 3 4 5 KILOMETERS
1 0 1 2 MILES
5000 0 5000 10000 15 FEET

ELEVATIONS SHOWN IN MI
NATIONAL GEODETIC VERTICAL DATU
To convert meters to feet multiply
To convert feet to meters multiply

This map complies with national map ac
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLOR



NOTE TO MAP USERS

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TERS
OF 1929
by 3.2808
by 0.3048

curacy standards
DO 80225 OR RESTON, VIRGINIA 22092

UTAH

QUADRANGLE LOCATION

LEGEND

Village or locality . . . . . .
Landmark building . . . . . .
Perennial stream, lake . . . . . .
Intermittent stream, lake . . . . .

ROAD CLASSIFICATION

Primary highway, hard surface . . . . . .
Secondary highway, hard surface . . . . . .
Light-duty road, hard or improved surface . . . . . .
Street or other road. . . . . .
Trail . . . . . .
Interstate route U.S. route State route

GROUSE CREEK, UTAH–IDAHO

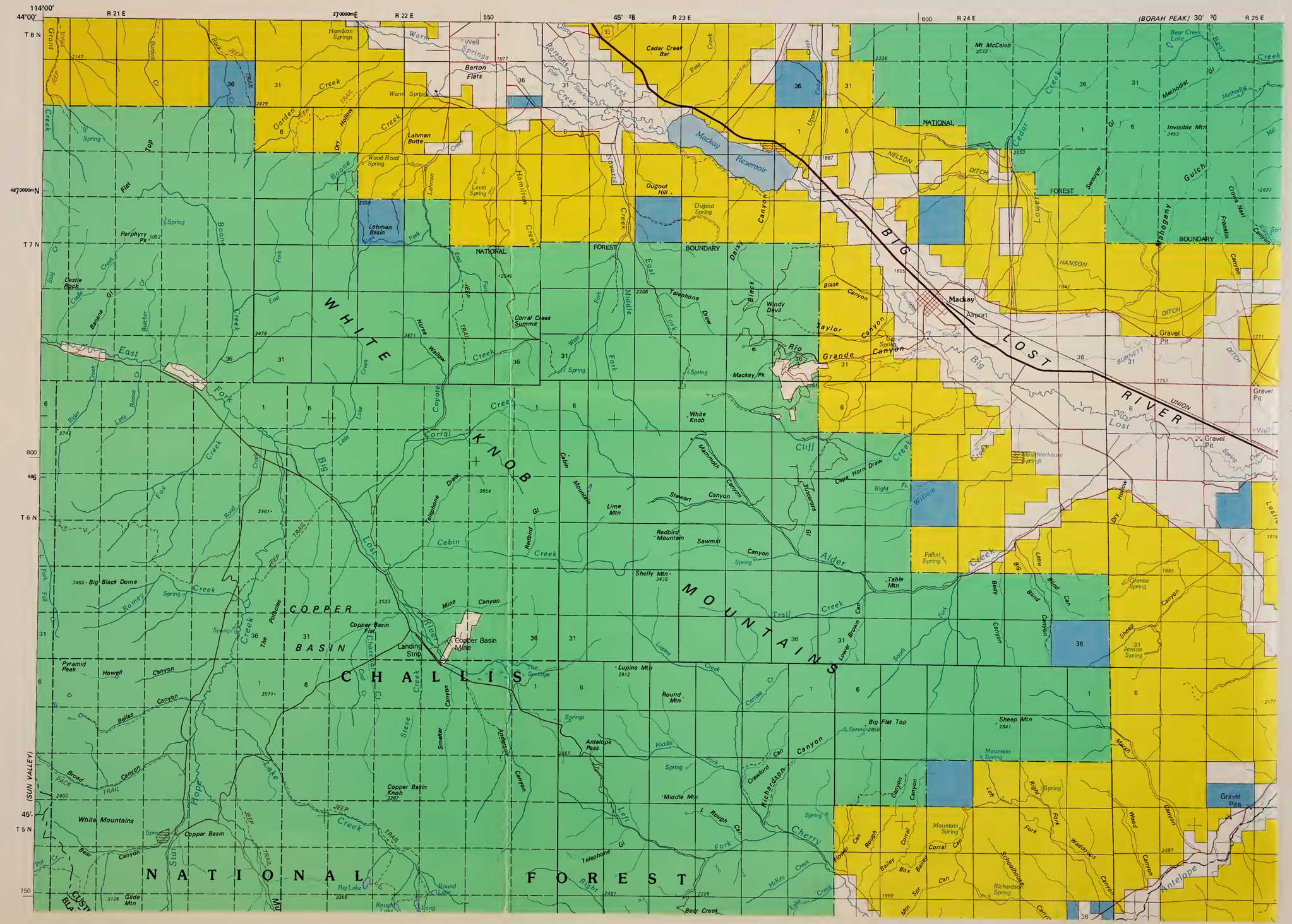
NW/4 BRIGHAM CITY (NK 12-7) 1:250 000-SCALE MAP

N4130–W11300/30x60

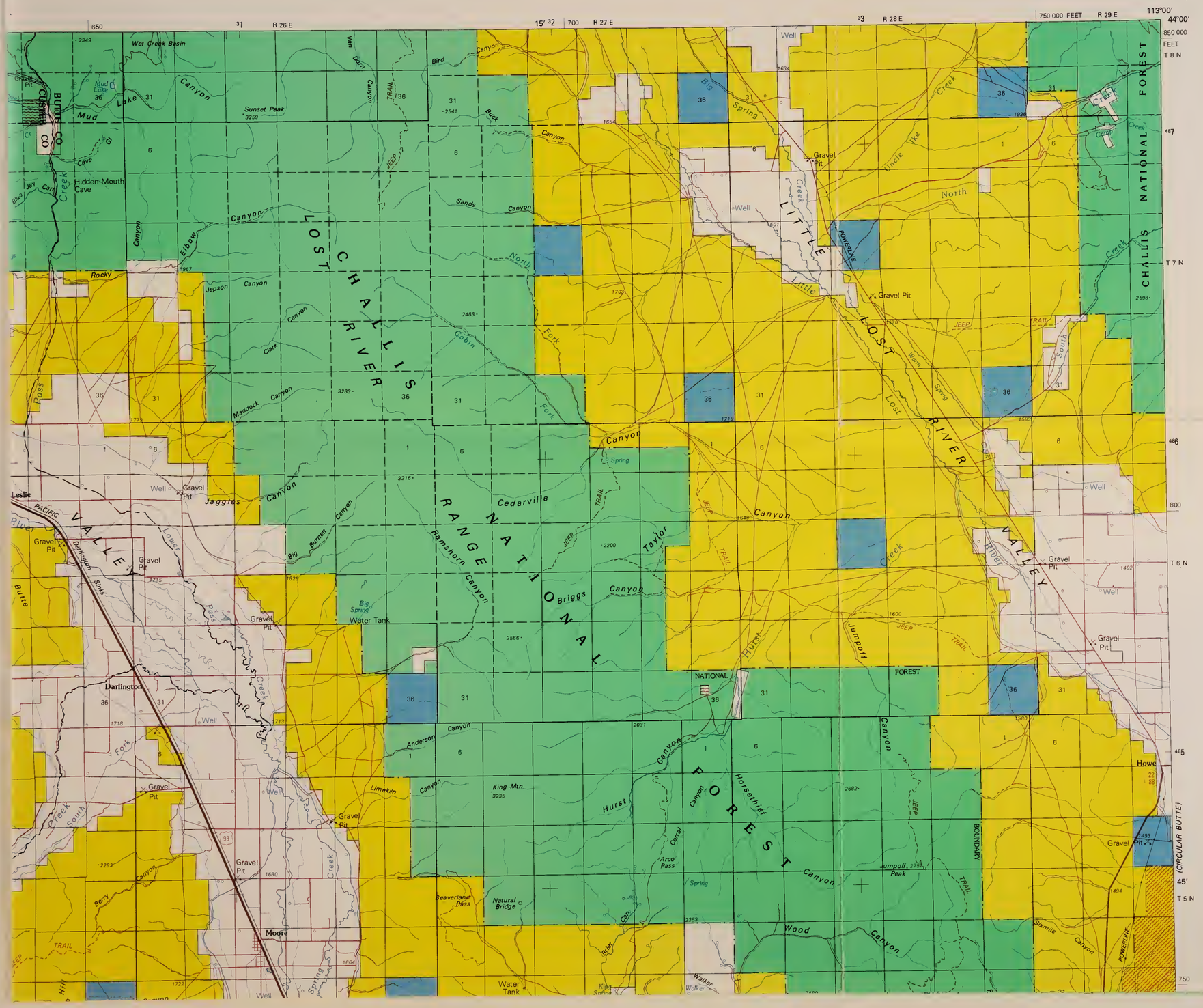
1979

SURFACE MANAGEMENT STATUS

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT



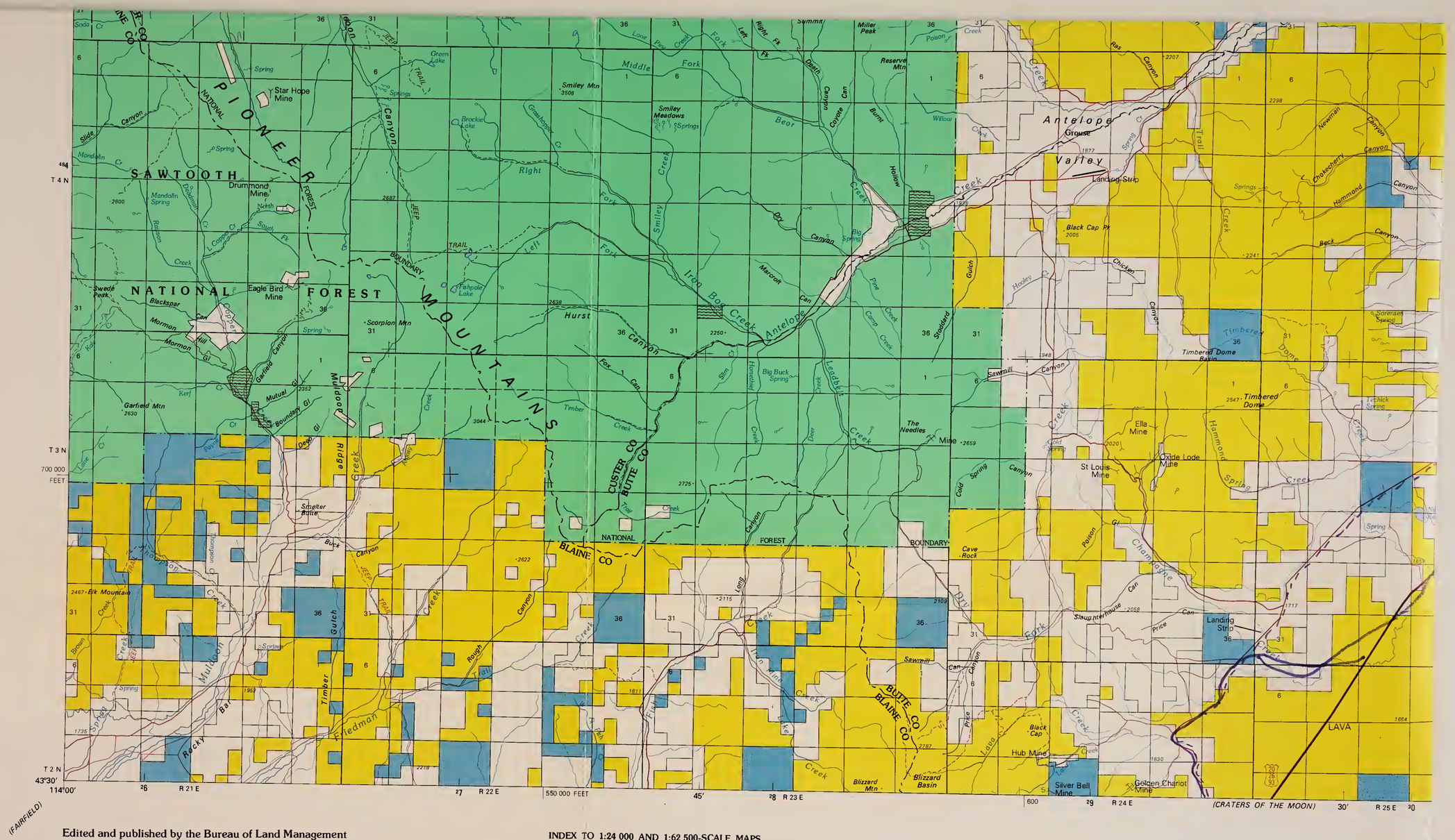
ARCO QUADRANGLE
IDAHO
1:100 000-SCALE SERIES (PLANIMETRIC)



