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COMPREHENSIVE PLAN FOR MANAGEMENT AND USE

648/D-1

LEWIS AND CLARK NATIONAL HISTORIC TRAIL

COMPREHENSIVE PLAN

FOR

MANAGEMENT AND USE

National Park Service

United States Department of the Interior

January 1982

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LEWIS AND CLARK NATIONAL HISTORIC TRAIL

COMPREHENSIVE MANAGEMENT PLAN

I. INTRODUCTION

A. Background

In past years, a series of efforts by many interested individuals and agencies have suggested a system of scenic and historic routes across the continent to recognize and commemorate the Lewis and Clark Expedition. In 1948 the National Park Service recommended a "Lewis and Clark Tourway" to follow the Missouri River from St. Louis, Missouri, to Three Forks, Montana. The idea was later expanded to include the entire cross-country trail, primarily through the efforts of the noted editorial cartoonist J. N. "Ding" Darling in his proposed "Recreation Ribbon." A foundation was established in Mr. Darling's name to advance this proposal. In 1962 the Secretary of the Interior directed the former Bureau of Outdoor Recreation to analyze this proposal and formulate a plan of development.

The Bureau of Outdoor Recreation issued a report in September 1965 entitled "Lewis and Clark Trail - A Proposal for Development" which was the culmination of a Federal, State, and local interagency study of the route. The concept of a proposed Lewis and Clark National Scenic Trail was also presented in the Bureau of Outdoor Recreation's publication "Trails for America: Report on Nationwide Trails Study" in December 1966.

The 1964 Congress, through Public Law 88-630, established the Lewis and Clark Trail Commission. Its mission was to stimulate Federal, State, and local agencies and individuals to identify, mark, and preserve for public inspiration and enjoyment the routes traveled by the Lewis and Clark Expedition. The Commission, during its 5-year tenure, was instrumental in the development of a uniform marking system for recreation and historic areas along the Expedition routes. A major accomplishment of the Commission was the designation and marking of the Lewis and Clark Trail Highway. An outgrowth of the Commission's work has been the publication by various Federal, State, and local agencies of brochures and reports related to the Trail. The Commission fulfilled its task in 1969 and published the "Lewis and Clark Trail, Final Report of the Lewis and Clark Trail Commission." Today, the Lewis and Clark Trail Heritage Foundation, Inc., carries out much of the work started by the Commission. Also, State Lewis and Clark committees in Oregon, Washington, and North Dakota continue to promote Lewis and Clark commemoration.

B. Legislative History

Section 5(c) of the National Trails System Act of October 2, 1968, Public Law 90-543, listed the Lewis and Clark Trail from Wood River, Illinois, to the Pacific Ocean in Oregon, following both the outbound and inbound routes of the Lewis and Clark Expedition, for study for possible designation as a

National Scenic Trail. The study completed by the former Bureau of Outdoor Recreation in 1977 identified a 3,700-mile route which includes the 1804-5 outbound route of the Expedition to the Pacific and the 1806 routes of the Expedition in Idaho and Montana on the inbound trip. The Bureau of Outdoor Recreation's report recommended inclusion of the Lewis and Clark Trail in the National Trails System under a new category to be called National Historic Trails.

The National Parks and Recreation Act of 1978, Public Law 95-625, amended the National Trails System Act to include the new category of National Historic Trails and designated the Lewis and Clark Trail as one of four National Historic Trails. National Historic Trails have as their purpose the identification and protection of historic routes and their remnants and artifacts for public use and enjoyment.

The National Trails System Act assigns administrative responsibility for the Lewis and Clark National Historic Trail to the Secretary of the Interior. Responsibility for long-term administration and preparation of the Comprehensive Management Plan called for in the Act has been delegated to the Midwest Regional Office of the National Park Service. The Comprehensive Management Plan called for in Section 5(f) of the National Trails System Act guides development and use of the Trail and provides a basis for coordinated and consistent implementation by many agencies and private interests.

II. SUMMARY

The Lewis and Clark Expedition of 1804-6 was brilliant in its conception, herculean in its achievement, and profoundly significant in its impact on the future of the nation and the world. Under the harmonious and unerring leadership of its two young Captains, Meriwether Lewis and William Clark, the Expedition spent 2 1/2 years penetrating thousands of miles of wilderness and exploring the previously unknown lands between the mouth of the Yellowstone and the lower cascades of the Columbia. They endured harsh elements, counciled with savage tribes, traversed difficult geography, suffered privation and starvation, and through it all, helped cement the national claim to a large area of the Missouri and Columbia Rivers drainages. Equally as important, the meticulously compiled journals of the two Captains and other Expedition members provided an abundant scientific and geographic knowledge to the 19th century world and an incredible historic record for the generations to follow. The Expedition opened the eyes of the fledgling United States to the breadth of the continent and opened the country to commercial exploitation and eventual settlement.

In designating the Lewis and Clark National Historic Trail in 1978, the Congress provided an opportunity for complete commemoration of this epic adventure. This Comprehensive Plan for Management and Use of the Lewis and Clark National Historic Trail recommends the development of opportunities for retracement of nearly all portions of the historic Expedition route, either as a water trail, a land trail, or a motor route. Hundreds of existing and proposed recreational and historical sites would become an integral part of the Trail and facilitate interpretation and appreciation of the Expedition, as well as provide for public recreational use and enjoyment.

The authorities and responsibilities contained in the National Trails System Act, as amended, provide the framework for management and development of the Lewis and Clark National Historic Trail. This Comprehensive Management Plan expands on the framework and adapts it to the resources, institutions, and interests along the route of the Lewis and Clark Expedition.

Implementation of the Plan will require the involvement and cooperation of many public and private interests. Federal agencies can develop and manage those sites and segments which lie within the exterior boundaries of Federal areas. Responsibility for other sites and segments will have to be assumed by State, local, and private interests if ever the Trail is to become fully operational.

As overall administrator of the Trail, on behalf of the Secretary of the Interior, it will be the responsibility of the National Park Service to coordinate the efforts of the many public and private interests. The Lewis and Clark National Historic Trail will be administered as a component of the National Park System.

The primary purpose of the National Historic Trail is commemoration of the historic events that form the Trail's central theme. The identification and

preservation of the historic and cultural resources related to the events are one aspect of commemoration. The other aspect of commemoration is public use, which should take the form of interpretation of the historic events and approximate retracement of the historic route.

Many of the historic and cultural resources related to Lewis and Clark have been either altered or obliterated in the 175 years since the Expedition. The Lewis and Clark Expedition left almost no visible trace of its passing. In a very real sense, many of the historic resources are the landmarks, vistas, flora, and fauna that make up the Trail's natural resources. It is virtually impossible to find either historic or natural resources along the Expedition route which have not been altered in some way by man or nature.

Many of the natural resources have undergone alteration by man since the time of the Expedition. Major rivers have been channelized, stabilized, and dammed. Landmarks have received varying degrees of protection or abuse. Landscapes have been altered by mining, farming, and urbanization. Plant communities have been reduced due to land clearing. Some animal populations are now found principally on reserves. Alteration of the natural resources will make commemoration of the Expedition more difficult and preservation and enhancement of remnants of the historic condition essential.

The authorities of the National Trails System Act provide for three types of components of a National Historic Trail which can be termed sites, segments, and motor routes. Development of National Historic Trails need not be continuous, making it possible to designate historic sites as "Trail Sites" even though there is no opportunity to include them in developed cross-country trail routes. Cross-country trail routes following the historic land or water routes make up "Trail Segment" components of a National Historic Trail. A number of historic, natural, and recreation areas can be included within developed Trail segments. The final development category, marked "Motor Routes," utilizes roads and highways that follow closely the historic route. Motor routes serve to connect Trail sites and segments where the opportunity for cross-country Trail development is not possible.

The majority of Lewis and Clark's travels were by water along the Missouri and Columbia Rivers drainages. Despite the alteration of channelization, major dams, and natural streambed changes over time, the Missouri and Columbia Rivers offer the best opportunity for long continuous Trail segments. Existing recreation sites on these Rivers and their reservoir systems provide a system of recreation facilities and access on which to plan water based trail segments.

Localized and even some relatively long land based trails may be possible in areas of large public landholdings along the Expedition route. Land based trails for hiking and horseback activities should be considered following overland exploration routes, connecting water based trail segments to Expedition landmarks, and paralleling water routes to reflect the daily exploration of the Expedition. These land based trail segments should particularly take advantage of areas where the natural environment exhibits little change from its condition at the time of the Expedition.

Where overland routes of the Expedition closely follow existing highways, those highways may be marked with the Lewis and Clark National Historic Trail sign. Marked highways would provide continuity between recommended Trail segments and sites making possible the eventual commemoration of the majority of the Expedition's travels.

The recommended Trail sites, segments, and motor routes contained in this Plan are based on the historic, natural, and recreational resources currently existing along the Expedition route. Feasibility of developing land and water trail segments for a variety of modes of travel is addressed based on the present recreation service system along the Expedition route. Obvious gaps in the service system and problems in developing public recreation use are identified.

