

**Project Summary  
For  
Main Oregon Trail  
Back Country Byway**



**Submitted By  
The Idaho Chapter of the  
Oregon-California Trails Association  
December 2009**

A summary of the Main Oregon Trail Back Country Byway project including a description of the route, signs to be installed, budget, match source, and contact person.

Presented to:

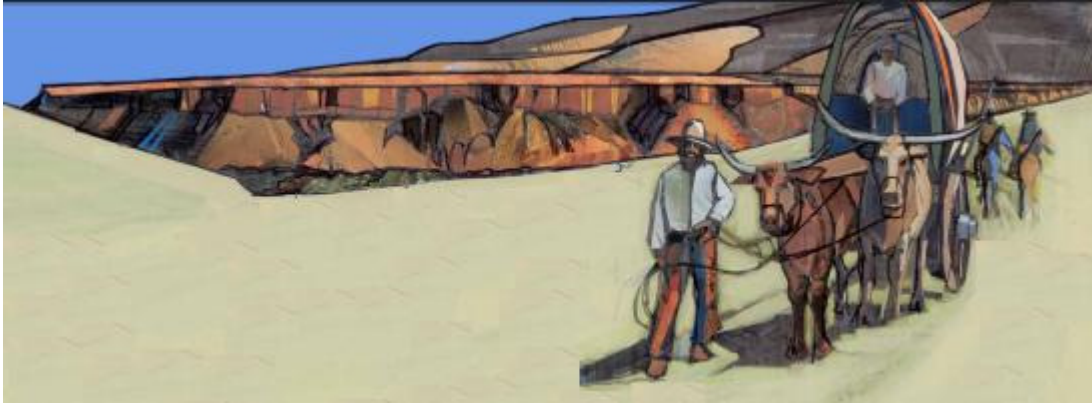
Idaho Scenic Byways Advisory Committee  
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Please contact Jerry Eichhorst for any questions about signs along the byway.





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## Project Overview

The Main Oregon Trail Back Country Byway (MOTBCB) will follow the main Oregon Trail from Three Island Crossing of the Snake River near Glenns Ferry to Bonneville Point southeast of Boise. The route provides access to the ruts and swales of the Oregon Trail as it stretches northwest across the desert and farmland of Elmore and Ada Counties. Some of the finest remnants of the Oregon Trail within Idaho lie along this route. There are many historically significant sites and locations where the traveler can view or hike the ruts which remain after over 150 years. County and state roads will be followed for the byway which is 101 miles in total length.

This byway is sponsored by the Idaho chapter of the Oregon-California Trails Association (IOCTA) in cooperation with the Bureau of Land Management.

# Summary of Signs

Various types of signs will be used to enhance the traveler's experience along the Main Oregon Trail Back Country Byway.

- Large mapboard signs which describe the entire route will be located at 3 high-traffic areas along the byway.
- Interpretive signs will describe the sites of interest at 10 locations along the byway.
- Posters will be used to draw attention to the byway in the I-84 Blacks Creek and Bliss rest areas.
- Byway directional signs will be used to guide the traveler along the byway and highlight the points of interest.

A map showing the byway route and locations of all mapboard and interpretive signs is shown in Appendix A.

## Mapboard Signs

Mapboard signs will be 4' x 8' signs mounted on heavy timbers per ITD standards as are used for state historical marker signs and other byway mapboard signs. All of the signs will contain the same graphic depicting the byway route and the sites a traveler may see along the route. These signs will be placed in the following locations:

- M1. Glens Ferry  
On the bluff overlooking the Snake River at the south end of Commercial Street.
- M2. Mountain Home  
At the Desert Mountain Visitor Center at Exit 95 of I-84.
- M3. Highway 20  
At the Rattlesnake Station historical marker sign turnout 8 miles north of I-84 on Highway 20.

## Interpretive Signs

Ten sites have been identified at which interpretive signs will be installed. Most of these are are locations where the traveler has good access to the Oregon Trail and may hike in the ruts of the area. The signs will have a map of the specific area showing where the trail is located as well as historical

information and diary quotes pertaining to the site. The signs will consist of a sloping panel supported by two legs and will be constructed of heavy gauge steel. Panels will be approximately 36" x 24" in size.

The interpretive sites are:

- I01. Two Island Crossing
- I02. Old Oregon Trail Road Crossing
- I03. Hot Springs Creek
- I04. Hot Springs
- I05. Rattlesnake Creek
- I06. Kelton Road crossing
- I07. Canyon Creek
- I08. Ditto Creek
- I09. Bowns Creek
- I10. Blacks Creek Road Crossing

## Posters

Poster displays of the Main Oregon Trail Back Country Byway have been developed for the interior glass-enclosed display cases at the Blacks Creek and Bliss rest areas on I-84. These posters will provide a map of the route with a description of the byway, diary quotes, and how to obtain more information about the byway. A picture of the poster is available in Appendix B.