BUREAU OF LAND MANAGEMENT

LAND STATUS LEGEND

Public Lands (Administered By Bureau of Land Management)	
Oregon & California Lands (O&C Lands) Coos Bay Wagon Road (CBWR)	NONE
National Forest	
National Grasslands	NONE
National Parks and Monuments	NONE
Indian Lands or Reservations	NONE
Military Reservations and Withdrawals Corps of Engineers	NONE
Wildlife Refuges	NONE
Bankhead-Jones Land Use Lands (L.U. Lands)	NONE
Tennessee Valley Authority	NONE
Patented Lands	
State Lands	
Bureau of Reclamation	NONE
Power Withdrawals and Classifications	NONE
Federal Agency Protective Withdrawals	
Public Water Reserves	NONE
Department of Energy (DOE)	
Oregon & California Lands (O&C Lands) Administered By US Forest Service	NONE
Radio & Air Facilities	NONE
Miscellaneous	NONE
State, County, City, Wildlife, Park and Outdoor Recreation Areas	NONE
Acquired Lands (By Administering Agency)	NONE



Edited and published by the Bureau of Land Management

Base map prepared by the U.S. Geological Survey

Compiled from USGS 1:24 000 and 1:62 500-scale topographic maps dated 1960–72. Planimetry revised from aerial photographs taken 1974–75 and other source data. Revised information not field checked. Map edited 1979

Projection and 10 000-meter grid, zone 12, Universal Transverse Mercator
50 000-foot grid ticks based on Idaho coordinate system, central zone. 1927 North American datum
To place on the predicted North American Datum 1983 move the projection lines 13 meters north and 70 meters east

Protracted land lines are dashed
Surface Management Status by BLM, 1979

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1 Copper Basin–1960
2 Mackay–1960
3 Methodist Creek–1969
4 Sunset Peak–1969
5 Howe NW–1969
6 Howe NE–1969
7 Darlington–1969
8 Ramshorn Canyon–1969
9 Arco Pass–1969
10 Howe–1969
11 Muldoon Canyon–1960
12 Grouse–1960
13 Appendicitis Hill–1972
14 Arco North–1972
15 Arco Hills–1972
16 Howe Peak–1972
17 Nichols Reservoir–1972
18 Arco South–1972
19 Butte City–1972
20 Arco Hills SE–1972

GN MN
1°25' 25 MILS
17½° 311 MILS

UTM GRID AND 1979 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:100 000

1 0 1 2 3 4 5 6 7 KILOMETERS

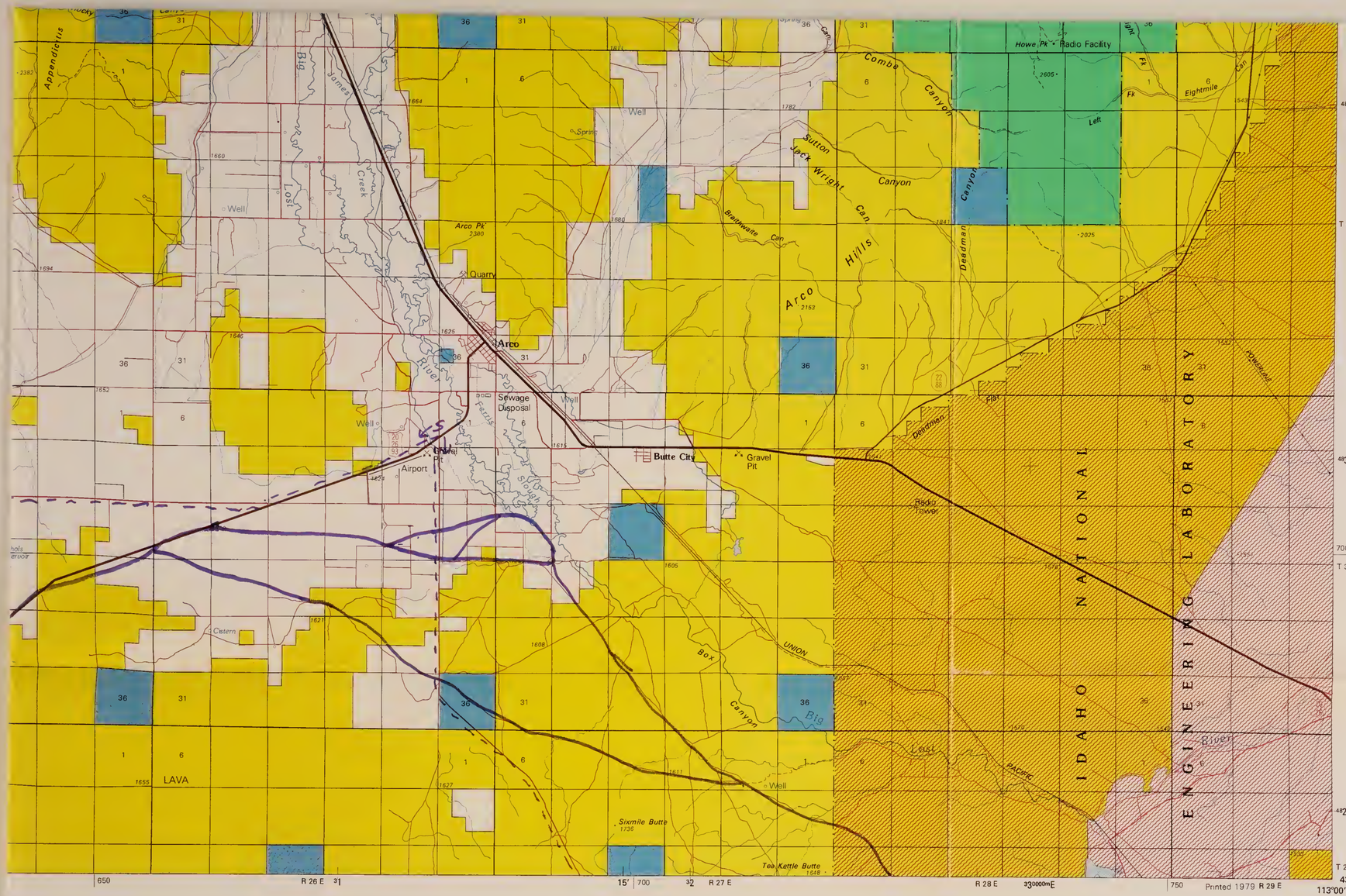
1 0 1 2 3 MILES

5000 0 5000 10000 15000 20 FEET

ELEVATIONS SHOWN IN METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by 0.3048

This map complies with national map accuracy star

FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 8022



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IDAHO

QUADRANGLE LOCATION

LEGEND

- Village or locality
- Landmark building
- Perennial stream, lake
- Intermittent stream, lake

ROAD CLASSIFICATION

- Primary highway, hard surface
- Secondary highway, hard surface
- Light-duty road, hard or improved surface
- Street or other road
- Trail
- Interstate route
- U.S. route
- State route

dards
OR RESTON, VIRGINIA 22029

ARCO, IDAHO

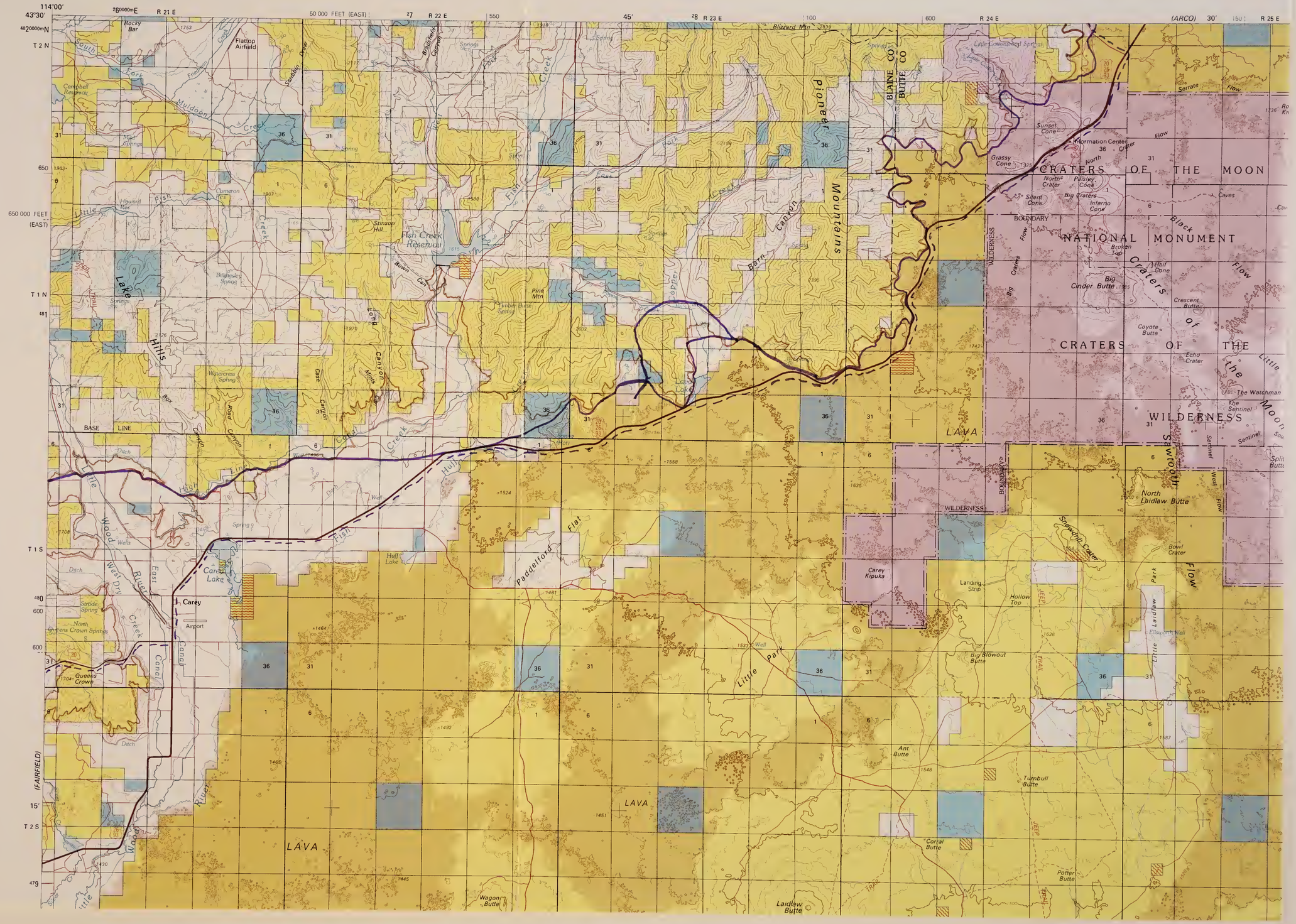
NW/4 IDAHO FALLS (NK 12-1) 1:250 000-SCALE MAP