The recommended development plan includes 27 Trail segments and 13 isolated historic sites along the entire 1804-6 route of the Expedition. The Trail segments are actually aggregations of more than 500 existing and proposed historic and recreation sites falling within the Expedition route that can be feasibly connected by land trail, water trails, or motor routes. Approximately 3,250 miles would be included in 20 water based Trail segments along the rivers and reservoirs of the Missouri and Columbia Rivers drainages. Another 350 and 900 miles respectively would be developed as land based trail and motor routes in the remaining 7 Trail segments. The total Trail development distance of about 4,500 miles could vary depending on the amount of parallel and incidental hiking/horseback trail development that occurs within primarily water based segments.

Responsibility for Trail implementation on land and water and along motor routes is not easily summarized due to overlapping jurisdictions. The most indicative measurement of responsibility is found in the following table of ownership for all historic and recreational sites recommended for inclusion in the National Historic Trail, either as part of a Trail segment or as an isolated historic site.

	Ownership					
State	Total Sites	Federal	State	County	City	Private
Illinois	1		1			
Missouri	46	1	21	9	12	3
Kansas	6	1	2		2	
Iowa	19	2	5	7	2	2
Nebraska	35	10	13	1	6	5
South Dakota	95	80	11	1	2	1
North Dakota	46	24	16	1	3	2
Montana	163	26	100	1	18	18
Idaho	26	16	7		2	1
Washington	56	29	13	9	2	3
Oregon	30	9	12	1	8	
Tennessee	1	1				
TOTAL	524	199	201	30	59	35

Sections 7 and 10 of the National Trails System Act contain authorization for Federal Agency participation in acquisition, development, and maintenance of the Trail where it crosses Federal lands. The Act relies on non-Federal interests to complete and operate the Trail outside existing Federal reservations. According to Section 7 of the Act, Federal agencies should cooperate with non-Federal interests to accomplish the purposes of the Lewis and Clark National Historic Trail.

Administration, mnanagement, and development of the Lewis and Clark National Historic Trail will be accomplished through cooperative agreements between the Secretary of the Interior and the various State or local governments or private interests involved. A certification process, called for in the Act, is established in this Plan so that the Secretary may approve the inclusion of non-Federal components of the Trail. In the case of Federal interests, portions of the Trail crossing Federal lands are designated by the Act as "initial protection components" of the Trail. Memoranda of understanding will be established between the Secretary and other Federal Departments; or in the case of other bureaus of the Department of the Interior, between that bureau and the National Park Service.

III. HISTORICAL OVERVIEW

The following overview was taken from the National Park Service publication "Lewis and Clark" written by Roy E. Appleman and edited by Robert G. Ferris. It provides a concise, yet comprehensive, discussion of the background and significance of the Expedition that would be difficult to improve.

> "THE Lewis and Clark Expedition was one of the most dramatic and significant episodes in the history of the United States. In 1804-6 it carried the destiny as well as the flag of our young Nation westward from the Mississippi across thousands of miles of mostly unknown land--up the Missouri, over the Rocky Mountains, and on to the Pacific. This epic feat not only sparked national pride, but it also fired the imagination of the American people and made them feel for the first time the full sweep of the continent on which they lived. Equally as important, the political and economic ramifications of the trek vitally affected the subsequent course and growth of the Nation.
>
> "In its scope and achievements, the expedition towers among the major explorations of the North American Continent and the world. Its members included the first U.S. citizens to cross the continent; the first individuals to traverse it within the area of the present United States; and the first white men to explore the Upper Missouri area and a large part of the Columbia Basin as well as to pass over the Continental Divide within the drainage area of the two rivers.
>
> "Before Lewis and Clark, the trans-Mississippi West was largely a virgin land. British, Spanish, and French explorers and traders had barely penetrated it. Apart from a tiny fringe of French-American settlement in the St. Louis area and elsewhere along the Mississippi and small Spanish colonies in the Rio Grande Valley of New Mexico and in California, the region was virtually uninhabited by whites. For the most part enveloped in rumor, fantasy, and mystery, it was almost as strange as outer space would be to the later generation that was first to orbit the earth and put a man on the moon.
>
> "The men of the expedition made their way through this vast land, living mainly off its resources and superbly adapting themselves to the new conditions it imposed. They encountered alien tribes and menacing animals. On foot, on horseback, and by boat, they pushed over jagged mountain ranges, across seemingly endless plains, through tangled forests, against powerful currents and raging waters. Under two determined captains and three hardy sergeants, the explorers met danger as a matter of course and suffered hunger, fatigue, privation, and sickness.

"Despite all these obstacles, the project was brilliantly managed and executed. Few, if any, comparable explorations have been so free of blunders, miscalculations, and tragedy. Its leaders were masters of every situation. Only one individual lost his life, but of a disease that could not have been cured in the best hospitals of the day. Clashes with the Indians were limited to two unavoidable instances--with the Teton Sioux and a small party of Blackfeet--but in both cases Lewis and Clark triumphed and their firmness won the respect of the natives.

"Considering the frequent stress and their close association over a long period of time, relations between the two captains were remarkably harmonious. This was also true of their party, which when fully assembled consisted of a mixture of white, black, and Indian from various sections of the country and Canada.

"Not many explorers in the history of the world have provided such exhaustive and accurate information on the regions they probed. Assigning high priority to the quest for knowledge, Lewis and Clark laboriously recorded in their journals and notebooks observations about the characteristics, inhabitants, and resources of the country through which they passed. All told, they amassed far more reliable data on the West than had ever been acquired before.

"The expedition was as astutely conceived as it was efficiently conducted. President Thomas Jefferson organized it in 1802 because he foresaw the continental destiny of the Nation. At that time, the United States had been independent from Britain for only 19 years and depended to a large extent for its very survival on the conflicts generated by imperial rivalry among Britain, Spain, and France. Furthermore, the Union consisted of only 16 States, the Original Thirteen plus Vermont, Kentucky, and Tennessee. Although some settlers had reached the Mississippi, most parts of the western portion of the national domain were not settled at all and most of the remainder was but sparsely populated. In 1803 Ohio came into the Union, and the United States purchased from France the Louisiana Territory, a huge and ill-defined block of territory west of the Mississippi.

"The purchase represented the replacement of French interests by those of the United States in the eastern part of the trans-Mississippi West, all of which had long been a sort of international no-man's land by virtue of the undulating fortunes of global politics. The power of Spain was waning there, but she as well as Britain still claimed parts of the territory beyond the purchase. Jefferson recognized the need to explore and affirm U.S. control of the Louisiana Territory, and the purchase spurred his earlier determination to enter the struggle for the empire to its west and lay the basis for a claim.

"In a broad sense, too, Jefferson was continuing the centuries-long search for a Northwest Passage to the riches of the Orient--an all-water or nearly all-water route from the Atlantic to the Pacific through or around northern North America that would obviate the need for U.S. and European ships to make the long voyages around South America and Africa. In 1778 the English explorer Capt. James Cook had made an inconclusive search for the passage along the Pacific coast of the continent, but in 1792-94 the Vancouver Expedition had demonstrated that for all practical purposes an all-water route through the continent did not exist. Jefferson hoped that the Lewis and Clark Expedition might still find a nearly all-water passage, but it made no such discovery. As a matter of fact, the pathway it charted was not even economically feasible because of the long portages required and serious navigational problems.

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"If Lewis and Clark did not discover the Northwest Passage or a practicable transcontinental channel of commerce, their other accomplishments were formidable. The significance of their exploration extends over a broad and interrelated gamut--in geopolitics, westward expansion, and scientific knowledge. From the standpoint of international politics, the expedition basically altered the imperial struggle for control of the North American Continent, particularly the present northwestern United States, to which the U.S. claim was substantially strengthened.

"THE westward expansion that ensued in the wake of Lewis and Clark would provide substance to that claim. The wealth of detailed information they acquired about the climate, terrain, native peoples, plants, animals, and other resources of the princely domain they had trodden represented an invitation to occupy and settle it. In their footsteps, came other explorers, as well as trappers, traders, hunters, adventurers, prospectors, homesteaders, ranchers, soldiers, missionaries, Indian agents, and businessmen . . . .

"Many of these people followed for part of the way the Missouri River route that Lewis and Clark had pioneered--a waterway that became one of the major westward routes, though the complications of traveling it by steamboat restricted the flow of traffic to its lower reaches and rendered it less useful than the major overland trails.

"THE initial spur to westward expansion was the news the explorers brought back about the rich potentialities of the western fur trade, which were concentrated in the Upper Missouri-Yellowstone River-Rocky Mountain area. This trade was the first means of exploiting the resources of the newly discovered land. Trappers

and traders were the first to penetrate it in detail, and these mountain men laid the groundwork for the miners and settlers who followed.

. . . . . .