## Byway Marker Signs

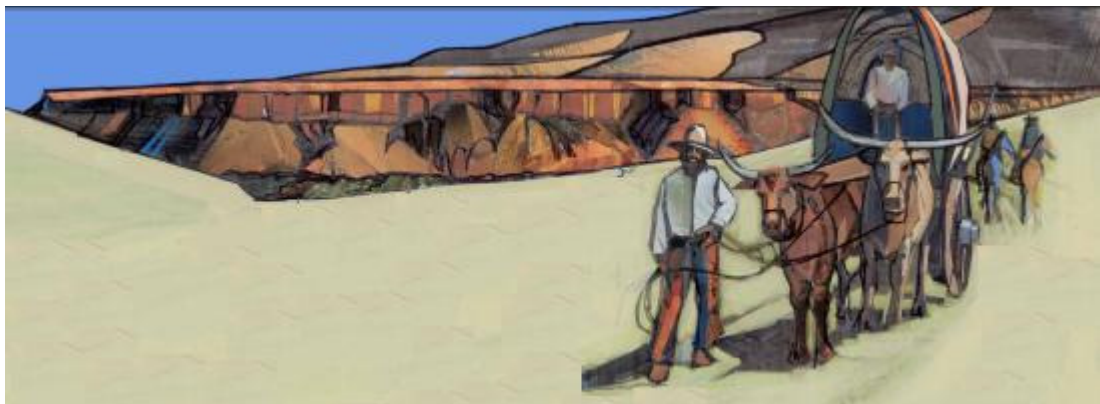
The MOTBCB will have directional signs designating the byway route and attractions, particularly in communities along the route. ITD, Elmore and Ada County sign ordinances will be followed in the design and placement of these directional signs.

# Project Costs

The primary costs for this byway are the creation of graphic content for the signs, construction of the signs, and installation of the signs.

## Graphic Development

- Independent Graphic Artist
  - Aldis Garsvo is a graphic artist recommended by the ITD. Aldis has been working with Jerry Eichhorst to develop the mapboard and interpretive sign content. Jerry provided information about the sites including historical relevance, satellite photos, current pictures and diary quotes to provide enough background information for Aldis to develop appropriate materials.
- BLM Graphic Artist
  - Antonia Hedrick of the BLM has created and printed the posters to be used in the rest areas. She used a graphic developed by the BLM which is also used on the interpretive signs at Bonneville Point. An example of this graphic is shown below. Her work was included as part of the BLM contribution to the byway. Antonia has provided permission for the ITD to use this graphic on the byway marker signs.



- ITD Graphic Artist
  - Pauline Davis of the ITD has been working on creating the graphics for the byway marker signs. She is using the same graphic for the byway marker signs. This will lend consistency to the signs throughout the route. Her work is included as part of the ITD contribution to the byway.

## Materials

Mapboard signs and byway route marker signs will be created by the ITD in their print shop. Interpretive signs will be developed and fabricated by an outside company. Posters have been printed by the BLM.

## Installation

- Glenns Ferry Public Works Department will install a mapboard sign and an interpretive sign on the bluff overlooking the Snake River at the south end of Commercial Street
  - M1 Mapboard sign
  - I01 Two Island Crossing
- Glenns Ferry Highway District will install interpretive signs:
  - I02 Old Oregon Trail Road crossing
  - I03 Hot Springs Creek
  - I04 Hot Springs
- City of Mountain Home will install a mapboard sign located at the Desert Mountain Visitor Center
  - M2 Mapboard sign
- ITD District 3 will install a mapboard sign and an interpretive sign on Highway 20 at the Rattlesnake Station historical marker pullout
  - M3 Mapboard sign
  - I05 Rattlesnake Creek
- Mountain Home Highway District will install interpretive signs:
  - I06 Kelton Road
  - I07 Canyon Creek
  - I08 Ditto Creek
  - I09 Bowns Creek
- Ada County Highway District will install interpretive sign:
  - I10. Blacks Creek Road Crossing
- Byway marker signs will be installed by the Glenns Ferry Highway District, Mountain Home Highway District, Ada County Highway District and the Glenns Ferry Public Works Department in their jurisdictions.