N4330—W11300/30x60

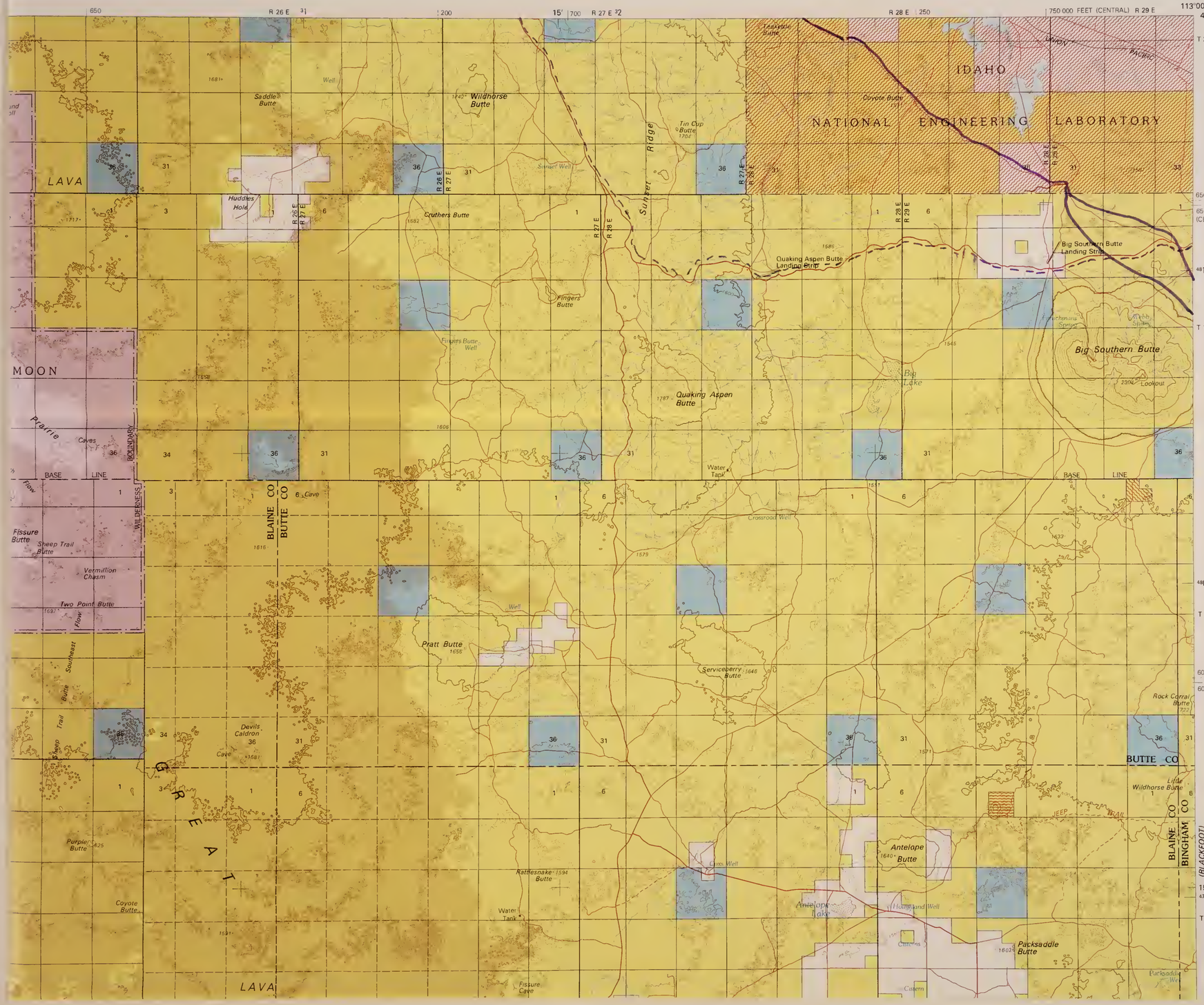
1979

SURFACE MANAGEMENT STATUS

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT



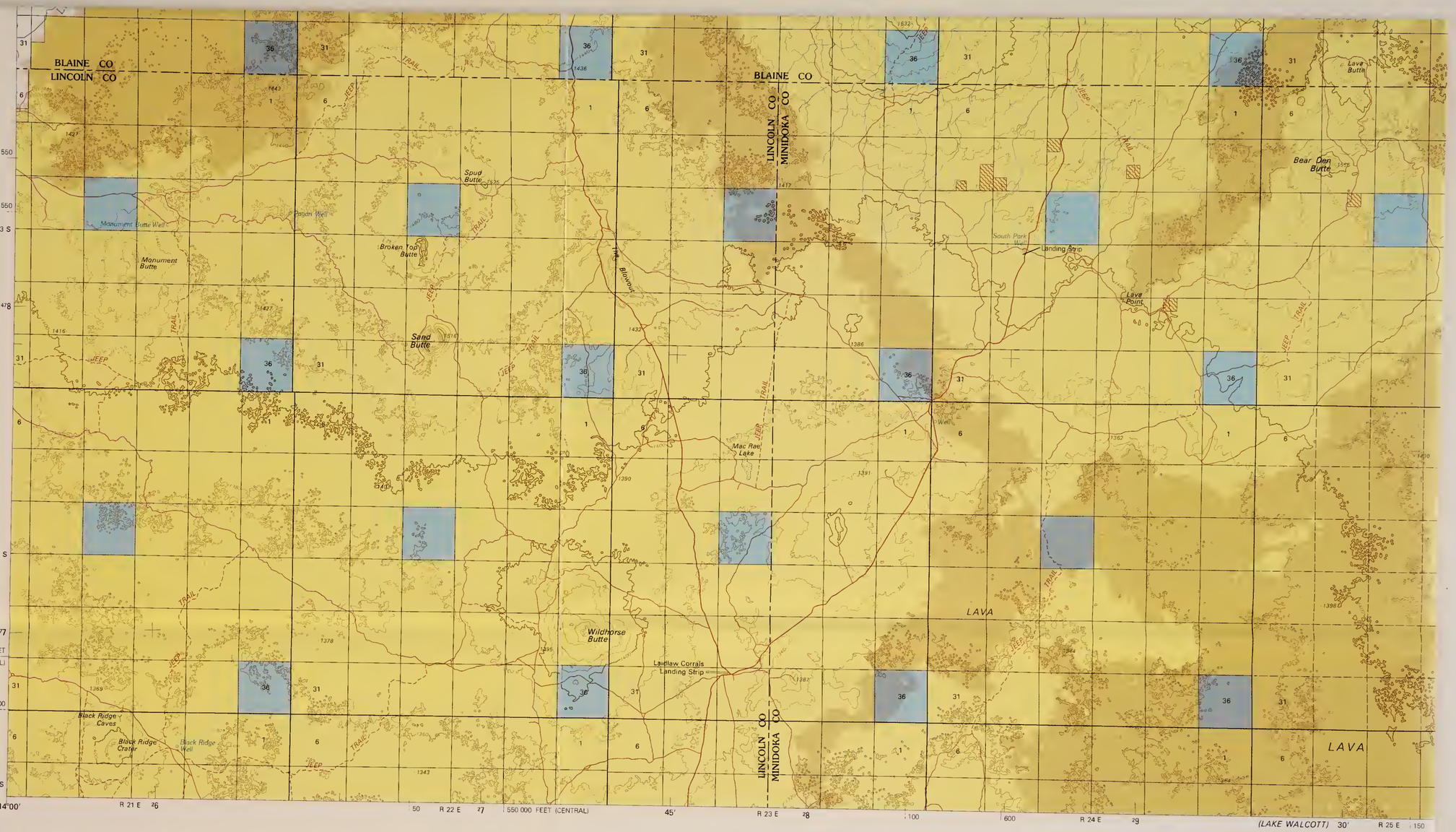
CRATERS OF THE MOON QUADRANGLE
IDAHO
1:100 000–SCALE SERIES (TOPOGRAPHIC)



BUREAU OF LAND MANAGEMENT

LAND STATUS LEGEND

Public Lands (Administered By Bureau of Land Management)	
Oregon & California Lands (O&C Lands) Coos Bay Wagon Road (CBWR)	NONE
National Forest	NONE
National Grasslands	NONE
National Parks and Monuments	
Indian Lands or Reservations	NONE
Military Reservations and Withdrawals Corps of Engineers	NONE
Wildlife Refuges	NONE
Bankhead-Jones Land Use Lands (L.U. Lands)	NONE
Tennessee Valley Authority	NONE
Patented Lands	
State Lands	
Bureau of Reclamation	NONE
Power Withdrawals and Classifications	NONE
Federal Agency Protective Withdrawals	
Public Water Reserves	
Department of Energy (DOE)	
Oregon & California Lands (O&C Lands) Administered By US Forest Service	NONE
Radio & Air Facilities	NONE
Miscellaneous	NONE
State, County, City, Wildlife, Park and Outdoor Recreation Areas	NONE
Acquired Lands (By Administering Agency)	NONE



Edited and published by the Bureau of Land Management

Base map prepared by the U.S. Geological Survey
Compiled from USGS 1:24 000-scale topographic maps dated 1972-73
See index of individual maps. Map edited 1978

Projection and 10 000-meter grid, zone 12: Universal Transverse Mercator
50 000-foot grid ticks based on Idaho coordinate system, central and east zones
1927 North American datum

Protracted land lines are dashed

Surface Management Status by BLM, 1979

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1 Lake Hills (AFC)
2 Fish Creek Res (AFC)
3 Blizzard Mtn.–1972
4 Inferno Cone–1972
5 The Watchman–1973
6 Fingers Butte–1972
7 Quaking Aspen Butte–1972
8 Big Southern Butte–1972
9 Carey (AFC)
10 Paddelford Flat (AFC)
11 Little Park–1972
12 North Laidlaw Butte–1972
13 Fissure Butte–1973
14 Pratt Butte–1972
15 Serviceberry Butte–1972
16 Sunset Lake–1972
17 Pagari Well–(AFC)
18 Wagon Butte (AFC)
19 Laidlaw Butte–1972
20 Bear Den Butte–1972
21 Bear Park West–1972
22 Bear Park East–1972
23 Antelope Lake–1972
24 Split Top–1972
25 Black Ridge Crater (AFC)
26 Halfway Lake–(AFC)
27 Laidlaw Lake–1972
28 Bottleneck Lake–1972
29 Bear Park SW–1972
30 Mule Butte–1972
31 Mosby Butte–1972
32 Mosby Well–1972