". . . hostilities, mainly limited to spasmodic outbreaks of the Teton Sioux, Arikaras, and Blackfeet, were undoubtedly far less severe than they might have been were it not for the reservoir of goodwill the expedition had left with nearly all the western tribes. This reservoir, which Clark deepened during his long and distinguished post-expedition career as Superintendent of Indian Affairs in St. Louis, contributed to the success of the early westward movement.

"Blending fairness, honesty, and strength with patience, respect, and understanding, Lewis and Clark recognized the personal dignity of the Indians, honored their religion and culture, sincerely proffered aid from the U.S. Government, and tried to establish intertribal peace. Masters of primitive psychology, they instinctively and unerringly always seemed to make the right decision and rarely offended the natives.

"Tragically, this heritage of friendliness was not to prevail for more than a few decades . . . .

"THE Lewis and Clark Expedition also made major contributions to the fields of geography-cartography, ethnography, and natural history. Scientists were kept busy for a long time digesting the mass of raw information, studying plant and animal specimens, analyzing descriptions and translating them into the appropriate technical language, and classifying and correlating data.

. . . . . .

"Except in cartography, Lewis was primarily responsible for most of the scientific contributions. He was better educated than Clark and during 2 years of residence with President Jefferson prior to the expedition had enjoyed access to his fine library and been able to draw on his extensive knowledge of zoology and botany. Lewis had also enjoyed the benefit of a cram course in science at Philadelphia and Lancaster that Jefferson arranged for him.

"THE geographical findings were in themselves of outstanding significance. Lewis and Clark determined the true course of the Upper Missouri and its major tributaries. They discovered that a long, instead of short, portage separated it from the Columbia, which proved to be a majestic stream rivaling the Missouri itself

rather than a short coastal river. Neither the Missouri nor the Columbia was found to be navigable to its source, as many had believed. The explorers also learned that, instead of a narrow and easily traversed mountain range, two broad north-south systems, the Rockies and the Cascades, represented major barriers.

"Passing for the most part through country that no Americans and few white men had ever seen, the two captains dotted the map with names of streams and natural features. Some of the designations that have survived to this day include the Jefferson, Madison, Gallatin, Milk, Marias, and Judith Rivers, Beaverhead Rock, Rattlesnake Cliffs, White Bear Islands, York Canyon, and Baptiste Creek. Unfortunately, many other names that were bestowed have faded out of existence.

"Clark made his scientific mark primarily in the field of cartography, for which his training consisted mainly of some experience in practical surveying and a limited amount of Army mapping. Yet his relatively crude maps, prepared under field conditions, enriched geographical knowledge and stimulated cartographical advances.

"Of particular importance were the three progressively improved maps Clark drew between 1804 and 1810 of the Western United States and lower Canada. These were mainly based on the observations of the two captains, data provided by the Indians, earlier maps of the West, and the journals of preceding explorers. According to historical cartographer Carl I. Wheat, the last of the three (ca. 1809) was of 'towering significance' and was 'one of the most influential ever drawn' of the United States. Although deficient in its nonexpedition data, provided to Clark by others, for three decades it represented some of the best knowledge available about the West and practically all other maps were based on or influenced by it. Also valuable to geographers and cartographers were the detailed local and regional maps that Clark sketched in his journals or on separate sheets of paper. They provided valuable information on hydrography and relief.

"THE second scientific field on which the Lewis and Clark Expedition exerted a major impact was ethnography. Although the two captains' comprehensive descriptions of the natives and their way of life contained some errors and misconceptions, as a whole they were so astonishingly accurate and complete that they provided a basic document for western ethnologists.

"Previously, almost nothing had been known of the Indians westward from the Mandan villages, in present North Dakota, to the Upper Columbia. Native groups residing in that area, whom the explorers were undoubtedly the first white men to encounter and

describe, included the Northern Shoshoni, Flatheads, Nez Perces, Cayuses, Yakimas, and Walla Wallas. Although the expedition did not meet any Crows, their presence was noted.

"Even for those tribes that traders had contacted and casually reported on--those on the Lower Missouri from St. Louis to the Mandan villages and those at the mouth of the Columbia-Lewis and Clark furnished a far more complete body of data than had ever before been recorded. They also sent back from Fort Mandan, in present North Dakota, or brought back to Washington, D.C., a number of ethnological specimens.

"THE final category of scientific knowledge that the exploration enriched was natural history. Usually based on their own observations but sometimes on Indian information, the two captains described hundreds of species of fishes, reptiles, amphibians, mammals, birds, plants, trees, and shrubs. Some were completely new to the world of science; others had never previously been encountered in North America; or earlier descriptions were sketchy and inadequate. In these categories, among mammals alone, are the pronghorn (antelope), bighorn sheep, mountain beaver, black-tailed prairie dog, white weasel, mountain goat, grizzly bear, coyote, and various species of deer, rabbit, squirrel, fox, and wolf. In addition to their descriptions, Lewis and Clark also sent back a large number of zoological specimens, including a few live ones as well as skins, bones, skeletons, teeth, talons, and horns, and in addition a diversity of botanical items."

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IV. SIGNIFICANT RESOURCES AND TRAIL DEVELOPMENT PLAN

A. Introduction

The primary purpose of a National Historic Trail is commemoration of the historic events that form the Trail's central theme. The identification and preservation of the historic and cultural resources related to the events are one aspect of commemoration. The other aspect of commemoration is public use, which should take the form of interpretation of the historic events and approximate retracement of the historic route.

Many of the historic and cultural resources related to Lewis and Clark have been either altered or obliterated in the 175 years since the Expedition. The Lewis and Clark Expedition left almost no visible trace of its passing. In a very real sense, many of the historic resources are the landmarks, vistas, flora, and fauna that make up the Trail's natural resources. It is virtually impossible to find either historic or natural resources along the Expedition route which have not been altered in some way by man or nature.

Many of the natural resources have undergone alteration by man since the time of the Expedition. Major rivers have been channelized, stabilized, and dammed. Landmarks have received varying degrees of protection or abuse. Landscapes have been altered by mining, farming, and urbanization. Plant communities have been reduced due to land clearing. Some animal populations are now found principally on reserves. Alteration of the natural resources will make commemoration of the Expedition more difficult and preservation and enhancement of remnants of the historic condition essential.

One category of historic resource that has the potential to unify commemoration of the entire route is the Expedition campsites. The Expedition campsites were infrequently used for more than one night and separated by relatively short distances. Although little physical evidence remains at the campsites, many of their locations can be determined accurately or approximately with sufficient confidence to allow interpretation. Most cities, small towns, and recreation areas on or near the Expedition route can claim proximity to a Lewis and Clark campsite.

While it is not practical or desirable to commemorate every campsite, the campsites provide a potential basis for interpreting the entire length of the Expedition. Cities, towns, and recreation sites along the route could provide interpretation based on the events of the days the Expedition spent in their vicinity. Broader Expedition themes and secondary historic interpretation could also be included. The journals of the Expedition, through their daily entries, provide a multitude of interpretive themes and a historically accurate account of the Expedition.

Native American cultures are another important resource along the Trail with direct relation to the Lewis and Clark Expedition. Contact between whites and many of the native American tribes along the Expedition route had been limited prior to 1804-6. For several tribes, the Expedition was their first

contact with white men. The Lewis and Clark journals contain extensive discussion of these cultures and provide an important record of the native American life little changed by white influence. Trail segments or historic sites on the reservations along the Trail, which could be established through the voluntary participation of the reservations, could interpret the varied cultures and accurately display this rich heritage.

The authorities of the National Trails System Act provide for three types of components of a National Historic Trail which can be termed sites, segments, and motor routes. Development of National Historic Trails need not be continuous, making it possible to designate historic sites as Trail sites even though there is no opportunity to include them in developed cross-country trail routes. Cross-country trail routes following the historic land or water routes make up trail segment components of a National Historic Trail. A number of historic, natural, and recreation areas can be included within developed Trail segments. The final development category, marked motor routes, utilizes roads and highways that follow closely the historic route. Motor routes serve to connect Trail sites and segments where the opportunity for cross-country Trail development is not possible.

The majority of Lewis and Clark's travels were by water along the Missouri and Columbia Rivers drainages. Despite the alterations of channelization, major dams, and natural streambed changes over time, the Missouri and Columbia Rivers offer the best opportunity for long continuous Trail segments. Existing recreation sites on these Rivers and their reservoir systems provide a system of recreation facilities and access on which to plan water based trail segments.

Localized and even some relatively long land based trails may be possible in areas of large public landholdings along the Expedition route. Land based trails for hiking and horseback activities should be considered following overland exploration routes, connecting water based trail segments to Expedition landmarks, and paralleling water routes to reflect the daily explorations of the Expedition. These land based trail segments should particularly take advantage of areas where the natural environment exhibits little change from its condition at the time of the Expedition.