# Project Budget

## Development Costs

• Aldis Garsvo	\$9,500	
<b>Total Development Costs</b>		<b>\$9,500</b>

## Material Costs

• Mapboard signs		
○ Estimated cost \$1000 each x 3 signs	\$3000	
• Interpretive signs		
○ Estimated cost \$900 each x 10 signs	\$9000	
• Posters		
○ Actual cost \$140 for satin canvas	\$140	
○ Includes 8 full-size and 2 smaller posters and spray sealant		
• Byway marker signs		
○ Estimated cost \$100 each x 50 signs	\$5000	
<b>Total Material Costs</b>		<b>\$17,140</b>

## Installation Costs

• Glens Ferry Public Works Department		
○ 1 mapboard sign @ \$1000	\$1000	
○ 1 interpretive sign @ \$500	\$500	
○ 10 byway route marker signs @ \$200	\$2000	
• Glens Ferry Highway District		
○ 3 interpretive signs @ \$500	\$1500	
○ 20 byway route marker signs @ \$200	\$4000	
• Mountain Home Highway District		
○ 1 mapboard sign @ \$1000	\$1000	
○ 4 interpretive signs @ \$500	\$2000	
○ 20 byway route marker signs @ \$200	\$4000	
• Ada County Highway District		
○ 1 interpretive sign @ \$500	\$500	
○ 10 byway route marker signs @ \$70	\$700	
• ITD		
○ 1 mapboard sign @ \$1000	\$1000	
○ 5 byway route marker signs @ \$100	\$500	
<b>Total Installation Costs (estimated)</b>		<b>\$18,700</b>

<b>TOTAL BUDGETED COSTS (estimated)</b>		<b>\$45,340</b>
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# Match Source

A grant of \$23,000 is in place between IOCTA and the Bureau of Land Management for the development and creation of signs along the proposed byway. This grant is payable to the Oregon-California Trails Association by the BLM. ITD will enter into an agreement with the Idaho Chapter of the Oregon-California Trails Association to use the BLM grant money for the byway project signs.

IOCTA will advance \$10, 000 from the BLM grant to the ITD to secure matching federal byway grant money. ITD has set aside \$40,000 in federal byway grant money which will be used as a match to the IOCTA contribution from the BLM grant. A payment of \$140 has been made from the BLM grant for expenses incurred in purchasing the canvas for the rest area posters.

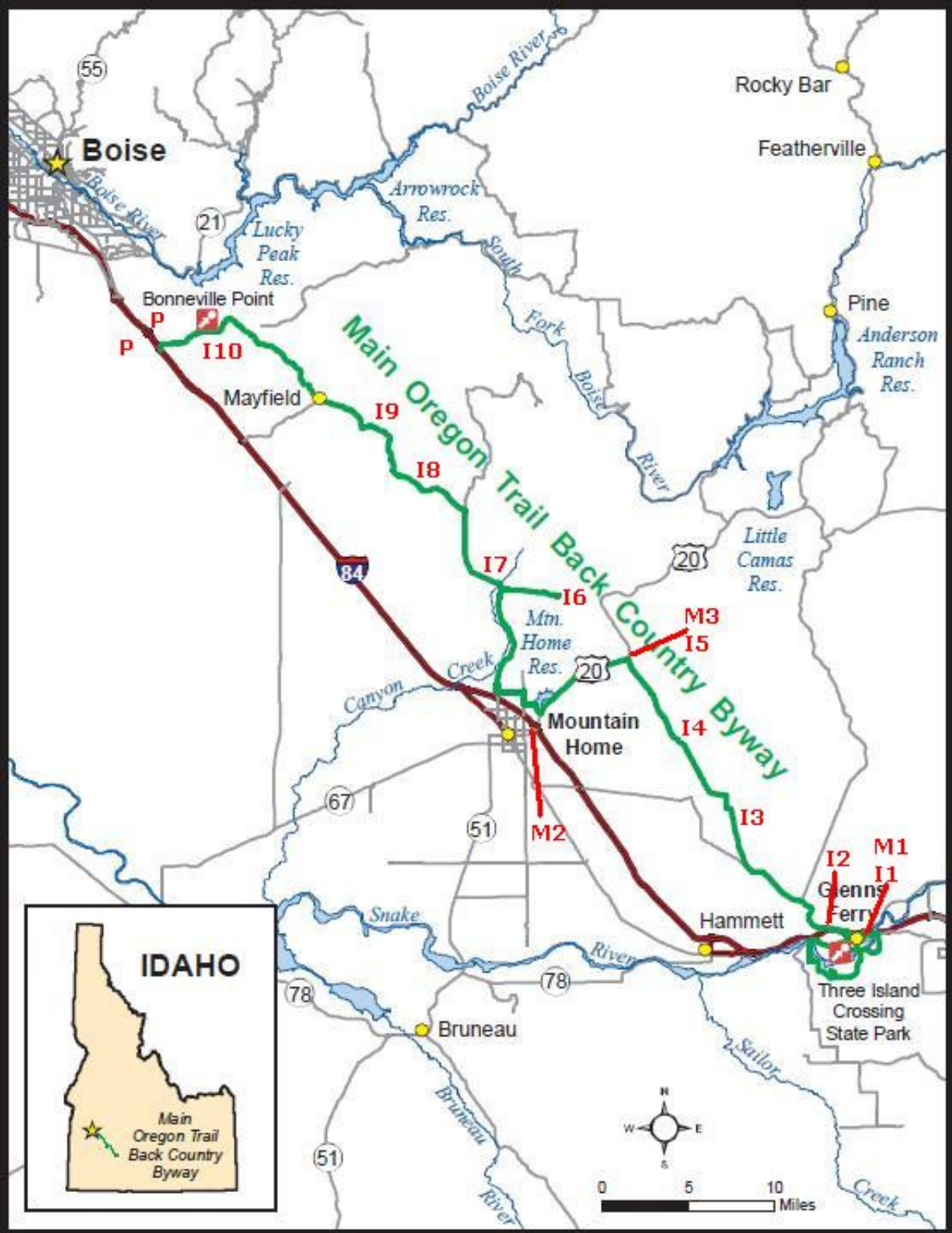
Any BLM grant money not used for the development of the signs will be used towards reprinting the byway booklet. It would be beneficial to preserve some money for the reprinting in order to print a larger quantity and reduce the unit cost.