AFC–MAPS IN PROGRESS

GN MN
1°42′ 30 MILS
17° 302 MILS

UTM GRID AND 1978 MAGNETIC NORTH DECLINATION AT CENTER OF MAP

SCALE 1:100 000

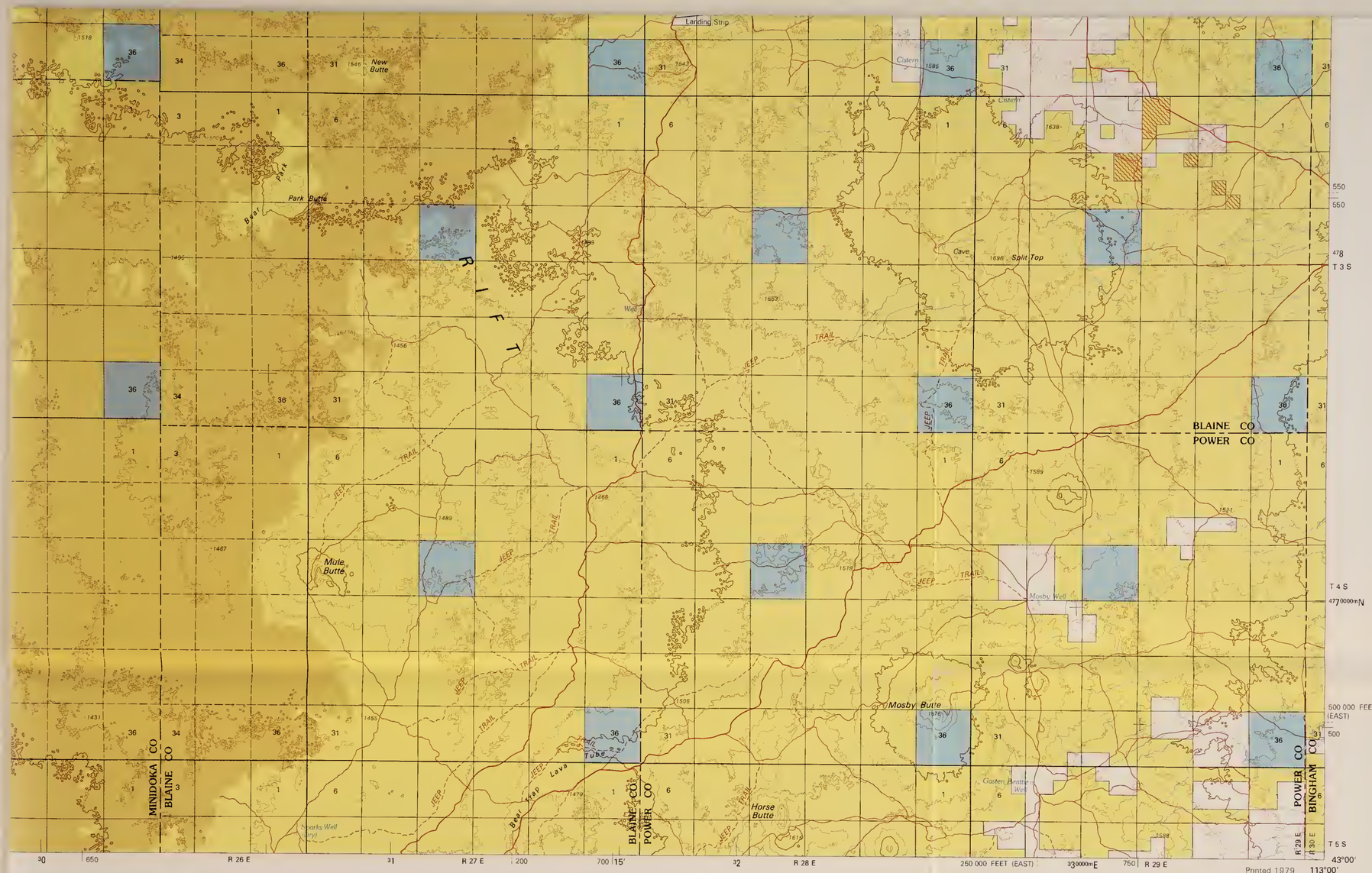
1 0 1 2 3 4 5 6 7
KILOMETERS

1 0 1 2 3
MILES

5000 0 5000 10000 15000
FEET

CONTOUR INTERVAL 20 AND 50 METE
NATIONAL GEODETIC VERTICAL DATUM OF 1929
To convert meters to feet multiply by 3.280
To convert feet to meters multiply by 0.304

This map complies with national map accuracy st
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 802



NOTE TO MAP USERS

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CONTOUR INTERVAL

50m. 50 m. – 20 meters

IDAHO

QUADRANGLE LOCATION

LEGEND

Perennial stream, lake

Intermittent stream, lake

Village or locality

Landmark structure

ROAD CLASSIFICATION

Primary highway, hard surface

Secondary highway, hard surface

Light-duty road, hard or improved surface

Street or other road

Trail

Interstate Route U.S. Route State Route

ndards
5, OR RESTON, VIRGINIA 22092

CRATERS OF THE MOON, IDAHO

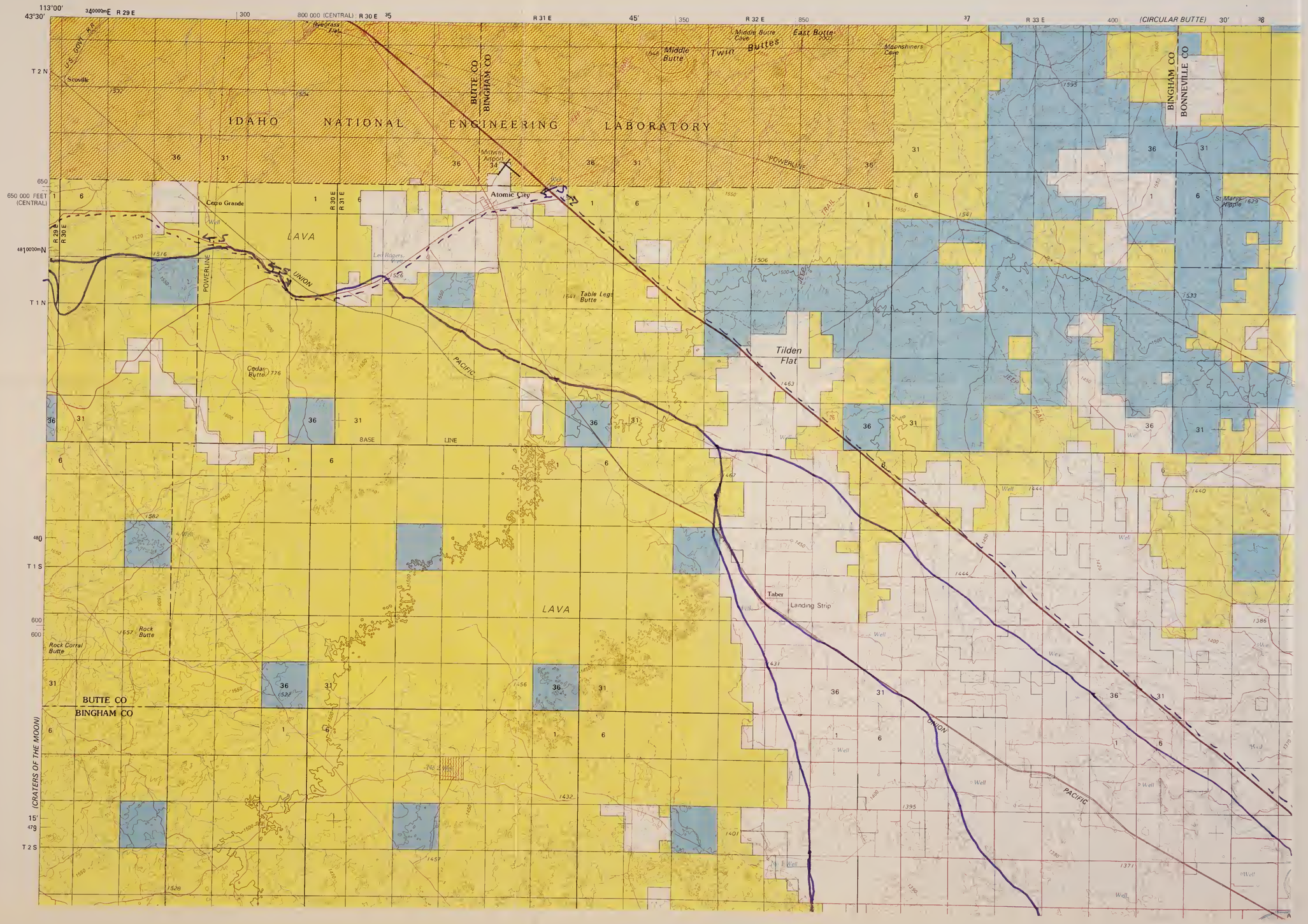
SW/4 IDAHO FALLS (NK 12-1) 1:250 000-SCALE MAP