Where overland routes of the Expedition closely follow existing roads, those roads may be marked with the Lewis and Clark National Historic Trail sign. Marked roads would provide continuity between recommended Trail segments and sites making possible the eventual commemoration of the majority of the Expedition's travels. Designating highways as Trail motor routes creates no conflict with highway programs as National Historic Trails in general are not subject to the provisions of Section 4(f) of the Department of Transportation Act, although specific historical sites along a Trail may be. (See Section 7(g) of the National Trails System Act.) The marking of Lewis and Clark National Historic Trail motor routes must be coordinated with marking of the Lewis and Clark highway system presently existing in most Trail States. In some cases, the motor routes and the highway system will utilize the same road. Marking of the remainder of the Lewis and Clark highway

system should be maintained or completed to ensure the continued existence of this complementary commemorative project.

B. Recommended Trail Sites, Segments, and Motor Routes

The recommendations in this section make up the Trail Development Plan and briefly describe the significant resources connected with recommended Trail sites, segments, and motor routes. The brief data presented is intended to provide a guide for more detailed planning for individual Trail components that will be necessary before implementation. In the long-term development of the Trail, additional sites, segments, and motor routes may become possible. The listing of recommended components of the Lewis and Clark National Historic Trail begins in the St. Louis, Missouri, area and follows the outbound route of the Expedition to the mouth of the Columbia River. Recommendations for the Expedition's major return route explorations of 1806 follow the outbound discussions.

The recommendations are made based on the historic, natural, and recreational resources currently existing along the Expedition route. Feasibility of developing land and water trail segments for a variety of modes of travel is addressed based on the present recreation service system along the Expedition route. Obvious gaps in the service system and problems in developing public recreation use are identified.

Sections 7 and 10 of the National Trails System Act contain authorization for Federal Agency participation and acquisition, development, and maintenance funding for the Trail where it crosses Federal lands. The Act relies on non-Federal interests to complete and operate the Trail outside existing Federal reservations. According to Section 7 of the Act, Federal agencies should cooperate with non-Federal interests to accomplish the purposes of the Lewis and Clark National Historic Trail.

Discussions of Trail sites, segments, and motor routes include location; ownership or responsibility; significance of historic, natural, and recreation resources; interpretive opportunity; and other pertinent information. Each discussion also contains a reference to map sheets found in the "Map Supplement" to this Plan.

1. JEFFERSON NATIONAL EXPANSION MEMORIAL NATIONAL HISTORIC SITE

St. Louis, Missouri, downtown Mississippi riverfront (Map 1), National Park Service

This site is dominated by a 630-foot stainless steel arch but also has the Museum of Westward Expansion underground below the arch, the Old Courthouse (1839) Museum, and Old Cathedral (1831). The latter two buildings are located on the Jefferson National Expansion Memorial National Historic Site's landscaped grounds. The original St. Louis business district was located in this area. Lewis conducted preexploration business and post Expedition duties as Governor here. Clark owned and lived in several

structures in the district in his post exploration career. The Expedition itself returned to this site on September 23, 1806. The Museum of Westward Expansion has an ample display on Lewis and Clark, placing the Expedition in its appropriate historic context. A film presentation concerning Lewis and Clark could reach a large audience here. The Museum has an extensive collection of research materials on Lewis and Clark that could be expanded into a major library to provide research services for the cooperative agencies developing portions of the Trail.

2. CLARK GRAVESITE AND MONUMENT HISTORIC SITE

Bellefontaine Cemetery, St. Louis, (Map 1), Bellefontaine Cemetery Association

A monument including obelisk, bust, and inscribed markers marks the grave of William Clark in a large family plot. The Cemetery includes other notable gravesites. No additional marking or signing should take place which would detract from the dignity of the gravesite. Visitation to the site should continue as part of cemetery tour offered by the Bellefontaine Cemetery Association. National Register nomination should be considered.

3. MERIWETHER LEWIS HISTORIC SITE

Located on the Natchez Trace Parkway, 7 miles southeast of Hohenwald, Tennessee, (Not Mapped), National Park Service

Designated a National Monument in 1925, it was later included within the Natchez Trace Parkway in 1961. An interpretive facility devoted to Lewis is needed. A broken column monument marks the gravesite but does not adequately address the significance of the man or his tragic death here in 1809.

4. LOWER MISSOURI RIVER SEGMENT

Wood River, Illinois, to Ponca State Park, Nebraska, Missouri River miles 0-751, U.S. Army Corps of Engineers; States of Illinois, Missouri, Kansas, Nebraska, and Iowa; and local and private interests

Recommended Type of Development: Water Trail

The Lewis and Clark Expedition followed the lower Missouri River on its outbound and inbound routes of 1804 and 1806. Transporting its goods west by keelboat and pirogue employed the bulk of the party in 1804 and progress upstream was slow. The two Captains and Expedition hunters explored the River's great valley and bordering hills daily. Returning downstream by pirogue and dugout canoe in 1806, progress was more rapid. Very little exploration was attempted as the Expedition covered up to 70 miles each day.

The Missouri River that Lewis and Clark struggled to navigate no longer exists below Ponca State Park in northern Nebraska. The Expedition's daily journal entries confirm that dynamic alluvial forces were altering the River

even as they traveled. A century of these natural forces followed by stabilization and navigation projects in recent times have obliterated the actual route of the Expedition. Today, the Missouri River is maintained in an engineered channel from Sioux City, Iowa, to the mouth near St. Louis, Missouri. For a short distance below Ponca State Park, the River is being trained by structures to achieve the navigation channel at Sioux City. Only the reach between Gavins Point Dam at Yankton, South Dakota, and Ponca State Park retains conditions approaching the historic character.

In spite of alterations, the present channel of the Missouri River from Ponca State Park to its mouth near St. Louis does provide a continuous water route. The route has the skeleton of a recreation access system that would facilitate a water based trail and offer the opportunity to interpret the Lewis and Clark Expedition. Also, a number of historic sites and campsites related to the Expedition are identifiable along the route. The River today has scattered remnants of its former natural and scenic resources that would contribute to an enjoyable recreational and educational experience.

Following is a brief discussion of 84 existing or proposed recreation and historic sites along the lower Missouri River segment that have the potential to be included in the National Historic Trail. These sites are identified on Maps 1-9 in the "Map Supplement" to this Plan.

Lewis and Clark State Park (Map 1), Illinois Department of Conservation, is across the Mississippi River from the mouth of the Missouri River in a location analogous to the Lewis and Clark winter cantonment of 1803-4. The actual historic site has been obliterated by River channel migration making this recreation area the most desirable location for interpretation of the Expedition's preparation for exploration. The recreation area has, with the addition of River access, the potential to be the eastern terminus of the lower Missouri water based trail segment. A large Lewis and Clark monument has recently been dedicated at the site. Increased site security should accompany the increased development.

Fort Bellefontaine County Park, Missouri River mile 8 (Map 1), a St. Louis County Park Department undeveloped recreation area, contains the site of historic Fort Bellefontaine established by General James Wilkinson in 1805-6. Lewis and Clark visited the Fort on their return journey September 22, 1806. General Wilkinson is a historic figure connected with Lewis, Zebulon Pike, and Aaron Burr. Development of the park should interpret the considerable history associated with the site. Recreation facilities to accommodate boaters and camping should be considered.

Sioux Passage County Park, Missouri River mile 10 (Map 1), St. Louis County Park Department, is a high use recreation area with picnicking, athletics, and trails. River access development would provide access to the water trail and nearby Pelican Island. Interpretation could mention the Expedition passing this shore and adjacent island May 15, 1804, and September 22, 1806.

Pelican Island County Park, Missouri River miles 10-16 (Map 1), St. Louis County Park Department, features a large island and natural areas that are rare on the lower Missouri River. The Park is undeveloped, with hiking and primitive uses proposed. Interpretation of the flora and fauna and historic River conditions is appropriate to Lewis and Clark. Boat-in access only should be maintained.

St. Stanislaus County Park, Missouri River mile 20 (Map 1), St. Louis County Park Department, is on lands that were formerly part of a historic Jesuit Seminary (established 1823), a starting place of Catholic missions to western Indians. Father DeSmet trained here. The Seminary qualifies as a secondary interpretive theme of western expansion/exploration. Presently undeveloped, trails planned for natural areas would complement the Lewis and Clark National Historic Trail. River access should be considered.

St. Charles Riverfront Park, Missouri River mile 29 (Map 1), city of St. Charles, St. Charles County Historical Society and South Main Preservation Society, contains the site where the Expedition camped May 16-20, 1804, while waiting for Captain Lewis to complete business in St. Louis. The Expedition also camped here on their return September 21, 1806. St. Charles Historical District and the site of the first Missouri State Capitol are adjacent National Historic Register properties. River access is needed at or near this site. Interpretation of the Expedition's stay at the site should be expanded either by kiosk exhibit or by using the old railroad station.