Based upon the estimated project cost of \$45,340, the funding breakout is

Federal matching byway grant funds	\$35,200
IOCTA / BLM initial grant advance	\$10,000
IOCTA / BLM grant payment	\$140
Total estimated cost of byway signs	<hr/> \$45,340

# Appendix A – Byway Sign Locations

M=mapboard sign, I=interpretive sign, P=posters



# Appendix B - Poster for Rest Areas

**Bonneville Point**  
 They've traveled up a long All some four miles and found water was good. When we arrived at the top we got a grand view of the Snake river valley. It is all flat or covered with dry grass and a few trees immediately along the bank, the first we have seen for many miles a month.  
 Gadsby's Journal, Volume 1, page 11, 1842

**Canyon Creek**  
 This day we traveled sixteen miles over a fairly rough road. About three hours of a mile after we left camp we crossed a small creek, where we found water (Shoshone Spring). After crossing we traveled eight and a half miles, which brought us to a hard creek (Canyon Creek). Here we found a small creek crossing through to a hard, deep valley which is surrounded by very high about twenty feet high. We crossed at several places.

**Hot Springs**  
 We started at 11 a.m. and traveled ten miles to Hot Springs. After three miles of them by traveling for eight the ground covered with nothing but sand, making it very hot for walking shoes. There is one well where water comes from the water table. I am above this well, putting my right hand to a cold spring of water and my left hand on a hot spring of water, the two springs being only five feet apart.  
 Reed's Journal, Volume 1, page 11, 1842

**Three Island Crossing**  
 We crossed the Snake River (I) first we drove over a part of the river on a wooden plank made in a island. (2) I saw a very large island (3) made of a small island. There was a very strong current against by a chain on the top of the boat which made it make (4) in the middle of the river in before it was lost. We crossed in about 10 (5) from morning to one hour. We had to go up stream. The water was so thick up the river (6) that in the deep places it was about 200 yards across.  
 Wilson's Diary, September 3, 1847

**Location Map**  
 Shows the location of the byway within the state of Idaho.

**Legend:**  
 Point of Interest: Red square with 'P'  
 View: Red square with 'V'  
 Oregon Trail Byway: Red line with arrows  
 Interstate: Double line  
 Other Road: Single line

**Scale:** 0, 5, 10 Miles

**WELCOME TO THE**  
**Main Oregon Trail Back Country Byway**  
 Travel the route of thousands of pioneers as they crossed the Snake River and dusty sagebrush plains of southern Idaho, walk in the ruts created by wagons and weary oxen, and visit the historic sites from the pages of emigrant diaries.

Guidebooks are available at BLM offices in Boise and local merchants in Glens Ferry and Mountain Home. For more information, contact the BLM or Idaho Chapter of the Oregon-California Trails Association at [www.idahoOCTA.org](http://www.idahoOCTA.org)