N4300—W11300/30X60

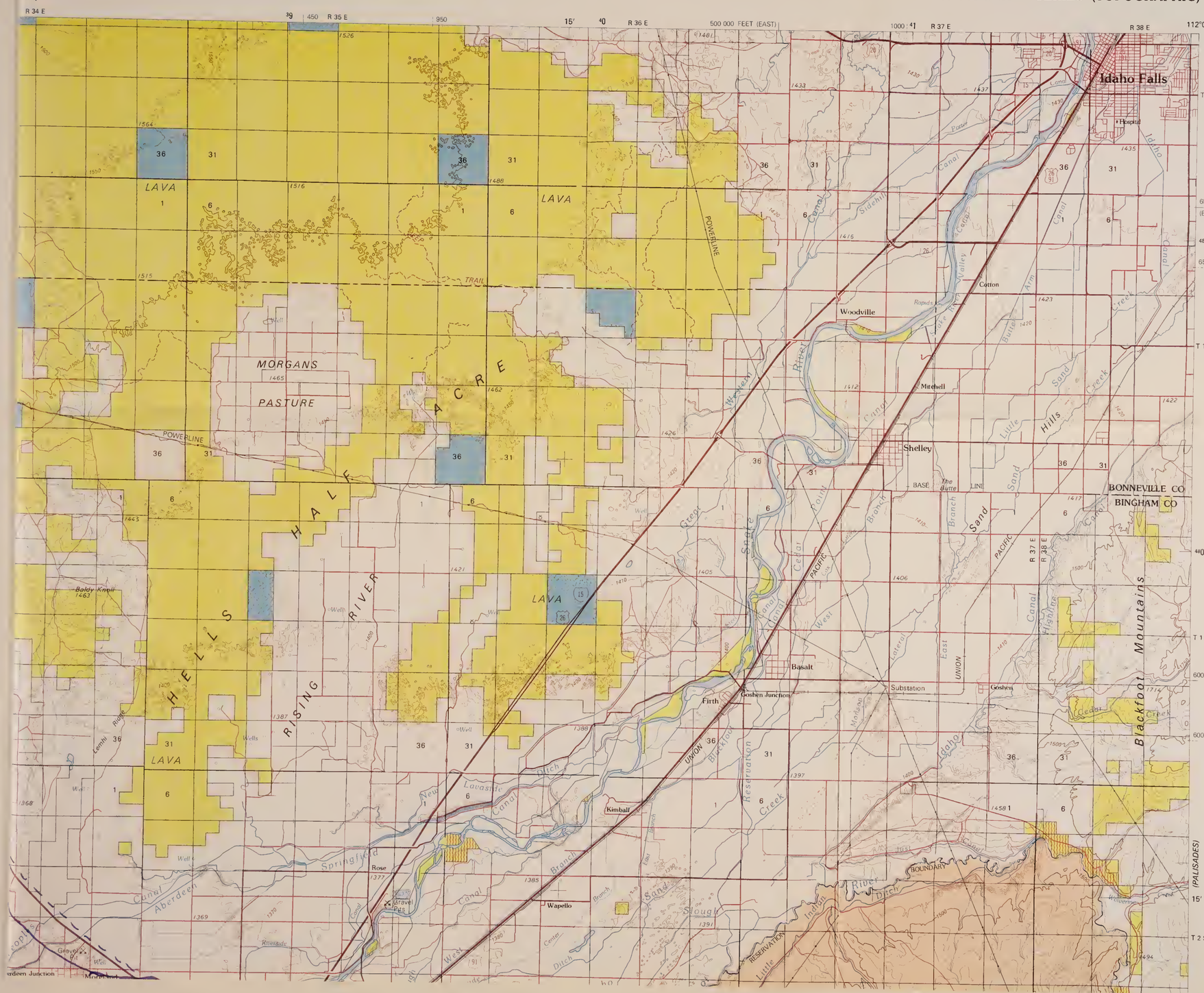
1978

SURFACE MANAGEMENT STATUS

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT



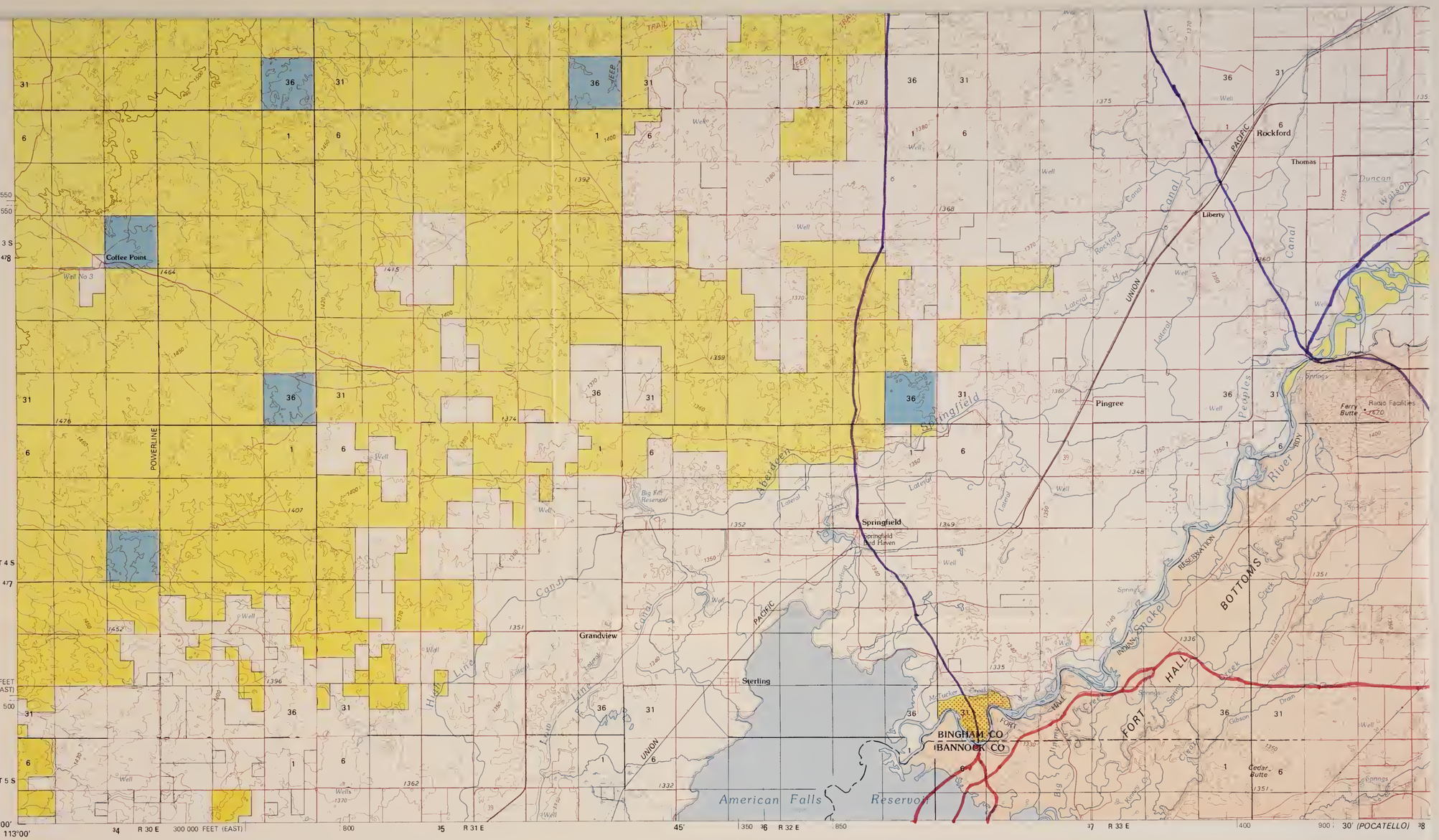
BLACKFOOT QUADRANGLE
IDAHO
1:100 000-SCALE SERIES (TOPOGRAPHIC)



BUREAU OF LAND MANAGEMENT

LAND STATUS LEGEND

Public Lands (Administered By Bureau of Land Management)	
Oregon & California Lands (O&C Lands) Coos Bay Wagon Road (CBWR)	NONE
National Forest	NONE
National Grasslands	NONE
National Parks and Monuments	NONE
Indian Lands or Reservations	
Military Reservations and Withdrawals Corps of Engineers	NONE
Wildlife Refuges	NONE
Bankhead-Jones Land Use Lands (L.U. Lands)	NONE
Tennessee Valley Authority	NONE
Patented Lands	
State Lands	
Water and Power Resources Service	
Power Withdrawals and Classifications	
Federal Agency Protective Withdrawals	NONE
Public Water Reserves	NONE
Department of Energy (DOE)	
Oregon & California Lands (O&C Lands) Administered By US Forest Service	NONE
Radio & Air Facilities	NONE
Miscellaneous	NONE
State, County, City, Wildlife, Park and Outdoor Recreation Areas	NONE
Acquired Lands (By Administering Agency)	NONE



Edited and published by the Bureau of Land Management

Base map prepared by the U.S. Geological Survey
Compiled from USGS 1:24 000-scale topographic maps dated 1948–1973. Planimetry revised from aerial photographs taken 1973–74 and other source data. Revised information not field checked. Map edited 1978

Projection and 10 000-meter grid, zone 12, Universal Transverse Mercator
50 000-foot grid ticks based on Idaho coordinate system, east and central zones
1927 North American datum

Surface Management Status by BLM, 1980

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1 Scoville–1973
2 Atomic City–1973
3 Middle Butte–1973
4 Taber NE–1973
5 Morgans Pasture NW–1964
6 Morgans Pasture NE–1964
7 Woodville–1948
8 Idaho Falls South–1948
9 Rock Butte–1973
10 Lava Lake Reservoir–1973
11 Taber–1973
12 Olsen–1973
13 Baldy Knoll–1955
14 Rose–1955
15 Firth–1955
16 Goshen–1950
17 Coffee Point–1973
18 Coffee Point NE–1973
19 Springfield NW–1955
20 Rockford–1955
21 Moreland–1971
22 Blackfoot–1971
23 Lincoln Creek–1955
24 Higham Peak–1951
25 Coffee Point SW–1973
26 Big Fall Reservoir–1973
27 Springfield–1955
28 Pingree–1955
29 Fort Hall–1971
30 Buckskin Basin–1971
31 Yandell Springs (AFC)
32 Lincoln Peak (AFC)

AFC-Maps in progress

UTM GRID AND 1978 MAGNETIC NORTH DECLINATION AT CENTER OF MAP

SCALE 1:100 000

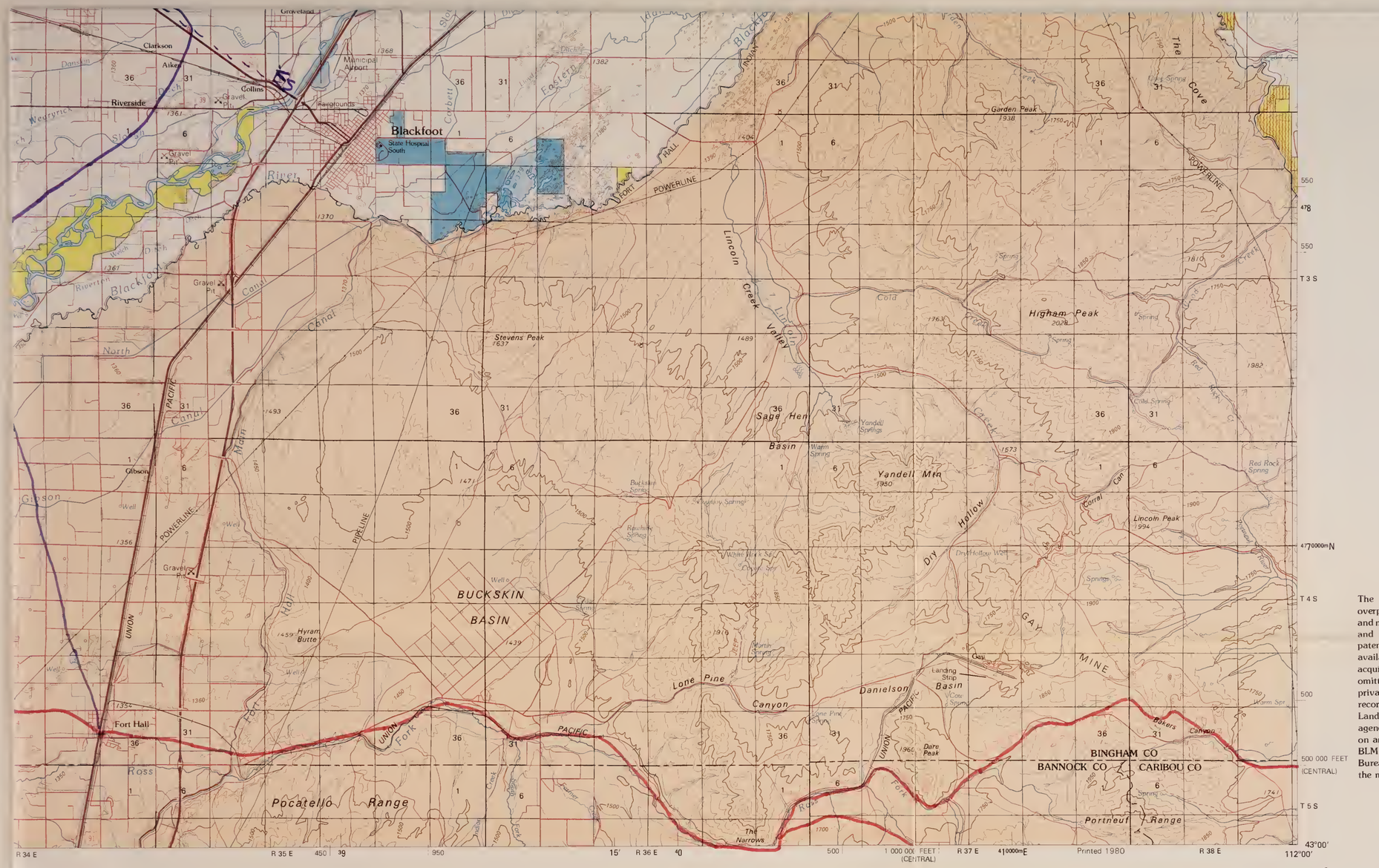
1 0 1 2 3 4 5 6 7
KILOMETERS

1 0 1 2 3
MILES

5000 0 5000 10000 15000
FEET

CONTOUR INTERVAL 50 METERS
WITH SUPPLEMENTARY CONTOURS AT 10-METER I
NATIONAL GEODETIC VERTICAL DATUM OF
To convert meters to feet multiply by 3
To convert feet to meters multiply by 0.

This map complies with national map accuracy s
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 802



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8 9 10

4 5

20000 25000

ITERVALS
929
2808
3048

andards
25, OR RESTON, VIRGINIA 22092

IDAHO

QUADRANGLE LOCATION

LEGEND

Village or locality
Landmark building
Perennial stream, lake
Intermittent stream, lake

ROAD CLASSIFICATION

Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Street or other road
Trail

Interstate Route
U.S. Route
State Route

BLACKFOOT, IDAHO

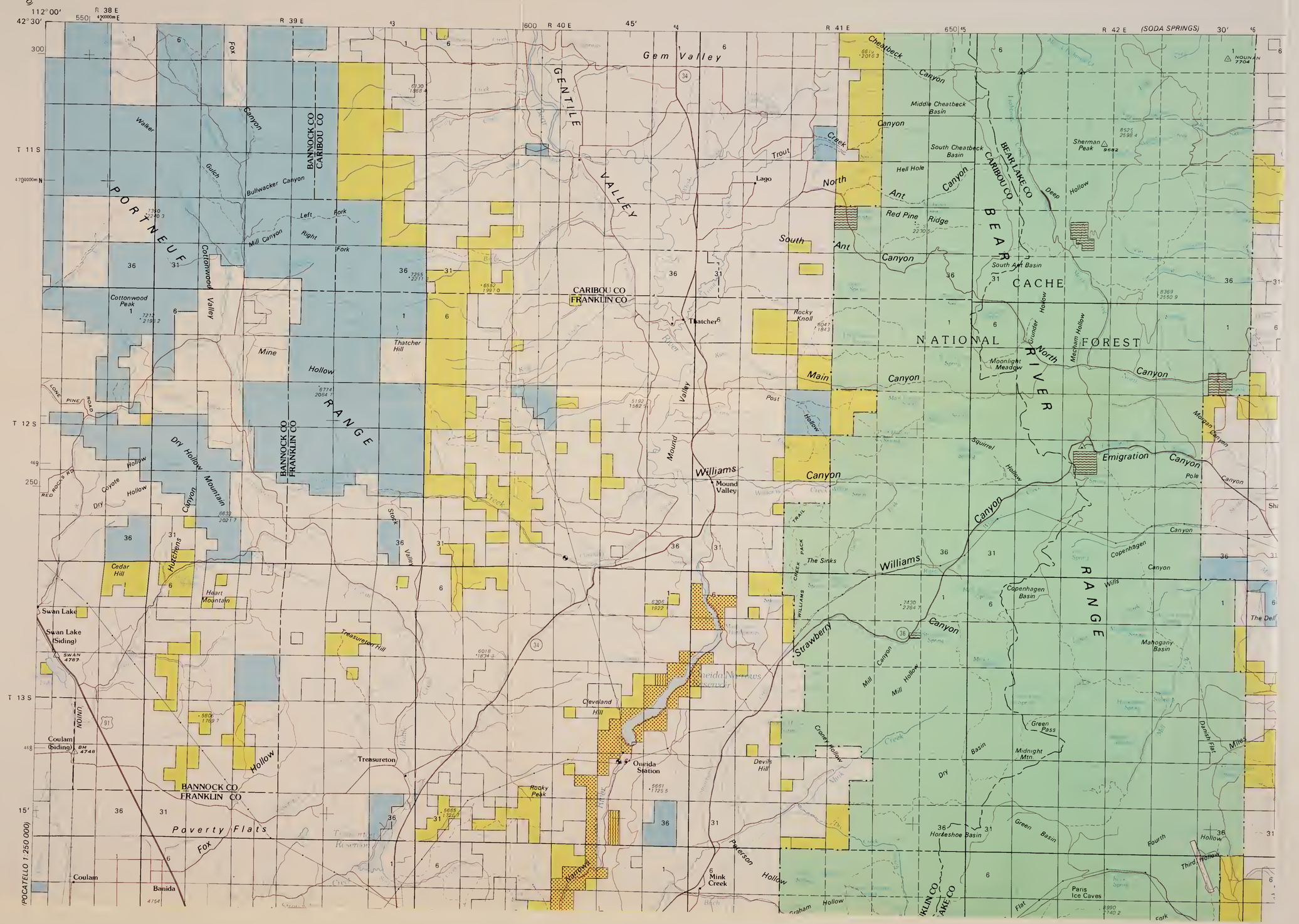
SE/4 IDAHO FALLS (NK 12-1) 1:250 000-SCALE MAP