Weldon Springs and Howell Island Wildlife Areas, Missouri River miles 44-50 (Map 1), are managed by the Missouri Department of Conservation. Weldon Springs Wildlife Area is a large natural area on the north bank of the River. Howell Island Wildlife Area is one of the few remaining large islands on the lower Missouri River. Interpretation should include the May 22, 1804, Howell Island camp of the Expedition and historic flora, fauna, and riverine habitat. Development of hiking trails accessible by River travelers should be considered. Boat access only to the Island should be provided. River access is needed in Weldon Springs Wildlife Area.

Tavern Cave, Missouri River mile 53 (Map 1), is in the private ownership of St. Albans Farms and the Chicago Rock Island and Pacific Railroad. A historic cavern used as a campsite and landmark by River travelers, Lewis and Clark visited here May 23, 1804. Lewis climbed the bluff and narrowly escaped a tragic fall. No public access is permitted now. Limited public access from the River and along railroad right-of-way should be provided. Interpretation should be by guided tour or brochure. A State, county, or private organization should work with landowners to control public use and provide security for the resource and adjacent lands. Tavern Cave is on the National Register of Historic Places.

Washington Marina, Missouri River mile 69 (Map 1), a private marina and boat ramp on the Washington riverfront, is the only public gas and mooring facility on the River in the State of Missouri. Interpretive signing is needed

at the ramp regarding the Lewis and Clark May 25, 1804, camp in the area and return journey events of September 20, 1806.

A New Haven Access is proposed in the vicinity of Missouri River mile 80 (Map 2). Lewis and Clark passed this area May 26, 1804, and camped near present New Haven on September 20, 1806. They passed the last white frontier settlement of LaCharrette which was in this vicinity. The city, county, or State could provide public access and recreation facilities in this area.

Hermann Access, Missouri River mile 90 (Map 2), is a city-owned boat ramp on the riverfront. Lewis and Clark camped May 26, 1804, near the mouth of the Loutre River which enters the Missouri River across from Hermann. The campsite may have been at the lower end of present "Rush Island" at Missouri River mile 95 (privately owned). Additional access and recreation facilities and historic interpretation would complement the Lewis and Clark National Historic Trail. Area to expand is restricted at the Hermann Access. A new site could be developed by the State on Rush Island. Hermann has maintained its mid-19th century German immigrant heritage and offers the opportunity for a secondary interpretive theme. The town has two National Register Historic Districts.

Gasconade Park on the Gasconade River 1 mile above the Missouri River mile 105 (Map 2), city of Gasconade, is a small park and River access. The Expedition camped at the mouth of the Gasconade River May 27-28, 1804. Remnants of the Corps of Engineers boatyard located here offer a secondary interpretive theme. The boatyard was a center of activity for several decades of efforts to stabilize the Missouri River. The Corps of Engineers and the city should work together to interpret these historic resources.

Chamois Access, Missouri River mile 118 (Map 2), city of Chamois, Missouri Department of Conservation, and U.S. Army Corps of Engineers, features a River access and city park. The Expedition camped in this vicinity May 30-31, 1804.

Mokane Access, Missouri River mile 125 (Map 2), Missouri Department of Conservation and U.S. Army Corps of Engineers, offers recreational access to the River and camping.

Bonnets Mill Access on the Osage River is a Missouri Department of Conservation boat access 1.5 miles above the mouth of the Osage at Missouri River mile 130 (Map 2). Lewis and Clark camped at the mouth of the Osage River June 1-2, 1804, and September 19, 1806. The Osage River was the water highway to lands of the Osage Indians in central Missouri and eastern Kansas. The State should expand facilities and provide interpretation.

Moreau 50 Access on the Moreau River 1.5 miles above its mouth at Missouri River mile 138 (Map 2), is also managed by the Missouri Department of Conservation. The boat access is located at Highway U.S. 50 bridge (State designated Lewis and Clark Highway). An interpretive sign about the Expedition camp at the mouth of the Moreau River June 3, 1804, is needed.

Jefferson Landing State Historic Site, Missouri River mile 143 (Map 2), Missouri Department of Natural Resources, contains restored historic buildings from the early-19th century beginning of the State Capitol. The Site is presently used as interpretive and State Park information center. Difficult access to and from the Missouri River across railroad tracks needs to be solved. Expanded interpretive facilities could present broad Lewis and Clark themes.

Jefferson City River Access, Missouri River mile 143 (Map 2), consists of a boat access whose ownership is in question. The city or State should upgrade the site for recreational access to the River and the Lewis and Clark National Historic Trail. No interpretation is proposed.

Marion Access, Missouri River mile 158 (Map 3), Missouri Department of Conservation, is a River access and camping area. Interpretation could discuss the Expedition camp of June 4, 1804, upstream of this site near the mouth of Moniteau Creek.

Providence Access on Perche Creek 1 mile above its mouth at Missouri River mile 170 (Map 3), is a Missouri Department of Conservation boat ramp. Interpretation of the June 5, 1804, campsite opposite the mouth of Perche Creek could be added.

Taylor's Landing, Missouri River mile 185 (Map 3), Missouri Department of Conservation, includes River access and camping. Interpretation could discuss the June 6, 1804, Expedition camp along rock bluffs across the River. These bluffs mark a scenic/geologic transition from a wide-bottom prairie river (upstream) and the River course through Ozark highlands (downstream), making possible a secondary interpretive theme.

Franklin Island Wildlife Area, Missouri River miles 192-195 (Map 3), Missouri Department of Conservation, is a hunting, fishing, and refuge area. River access is needed in this area due to the proximity of Boonville. The Expedition camp of June 7, 1804, may be within the area boundaries. Interpretation of flora and fauna would also complement the Lewis and Clark National Historic Trail.

DeBourgmount River Access on the Lamine River 3 miles above its mouth at Missouri River mile 204 (Map 3), Missouri Department of Conservation, is adjacent to the State designated Lewis and Clark Highway (State Route 41). The Expedition noted "Mine" River as a landmark and camped 2 miles upstream of its mouth June 8, 1804. The camp of September 18, 1806, was also in the vicinity.

Arrow Rock State Park, Missouri River mile 210 (Map 3), Missouri Department of Natural Resources, features a preserved historic village and well developed State park. The historic town was an important River stop and crossing site in the history of westward expansion and settlement. Lewis and Clark noted Arrow Rock Bluff as a landmark. River access and more interpretation of Lewis and Clark (broad themes and June 9, 1804, camp) is recommended. Arrow Rock State Park is a National Historic Landmark.

Stump Island Park, Missouri River mile 226 (Map 3), city of Glasgow and U.S. Army Corps of Engineers, is a River access and city park on the site of the Expedition camp named "Stump Island" in the journals, June 10-11, 1804. Interpretive signs and markers have been erected. Some additional interpretation could be done.

Brunswick Access on the Grand River 3 miles above its mouth at Missouri River mile 250 (Map 4), is managed by the Missouri Department of Conservation and the city of Brunswick. Interpretation could discuss the June 12, 1804, camp; June 13, 1804, Grand River camp; and September 17, 1806, camp and encounter with Captain McLellan.

Miami Riverfront Park, Missouri River mile 263 (Map 4), Missouri Department of Conservation, includes River access, camping, and a Lewis and Clark interpretive sign. The Expedition camp of June 14, 1804, was upstream near this site. More interpretation could be done of the events of June 14-16, 1804.

Grand Pass Wildlife Area, Missouri River mile 270 (Map 4), Missouri Department of Conservation, is a large undeveloped river bottom wildlife area in the vicinity of the Expedition camp of June 15, 1804. River access and interpretation of flora and fauna and historic River conditions would serve Trail users.

Port of Waverly, Missouri River mile 294 (Map 4), city of Waverly and U.S. Army Corps of Engineers, features River access, picnicking, and a Lewis and Clark interpretive sign. More interpretation could be done of the June 17-18, 1804, camp and September 16, 1806, camp.

Battle of Lexington State Park, Missouri River mile 316 (Map 4), Missouri Department of Natural Resources and U.S. Army Corps of Engineers, preserves a Civil War battlefield on the River bluffs and includes a satellite River access area. Interpretation of Expedition campsites of June 19-22, 1804, is needed. Camping facilities are also needed in this River reach. The battlefield and related buildings in Lexington are on the National Register of Historic Places.

Fort Osage, Missouri River mile 337 (Map 5), Jackson County Park Department, is a reconstruction of a fort built under Clark's supervision in 1808. The Fort originally included an Indian trading "factory" and was part of Clark's post Expedition responsibilities as Superintendent of Indian Affairs for the Louisiana Territory. The potential Fort site was noted in the Expedition journals. The garrison at the Fort had a dual purpose: to be there for any security need regarding the trading operation/Indian relations, and also to help regulate the access of foreign trappers and traders to the newly acquired Louisiana Purchase area via the Missouri River. The latter aspect may have been the deciding factor on placing the Fort intended for the benefit of the Osages here instead of 75 to 100 miles south in their lands. After starting construction of the Fort, Clark dispatched a messenger to the Osages, ordering them to move to the vicinity of the Fort. The Fort

contains excellent interpretation and a museum related to the Fort history. Future expansion of interpretation could include the Expedition and Clark's role in Indian affairs. A boat landing on the Riverfront and a trail along the River to Mouth of Little Blue Park should be considered. Fort Osage and its accompanying archeological district are National Historic Landmarks.