N4300—W11200/30X60

1978

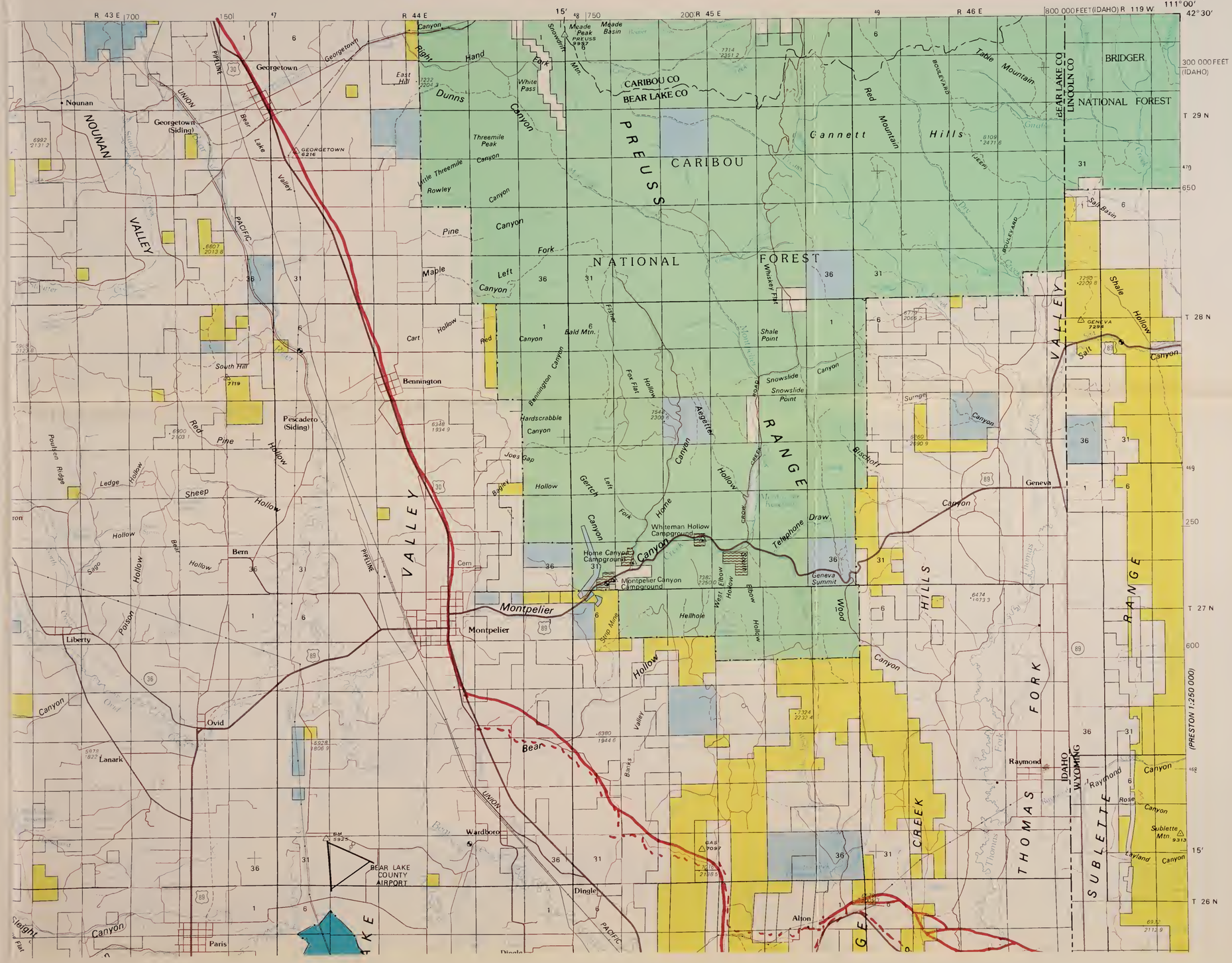
SURFACE MANAGEMENT STATUS

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT



(POCATELLO 1:250 000)

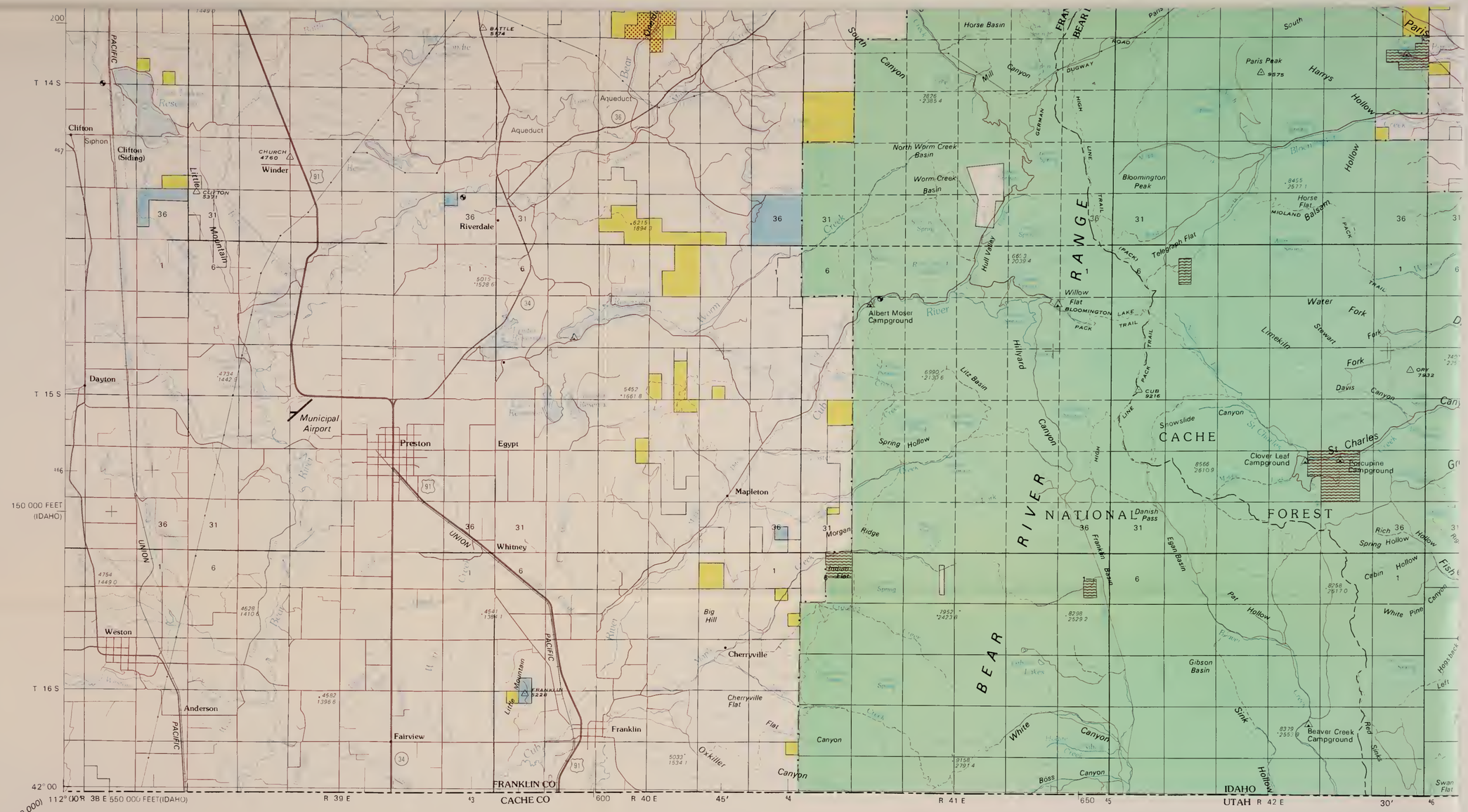
PRESTON QUADRANGLE
IDAHO-WYOMING-UTAH
1:100 000-SCALE SERIES (PLANIMETRIC)



BUREAU OF LAND MANAGEMENT

LAND STATUS LEGEND

Public Lands (Administered By Bureau of Land Management)	
Oregon & California Lands (O&C Lands) Coos Bay Wagon Road (CBWR)	NONE
National Forest	
National Grasslands	NONE
National Parks and Monuments	NONE
Indian Lands or Reservations	NONE
Military Reservations and Withdrawals Corps of Engineers	NONE
Wildlife Refuges	
Bankhead-Jones Land Use Lands (L.U. Lands)	NONE
Tennessee Valley Authority	NONE
Patented Lands	
State Lands	
Bureau of Reclamation	
Power Withdrawals and Classifications	
Federal Agency Protective Withdrawals	
Public Water Reserves	NONE
Energy Research and Development Administration (ERDA)	NONE
Oregon & California Lands (O&C Lands) Administered By US Forest Service	NONE
Radio & Air Facilities	NONE
Miscellaneous	NONE
State, County, City, Wildlife, Park and Outdoor Recreation Areas	
Acquired Lands (By Administering Agency)	NONE



Edited and published by the Bureau of Land Management

Compiled in 1975 from USGS 1:24 000-scale topographic maps dated 1967–1970. See index for dates of individual maps

Reviewed by Branch of Photogrammetry
WMC, USGS July 1975 No revision necessary

Projection and 10 000-metre grid ticks, zone 12
Transverse Mercator
50 000-foot grid ticks based on Idaho coordinate system, east zone and Wyoming coordinate system, west zone
1927 North American datum
Protracted land lines are dashed

Surface Management Status by BLM, 1982

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1 Cottonwood Peak—1969
2 Thatcher Hill—1969
3 Thatcher—1969
4 North Canyon—1969
5 Nounan—1970
6 Georgetown—1970
7 Meade Peak—1970
8 Giraffe Creek—1970
9 Swan Lake—1969
10 Treasureton—1969
11 Oneida Narrows Reservoir—1969
12 Midnight Mtn—1969
13 Ovid—1967
14 Montpelier—1967
15 Montpelier Canyon—1970
16 Geneva—1970
17 Bancda—1969
18 Riverdale—1969
19 Mink Creek—1969
20 Paris Peak—1969
21 Paris—1967
22 Dingle—1967
23 Pegram—1970
24 Border—1970
25 Weston—1969
26 Franklin—1969
27 Mapleton—1969
28 Egan Basin—1969
29 St. Charles—1969
30 Bear Lake North—1970
31 Pegram Creek—1970
32 Boundary Ridge—1970

UTM GRID AND 1975 MAGNETIC NORTH DECLINATION AT CENTER OF MAP

SCALE 1:100 000

KILOMETRES

MILES

FEET

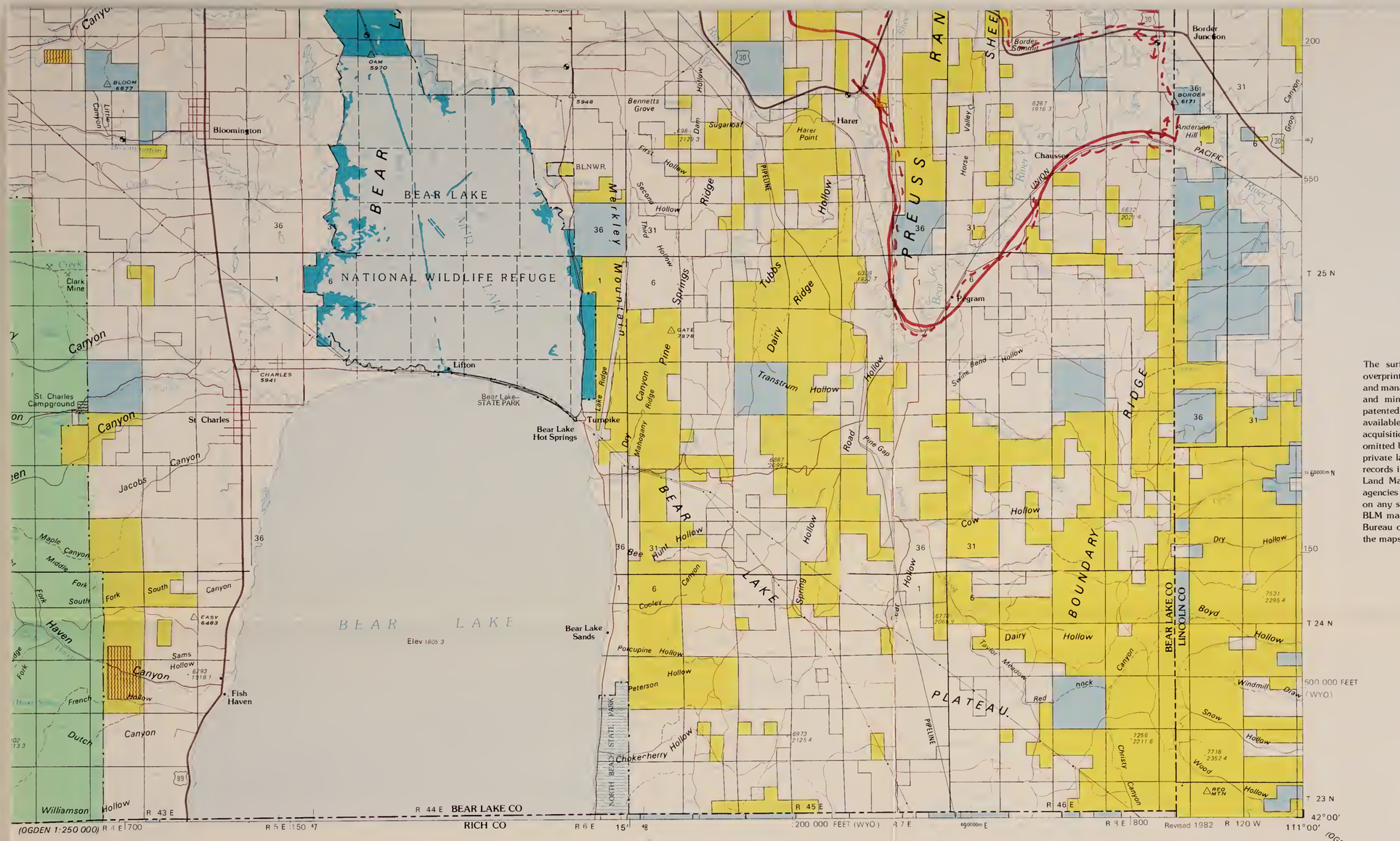
NATIONAL GEODETIC VERTICAL DATUM OF

This map complies with national map accuracy

FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80

and

BLM STATE OFFICE, BOISE, ID 837



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Metres equal feet times 0.3048

Metric elevations shown in red

QUADRANGLE LOCATION

LEGEND

Perennial stream, lake . . . . . .

Intermittent stream, lake . . . . . .

Village or locality . . . . . •

Landmark structure . . . . . •

ROAD CLASSIFICATION

Primary highway, hard surface . . . . . ——

Secondary highway, hard surface . . . . . ——

Light-duty road, hard or improved surface . . ——

Unimproved road . . . . . ——

Trail . . . . . - - - - -

Interstate route U.S. route State route

929

standards

225, OR RESTON, VIRGINIA 22092

4

PRESTON, IDAHO-WYO.-UTAH

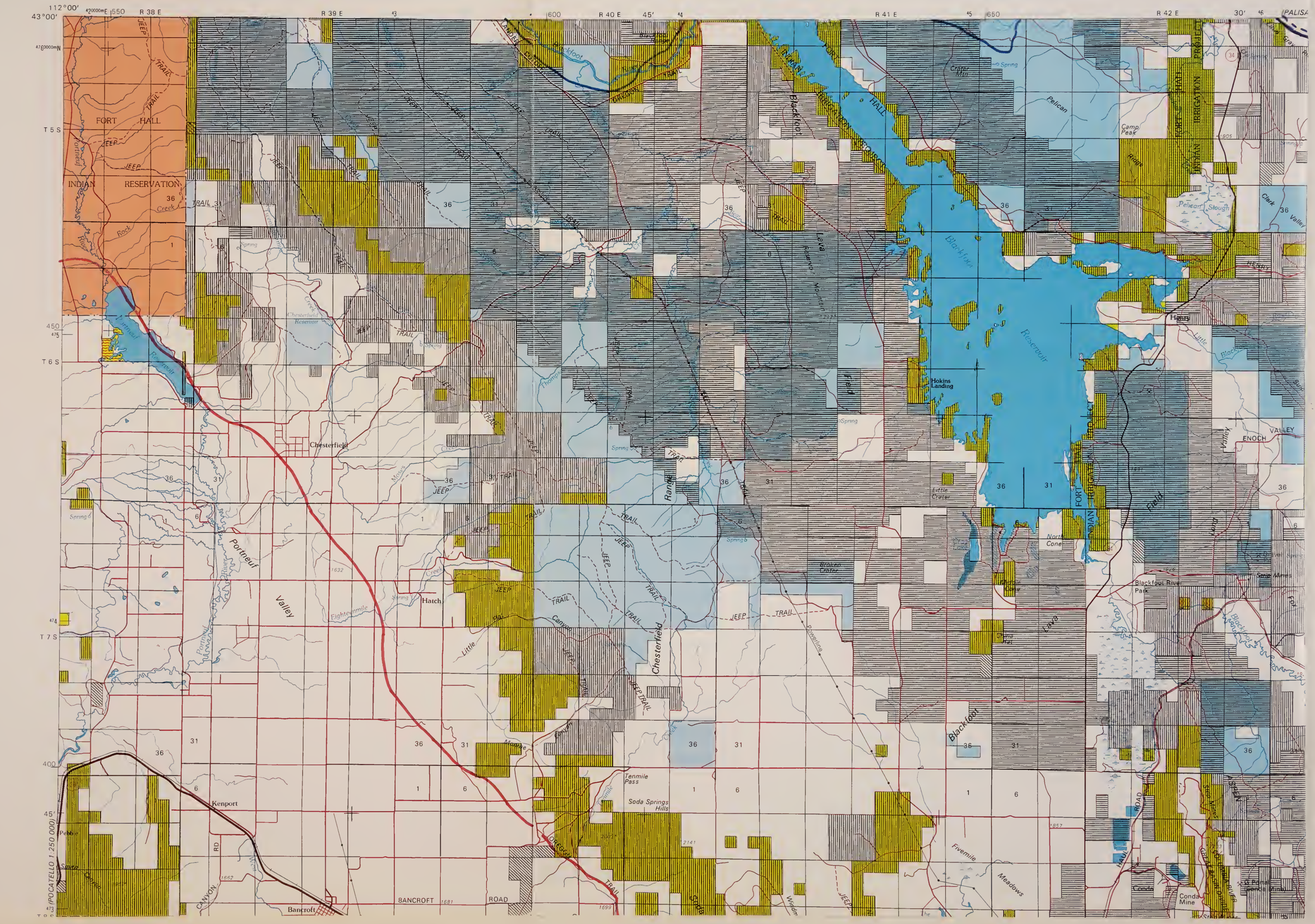
SW/4 PRESTON (NK 12-5) 1:250 000 SCALE MAP

N4200-W11100 / 30X60

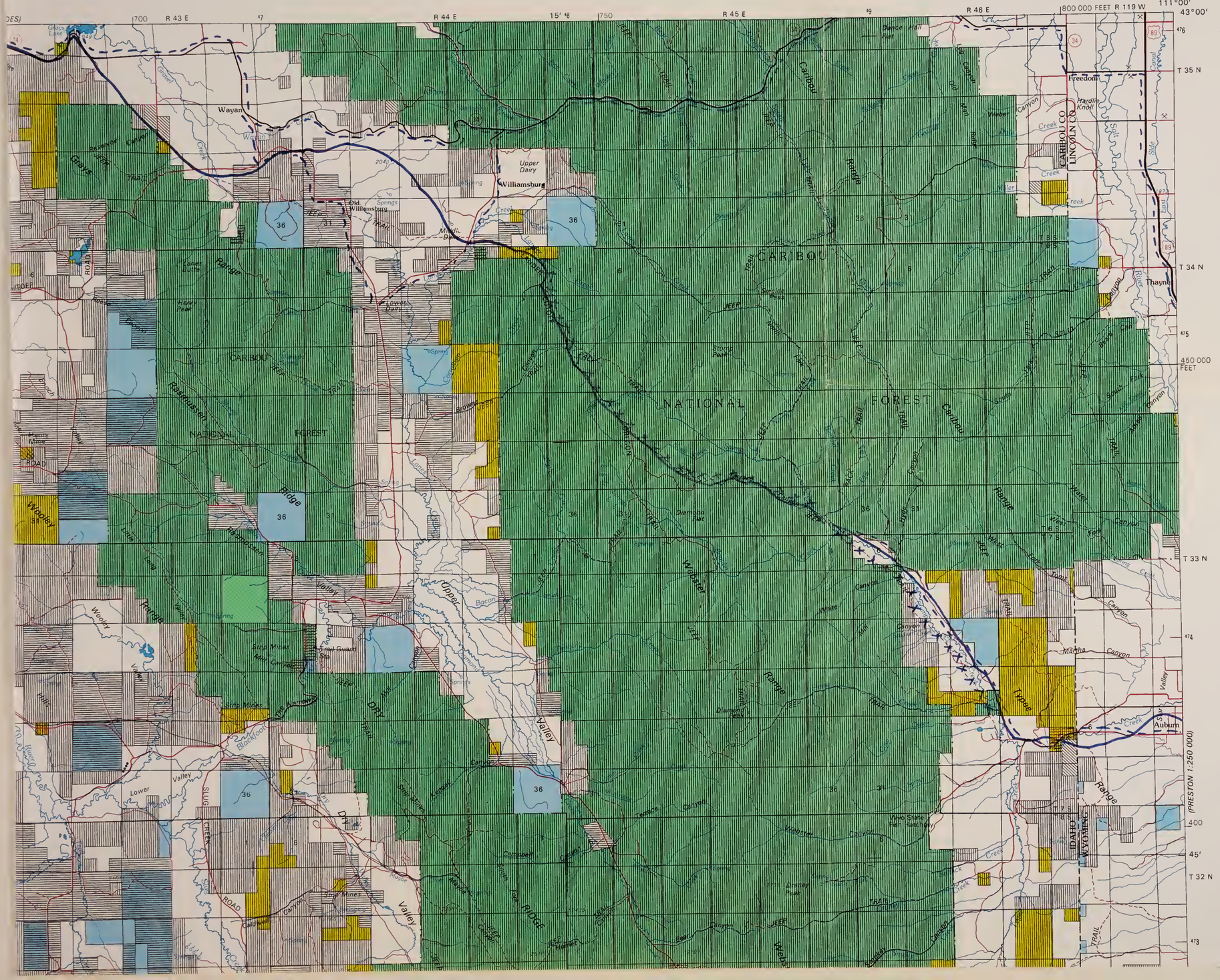
1975

SURFACE MANAGEMENT STATUS

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT



SODA SPRINGS QUADRANGLE
IDAHO-WYOMING
1:100 000-SCALE SERIES (PLANIMETRIC)