Jackass Bend Trail, Missouri River mile 337 (Map 5), Jackson County Park Department, is within a natural area along an old cutoff channel across the Missouri River from Fort Osage. Boat in access and interpretive literature related to Missouri River history and environment would complement the National Historic Trail.

Mouth of the Little Blue Park, Missouri River mile 339 (Map 5), Jackson County Park Department, features River access, camping, picnicking, and ownership contiguous with Fort Osage. The Little Blue River was called "Hay Cabin Creek" in Lewis and Clark's journals. The Expedition camped near here September 15, 1806. The camps of June 23-24, 1804, should also be interpreted in the complex of Jackson County areas.

Little Blue Trace, (Map 5), Jackson County Park Department, is a parkway/trail along the Little Blue River bordering the eastern edge of the Kansas City urban area. An extension from the northern trace terminus at U.S. Highway 24 (designated Lewis and Clark Highway) to Mouth of the Little Blue Park would provide a potential "side trail" to the National Historic Trail in keeping with Section 6 of the National Trails System Act.

LaBenite Park, Missouri River mile 352 (Map 5), Jackson County Park Department and U.S. Army Corps of Engineers, includes River access, camping, picnicking, and contiguous ownership with a county park on the River bluffs making hiking possible. The Expedition camped near this site on June 25, 1804. Interpretation of the Expedition should be added.

Oregon National Historic Trail/Independence Landing, Missouri River mile 354 (Map 5), is a privately-owned undeveloped historic site. The Oregon National Historical Trail Management Plan (National Park Service) does not propose development of this historic location of the Trail's beginning point. The steamboat landing site on the Missouri River where Oregon immigrants disembarked to begin their overland trek has been impacted by River channel changes and industrial development. A roadside interpretive display near the bluff top will commemorate the site. Lewis and Clark Trail guides should note the historic importance of the site.

Riverfront Park, Missouri River miles 361-364 (Map 5), Kansas City, Missouri, Parks Department, is a linear park along the riverfront of a developing industrial area. The Park features River access and day use activities. Interpretation of Lewis and Clark Expedition events of June 26, 1804, and September 15, 1806, could be done.

Lewis and Clark Memorial, Eighth and Jefferson Streets, Kansas City, Missouri, (Map 5), includes a monument and small overlook park on the bluff

climbed by Lewis and Clark September 15, 1806, to assess the possibility of a fort location. Being in the urban area near downtown, no additional development is proposed.

Kansas River Confluence Camp (proposed), Missouri River mile 367 (Map 5), Kansas City, Kansas, Park Department; U.S. Army Corps of Engineers, and private interests, could commemorate the site where the Expedition camped June 26-28, 1804, on the upstream side of the confluence. Journal entries provide multiple interpretive themes. The Site has been the subject of recreation proposals in the past due to a levee project; present over-the-levee informal recreation use; and Kansas City, Kansas, undeveloped ownership on the downstream side of the confluence. The land area is limited due to industrialization. However, a recreational area with River access and historic interpretation is possible.

English Landing Park, Missouri River mile 377 (Map 5), city of Parkville, is a River access and day use park located across the River from the vicinity of the Expedition camp of June 29, 1804. Interpretation of the Expedition should be added covering the June 29-30, 1804, camps.

Leavenworth Riverside Park, Missouri River mile 398 (Map 5), Leavenworth, Kansas, is a well developed city park with boat access, camping, and boat fuel. Campsites of July 1, 1804, and September 14, 1806, were in this vicinity downstream of the park. The present sign addresses the Lewis and Clark Expedition, but interpretation could be expanded.

Weston State Park, Missouri River mile 403 (Map 5), Missouri Department of Natural Resources, was recently purchased and is undeveloped. Facilities should include River access and natural resource and historic interpretation. Interpretive themes include the campsites of July 2, 1804, and September 13, 1806, (upstream) and the Expedition in general.

Ft. Leavenworth Recreation Area, Missouri River mile 404 (Map 5), U.S. Army, Kansas State Park and Resource Authority, is an undeveloped natural area that includes virgin bottomland timber. The State and the Army are working together to develop a public use area. River access should be considered along with interpretation of natural resources and Expedition campsites of July 2, 1804, and September 13, 1806.

Lewis and Clark State Park, Missouri Department of Natural Resources, is located 2 miles inland from Missouri River mile 419 (Map 5). Its camping is not continguous with the River and no Lewis and Clark interpretation is found in this Park along the Lewis and Clark Highway (State Route 45). The Park is on the banks of Sugar Lake, cited as "Gosling Lake" in Expedition journals for July 4, 1804. The area needs Lewis and Clark interpretation.

Independence Park, Missouri River mile 423 (Map 5), Atchison, Kansas, is a city park on the riverfront featuring a formal promenade, River access ramp, a sign about the Expedition camp of July 4, 1804, and the naming of Independence Creek. No additional development is proposed.

St. Joseph Riverfront Park (proposed), Missouri River mile 450 (Map 6), city of St. Joseph, Missouri, is an undeveloped site with road access 1 mile north of the urbanized riverfront. The site is in the vicinity of the July 7, 1804, Expedition campsite. A public recreation area and River access facilities are needed to serve the urban area and River recreationists (nearest public access is 28 miles downstream or 12 miles upstream). Interpretation of the Expedition could discuss September 5-7, 1804, and September 11-12, 1806.

Nodaway Access, Missouri River mile 462 (Map 6), Missouri Department of Conservation, features River recreation access. The Expedition camped on a large island at the mouth of the Nodaway River July 9, 1804, and passed the area September 11, 1806. Nodaway Island history could also be interpreted.

Wolf River Access (proposed), T. 2 S., R. 20 E., sec. 5, (Map 6), is proposed for an area of private ownership. A recreation area and boat access is needed on this portion of the River (approximately Missouri River mile 480). This site is in the vicinity of the July 9, 1804, Expedition camp and has paved access via State Highway 7 (designated Lewis and Clark Highway). Interpretation of the Expedition for July 9-10, 1804, and September 10-11, 1806, should be developed by the State of Kansas or Doniphan County.

White Cloud Access (proposed), T. 1 S., R. 19 E., sec. 9, (Map 6), is also proposed for an area of private ownership. A small recreation day use area with boat access is needed near the city of White Cloud. The site is in the vicinity of the Expedition camp of July 10, 1804, making an interpretive marker appropriate. Development should be by the State, county, or the city of White Cloud.

Rulo River Access, Missouri River mile 498 (Map 6), city of Rulo, is a Riverfront park and boat access. Expedition camps of July 11-12, 1804, and September 10, 1806, were at the mouth of Big Nemaha River 3 miles downstream. Interpretation of the Expedition is needed and reestablishment of fuel facilities should be considered.

Thurnau Wildlife Area, Missouri River mile 509 (Map 6), Missouri Department of Conservation, includes a River access ramp and a wildlife management area in bottomland timber habitat. Expedition campsites of July 13-14, 1804, could be interpreted. Primitive camping and natural area hiking, if provided, would serve River and Trail users.

Indian Cave State Park, Missouri River miles 517-519 (Map 6), Nebraska Game and Parks Commission, is a multiple facility park in a wooded bluffs setting with a 3 mile River frontage. The existing park trails system along the River bluffs could be signed as the Lewis and Clark National Historic Trail. River access is needed in the vicinity of the park. Interpretation of the Expedition could include the July 14, 1804, and September 9, 1806, campsites and broad themes.

Hoot Owl Bend Access, Missouri River mile 525 (Map 6), Missouri Department of Conservation, features a River fishing access and boat ramp.

Langdon Bend Access, Missouri River mile 530 (Map 6), Missouri Department of Conservation, also features a River fishing access and boat ramp in the vicinity of the July 15, 1804, Expedition campsite.

Brownville State Recreation Area, Missouri River mile 535 (Map 7), Nebraska Game and Parks Commission, includes River access, camping, and a preserved historic side-wheel dredge vessel, the "Captain Meriwether Lewis." Expedition campsites of July 16-17, 1804, and September 9, 1806, are in this vicinity. Dredge "Captain Meriwether Lewis" is a floating museum and could contain Lewis and Clark interpretive displays. The dredge is listed on the National Register of Historic Places.

Riverview Marina State Recreation Area, Missouri River mile 563 (Map 7), is a Nebraska Game and Parks Commission area containing a River access and camping. Interpretation could address the July 18-19, 1804, camps.

Bartlett Landing Access and Fremont County Park, Missouri River mile 580 (Map 7), Iowa Conservation Commission and Fremont County, are an adjacent State primitive boat ramp and a county day use park. Interpretation could discuss the July 20, 1804, Expedition camp.