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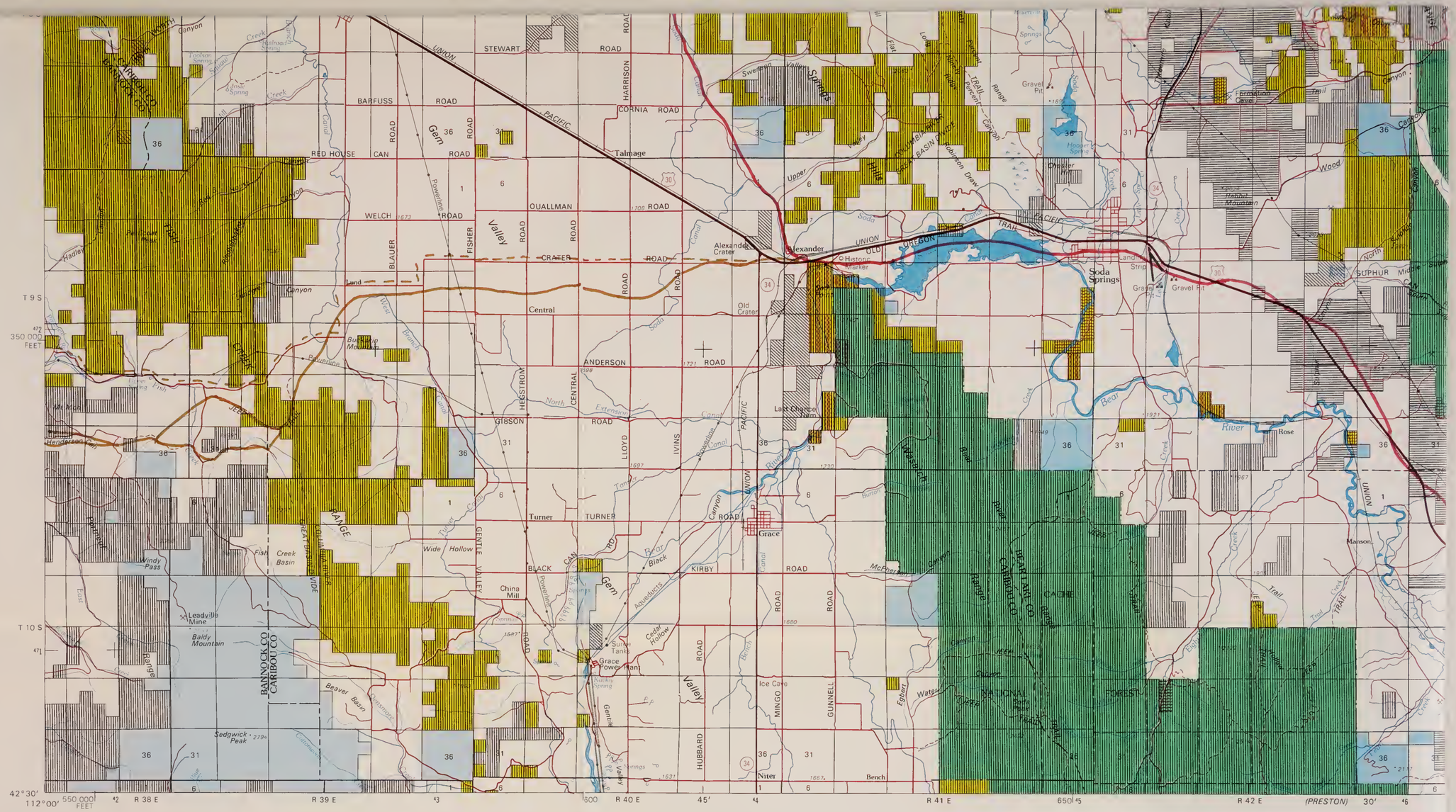
BUREAU OF LAND MANAGEMENT

LAND STATUS LEGEND

National Resource Lands	
Oregon & California Lands (O&C Lands) Coos Bay Wagon Road (CBWR)	NONE
National Forest	
National Grasslands	NONE
National Parks and Monuments	NONE
Indian Lands or Reservations	
Military Reservations and Withdrawals Corps of Engineers	NONE
Wildlife Refuges	NONE
Bankhead-Jones Land Use Lands (L.U. Lands)	NONE
Tennessee Valley Authority	NONE
Patented Lands	
State Lands	
Bureau of Reclamation	
Power Withdrawals and Classifications	
Federal Agency Protective Withdrawals	
Public Water Reserves	
Energy Research and Development Administration (ERDA)	NONE
Oregon & California Lands (O&C Lands) Administered By US Forest Service	NONE
Radio & Air Facilities	NONE
Miscellaneous	
State Wildlife, Park and Outdoor Recreation Areas	NONE
Acquired Lands (By Administering Agency)	

MINERALS OWNED BY THE FEDERAL GOVERNMENT

Mineral Rights	*Symbol*



Edited and published by the Bureau of Land Management

Compiled in 1975 and 1976 from USGS 1:24 000 and 1:62 500-scale topographic maps dated 1966-1974. See index for dates of individual maps.

Planimetry revised for portions only by USGS from aerial photographs taken 1973. Revised information not field checked.

Projection and 10 000-meter grid ticks, zone 12
Universal Transverse Mercator.
50 000-foot grid ticks based on Idaho coordinate system, east zone.
1927 North American datum

Protracted land lines are dashed

Minerals Management Status by BLM, 1976

INDEX TO 1:24 000 AND 1:62 500-SCALE MAPS

1	2	3		4
5	6	7	8	9	10
		11	12	13	14

1 Portneuf–1975
2 Henry–1975
3 Lanes Creek–1974
4 Freedom–1974
5 Bancroft–1975
6 Soda Springs–1975
7 Johnson Creek–1949
8 Dry Creek–1949
9 Stewart Flat–1949
10 Crow NE–1974
11 Fossil Canyon–1970
12 Harrington Peak–1970
13 Snowdrift Mtn –1940
14 Crow SE–1974

GN MN
0°25′ 8 MILS
16° 284 MILS

UTM GRID AND 1975 MAGNETIC NORTH DECLINATION AT CENTER OF MAP

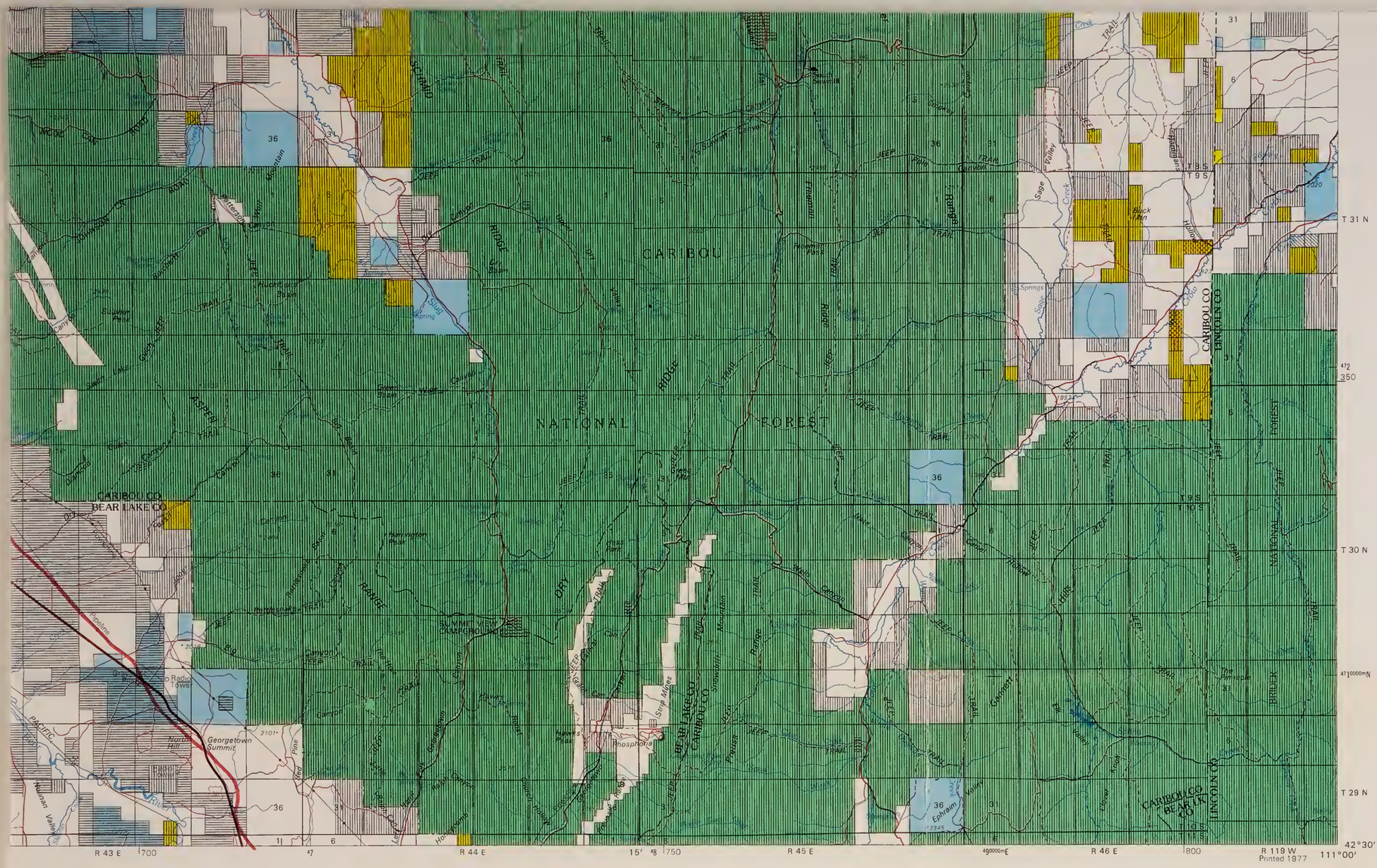
SCALE 1:100 000

1 0 1 2 3 4 5 6 KILOMETERS
1 0 1 2 3 MILES
5000 0 5000 10000 15000 FEET

NATIONAL GEODETIC VERTICAL DATUM OF 19

ELEVATIONS SHOWN IN METERS

This map complies with national map accuracy



All minerals . . . . . .

Coal only . . . . . NONE

Oil and Gas only . . . . . .

Oil, Gas, and Coal only . . . . . NONE

Other . . . . . .

No symbol indicates no Federal minerals . . . . . .

NOTE TO MAP USERS

The surface and minerals management status overprints are published as general planning and management tools. Some of the lands, surface and mineral rights, may have been shown as patented lands due to the lack of information available to BLM with respect to the nature of acquisition. Tracts less than 40 acres are usually omitted because of the map scale. Access through private lands may be restricted. The official land records in the respective offices of the Bureau of Land Management or other responsible Federal agencies should be checked for up-to-date status on any specific tract of land. Inadequacies in the BLM maps should be reported to the respective Bureau of Land Management offices from which the maps were obtained.

7 8 9 10

4 5

20000 25000

29

tandards

QUADRANGLE LOCATION

LEGEND

Perennial stream, lake . . . . . .

Intermittent stream, lake . . . . . .

Village or locality . . . . . .

Landmark structure . . . . . .

ROAD CLASSIFICATION

Primary highway, hard surface . . . . . .

Secondary highway, hard surface . . . . . .

Light-duty road, hard or improved surface . .

Unimproved road . . . . . .

Trail . . . . . .

Interstate route U.S. route State route

SODA SPRINGS, IDAHO-WYOMING

NW/4 PRESTON (NK 12-5) 1:250 000-SCALE MAP

N4230–W11100/30 x 60

1975

SURFACE-MINERALS MANAGEMENT STATUS