Platte River Confluence Camp (proposed), Missouri River mile 595 (Map 7), ownership not known, is an undeveloped area on the north bank of the Platte River at its confluence with the Missouri River. The Expedition reached this major landmark July 21, 1804, camped and explored a short distance up the Platte River. A small recreation area with River access, primitive camping, and interpretation would serve the Lewis and Clark National Historic Trail. Development may be possible by the State, which may own property at the site, or by Sarpy County.

Haworth Park, Missouri River mile 601 (Map 7), city of Bellevue Park Department, is a highly developed riverside park with River access, fuel, and camping. The Expedition camped across the River in this vicinity on September 8, 1806. An interpretive sign on Lewis and Clark is existing at the site, but more could be done. The Sarpy County Museum in Bellevue has displays on Lewis and Clark and other historic subjects related to the county role in settlement and westward expansion.

Fontenelle Forest, Missouri River miles 602-603, 608-610 (Map 7), Fontenelle Forest Nature Center (private), features a large River bluff and bottomland natural area that straddles a River bend. The area is open for public hiking and nature study. Access for River travelers should be considered. Interpretation should discuss Lewis and Clark as early naturalists. Fontenelle Forest is a National Natural Landmark and National Environmental Education Landmark.

Gifford Environmental Center, Missouri River miles 603-608 (Map 7), Metropolitan Educational Program Agency, features a natural area and hiking trail contiguous with Fontenelle Forest and encompassing bottomland in a large Missouri River bend. Open weekends and holidays. Access from the River and Lewis and Clark interpretation as early naturalists should be considered.

Longs Landing County Park, Missouri River mile 606 (Map 7), Pottawattamie County, is a River access park with a boat ramp, camping, and other facilities. The Park is in the vicinity of the Expedition's "White Catfish Camp" of July 22-26, 1804. A sign related to Lewis and Clark exists at the park. More interpretation could be done.

Lake Manawa State Park, Missouri River mile 606, 1 mile north of the River (Map 7), Iowa Conservation Commission, contains an oxbow lake bordered by highly developed recreation facilities. The facilities are accessible from Longs Landing County Park. The State park is also noted as a high potential site along the Mormon Pioneer National Historic Trail. A joint facility interpreting the Mormon and Lewis and Clark journeys and providing information on Trail use would be appropriate.

Mormon Pioneer National Historic Trail, Missouri River mile 612 (Map 8), National Park Service, is proposed for marking as motor route across the Highway 275 bridge paralleling the Mormon migration route. A Mormon ferry across the Missouri River was in this vicinity.

Lewis and Clark Monument Park, T. 75 N., R. 44 W., sec. 13, (Map 8), is a Council Bluffs city park accessible from Interstate Highway 29 (designated Lewis and Clark Highway) via city streets. The Park is not accessible from the Missouri River but contains a monument to Lewis and Clark and a picnic area. No additional development proposed.

Airport Park, Missouri River mile 622 (Map 8), city of Omaha, is an undeveloped park area along the airport perimeter levee in the vicinity of the Expedition campsite of July 27, 1804. A River access ramp, primitive camping, and interpretation would serve the Lewis and Clark National Historic Trail.

N.P. Dodge Park, Missouri River mile 627 (Map 8), city of Omaha, is a highly developed riverfront park with a marina, camping, and a Lewis and Clark interpretive sign. The site could contain interpretation of events of July 28, 1804.

Fort Atkinson State Historical Park, Ft. Calhoun, Nebraska, (Map 8), Nebraska Game and Parks Commission, contains a historic fort restoration and natural area on the site of Fort Atkinson (1820-1827). The Fort was located by the Army near the site of Lewis and Clark's "Council Bluffs" in accordance with Expedition journal recommendations. The Captains' first council with the Indians took place in the bottom somewhere along this bluffline July 30 to August 3, 1804. They also visited the site on September 8, 1806, to confirm its military/trading post potential. The site is no longer connected to the River which is about 2 miles northeast. The Expedition in Nebraska/Iowa could be interpreted in indoor displays within the restored Fort and a Council Bluffs commemorative site could be established in a small grassy bottom area at the southern end of the bluffline.

Wilson Island State Park, Missouri River mile 641 (Map 8), Iowa Conservation Commission, features a recreation area and River access that includes camping and a Lewis and Clark interpretive sign. Additional Expedition interpretation could discuss "Council Bluffs" which is south across the River valley from the park.

Desoto National Wildlife Refuge, Missouri River miles 642-645 (Map 8), U.S. Fish and Wildlife Service, is a significant wildlife refuge, recreation, and historic area on a cutoff River bend. Its extensive day use recreation facilities are all oriented to the cutoff lake. Historic resources are centered on the 19th-century steamboat "Bertrand" excavated from where it sank in an old River channel. A new visitor center is devoted to historic and nature subjects. The only access to the present Missouri River channel is through Wilson Island State Park, continguous downstream. A boat ramp on the north bank in the vicinity of the upstream cutoff closure would provide convenient River access. River travelers could hike to the visitor center (2 miles). A visitor center general display on Lewis and Clark is also needed.

Remmington Access, Missouri River mile 660 (Map 8), Harrison County, includes small boat access to the Missouri River. Primitive camping and Lewis and Clark interpretation (August 3-4, 1804, and September 7, 1806,) are needed.

Pelican Point State Recreation Area, Missouri River mile 673 (Map 8), Nebraska Game and Parks Commission, is a River access and camping area. The Expedition collected a pelican specimen near the mouth of the Little Sioux River on August 8, 1804, and named the island where a large flock was observed "Pelican Island."

Little Sioux Delta Access, Missouri River mile 669 (Map 8), Harrison County, contains a boat ramp into the Little Sioux River at its confluence with the Missouri River. A private campground with access from Interstate 29 is adjacent. Lewis and Clark interpretation could discuss general subjects, campsites for August 5-6, 1804, and the September 6, 1806, meeting at Little Sioux River with a trading boat belonging to Auguste Choteau.

Huff Warner County Park, Missouri River mile 680 (Map 8), Monona County, is a riverside park with boat access and camping. Expedition events of August 6, 1804, and September 6, 1806, could be interpreted.

Louisville Bend Wildlife Area, Missouri River mile 683 (Map 8), Iowa Conservation Commission, has boat access and day use facilities within a wildlife management area. No additional development is proposed.

Decatur Recreation Sites, Missouri River mile 691 (Map 8), is a complex of three recreation areas in the vicinity of Decatur, Nebraska, and the Highway 175 bridge. The complex includes Beck Memorial Park, (city of Decatur), a picnic/camping area downstream of the bridge on the Nebraska bank; Sunset Island Park, (Iowa Conservation Commission), a boat ramp and wildlife

management area upstream of the bridge on the Iowa bank; and Hightree Marina, (private), a boat ramp and mooring upstream of the bridge. The three-site complex offers nearly a full range of recreation facilities. Interpretation of the Expedition could discuss the August 8, 1804, and September 5, 1806, campsites which were in this vicinity.

Lewis and Clark State Park, T. 84 N., R. 11 E., sec. 35, (Map 8), Iowa Conservation Commission, is a well developed State park located on an oxbow lake and accessible from Interstate 29 (Lewis and Clark Highway). The Park needs expanded interpretation of the Lewis and Clark Expedition.

Blackbird Hill (proposed), T. 24 N., R. 10 E., sec. 4, (Map 9), private, Omaha Indian Reservation, is the historic site of the grave of the great Maha (Omaha) chief who died in 1800. Lewis and Clark and 10 men climbed the hill to visit and decorate the burial mound. The commanding view and landmark character of the hill has changed due to tree growth in 175 years, but the site is still within 1 mile of the River. No public access or paved roads are within 1/2 mile of the hilltop. Blackbird Wayside on U.S. Highway 73, 3 1/2 miles southeast, commemorates the historic site. Future protection and public access to the actual site should be investigated with the landowners, the Omaha Tribe, and the State of Nebraska.

Ruth Lighthouse Marina, Missouri River mile 699 (Map 9), private, allows public camping, picnicking, and boat access to River.

Snyder Bend County Park, Missouri River mile 714 (Map 9), Woodbury County and U.S. Army Corps of Engineers, is a county park with camping and a large natural area located on a rare River back channel. The area is proposed for expansion into a major recreation area. Interpretation of the Expedition could include campsites for August 9-11, 1804, general topics, and historic River conditions and natural resources.

Wheatland Bend Access, Missouri River mile 722 (Map 9), Woodbury County, features a boat ramp and day use facilities. Addition of primitive camping and interpretation of Expedition events of August 12, 1804, would complement the Lewis and Clark National Historic Trail.

Cottonwood Cove Park, Missouri River mile 725 (Map 9), a Dakota City, Nebraska, riverside park, contains River access and day use facilities. The Expedition's camp of August 13-19, 1804, was a little south of Dakota City in Omadi township. Camp was made in an unsuccessful attempt to council with the Maha Nation. At the camp a second council with Ottoes was held, Sergeant Floyd became fatally ill, and deserter M. B. Reed was tried and ran the "Gantlet." Extensive interpretation should take place here.

Sergeant Floyd Monument Park, T. 88 N., R. 48 W., sec. 1, (Map 9), Sioux City, Iowa, is a Missouri River bluff park and obelisk monument on the site of Sergeant Floyd's grave. The site is not accessible from the River but is accessible from Interstate 29 (Lewis and Clark Highway). Onsite interpretation could discuss Sergeant Floyd, historic efforts to preserve the

gravesite, general Expedition topics, and campsites of August 20, 1804, and September 4, 1806. The park is a designated National Historic Landmark.

Scenic Park, Missouri River mile 732 (Map 9), South Sioux City, Nebraska, contains camping, river access, and a Lewis and Clark interpretive sign. Private marinas are adjacent and 1 mile upstream. No additional development is proposed.

5. MISSOURI NATIONAL RECREATIONAL RIVER SEGMENT

Ponca State Park, Nebraska, to Gavins Point Dam, Missouri River miles 751 to 810, National Park Service and U.S. Army Corps of Engineers

Recommended Type of Development: Water Trail

For 59 miles downstream of the first major dam, the Missouri River still exhibits the natural forces encountered by the Lewis and Clark Expedition. This unchannelized stretch has an actively meandering channel that creates bars and islands, erodes its banks, and forms chutes and wetlands. Snags, created by trees falling in with eroded banks, are a frequent occurrence in this portion of the River.

Although farming and cabin development are prominent features in this riverine landscape, areas of natural and scenic resources balance the visual evidence of man. The resources of this portion of the River have been recognized as nationally significant through inclusion in the National Wild and Scenic Rivers System in 1978. The National Park Service, Midwest Region, administers the area for the Secretary of the Interior. However, the Corps of Engineers, Omaha District, has through cooperative agreement accepted responsibilities for daily management, limited land acquisition, and recreational development.

Recreational development and willing seller land acquisition has not yet begun. A management plan was prepared in 1979 with Federal, State, and local interests participating. The Lewis and Clark National Historic Trail can be accommodated as a waterborne trail in this segment using the recreational development proposed in the Recreational River Management Plan. Recreation areas existing in the segment today are discussed in the following paragraphs.

Ponca State Park, Missouri River mile 752 (Map 9), Nebraska Game and Parks Department, is a well developed park in a wooded bluffs setting. Its facilities include river access, camping, and trails.

Indian Hills Campground, Missouri River mile 765 (Map 9), a private enterprise, offers primitive camping. Clay County Park, Missouri River mile 781 (Map 10), Clay County, South Dakota, is mostly undeveloped but has River access and camping facilities. Sportsmans Access, Missouri River mile 785 (Map 10), Cedar County, Nebraska, has the only boat fuel and concessions

available in the River segment. A boat ramp also is provided. Yankton Community Park, Missouri River mile 805 (Map 10), city of Yankton, South Dakota, is a riverfront park that offers picnicking and boat access to the River.

Nebraska Tailwaters Access, Missouri River mile 810 (Map 10), and Gavins Point Downstream Recreation Area, Missouri River mile 810 (Map 10), are managed by the U.S. Army Corps of Engineers as part of the Lewis and Clark Lake project. A wide variety of facilities for picnicking, camping, and River access are available in the two areas. The Gavins Point visitors center can be reached easily from the Tailwaters Access.

Facility expansions are proposed in the Recreational River Management Plan for all of these areas. Facility expansions should consider Lewis and Clark interpretation of general and local interest. In particular, the historic River conditions discussed in the Expedition journals should be related to the River today.

Additional lands for visitor use facilities should be acquired and developed at or near the locations proposed in the Recreation River Management Plan. Interpretive opportunities exist at these proposed recreation areas. Natural area interpretation related to the sand dunes at Elk Point, Missouri River Mile 754 left bank (Map 9), is proposed in the Recreational River Management Plan. This site is also the approximate location of Expedition campsites of August 22, 1804, and September 3, 1806. Patrick Gass was elected Sergeant here August 22, 1804, to replace the deceased Sergeant Floyd. On the return journey, the Captains received their first news of the United States in 2 years when they camped September 3, 1806, with trader James Aird. Aird, from the British post of Prairie du Chein, Wisconsin, was friendly at this meeting but became an adversary of Clark during the War of 1812.

The Expedition journal entry for August 26, 1804, describes the campsite for that evening and a description of Bow Creek, Missouri River mile 787 left bank (Map 10), today would read nearly the same. Only Clark's reference to the abandoned Maha village across the River from the camp is not evident today. The Expedition camp of September 2, 1806, was also near this site.

The Expedition camped on an island near the mouth of "Yankton" (James) River August 27, 1804. James River Island, Missouri River mile 800 (Map 10), at the mouth of the James River today is an undisturbed natural area that reflects the River character Lewis and Clark knew.

6. VOLCANO HILL HISTORIC SITE

T. 31 N., R. 5 E., sec. 3, (Map 9), 4 miles northeast of New Castle, Nebraska, private ownership

This River bluff was visited by Lewis and Clark August 24, 1804. Decomposition of minerals in the bluff gave it a burnt appearance and emitted steam and heat. "Volcanic" character was later lost with a large portion of the

bluff due to River erosion. The small 19th-century village of Ionia was established below the bluff but destroyed later by flooding. The site today is a steep wooded bluff with old Ionia cemetery and a historic marker on top. With private landowner cooperation, the site could be connected by a hiking trail with the Indian Hills Campground (private) at Missouri River mile 765. More interpretation of the Expedition and the early settlement could be done. Private participation could be coordinated through Missouri National Recreational River administration.

7. SPIRIT MOUND HISTORIC SITE

T. 93 N., R. 52 W., sec. 14, (Map 10), 8 miles north of Vermillion, South Dakota, private ownership

A freestanding conical hill on a level plain, this geologic oddity had spawned Indian legend in Lewis and Clark's time. The Captains and a portion of their party spent the day of August 25, 1804, journeying overland from the River to visit the site. Today, the eastern flank of the hill hosts a cattle feedlot and farm buildings crowd the northern toe of the hill. A small stone monument is located on top of the mound, and a highway turnout with a historical marker is located one-quarter of a mile east. No public access is recommended as long as the site is part of an active farming operation. Spirit Mound is a National Historic Landmark and is on the National Register of Historic Places.

8. LEWIS AND CLARK LAKE SEGMENT

Gavins Point Dam to Niobrara River (Map 10), Missouri River miles 810-845, U.S. Army Corps of Engineers

Recommended Types of Development:

Water Trail - Gavins Point Dam to Niobrara River
Land Trail - North shore, Yankton Recreation Area to Running Water Access

Gavins Point Dam forms the Lewis and Clark Lake, the first of a series of lengthy impoundments on the Missouri River. Although the impoundment permanently covers the River course traveled by the Expedition, it offers a long waterway with frequent recreational access and a narrow perimeter of publicly owned land. In accordance with the National Trails System Act, this federally administered area should be considered an initial protection component of the Lewis and Clark National Historic Trail.

The Corps of Engineers does not manage all of the 15-developed recreation areas along the Lewis and Clark Lake shoreline. Several of the areas are under lease to the South Dakota Game, Fish & Parks Department or the Nebraska Game and Parks Commission. Development of the Lewis and Clark Trail features should be a coordinated effort involving the Corps of Engineers and the two States.

A water trail the length of the reservoir is immediately possible since ample boat access, camping, and support facilities are presently available on the Lake. A land trail for hiking could be developed, preferably along the north shore, utilizing its more evenly spaced recreation areas and continuous band of public ownership. Land based trail development would have to take care to minimize or avoid impact on adjacent landowners including the Bon Homme Mennonite Colony. Onsite interpretation in the north shore recreation areas could address Expedition daily events of September 1-3, 1804, and September 1, 1806, as well as general themes and serve both land and water trail users.

The Expedition's Calumet Bluff council site with the Yankton Sioux was located in the bottom below the Nebraska bluff line in the vicinity of the damsite. The actual location has not been determined. The council and a general Expedition overview are the subject of interpretive panels in the Lewis and Clark Lake Visitor Center which is located on the Nebraska bluffs near the dam. Additional interpretation could be done in the Visitor Center, and wayside exhibits concerning the Yankton council should be considered for the Gavins Point Downstream and Nebraska Tailwaters Recreation Areas. The Visitor Center should also be a contact point for information about use of the Lewis and Clark National Historic Trail.

9. NIOBRARA TO FORT RANDALL DAM SEGMENT

Mouth of the Niobrara River to Fort Randall Dam, Missouri River miles 845 to 880 (Map 11), U.S. Army Corps of Engineers; Nebraska Game and Parks Commission; South Dakota Game, Fish & Parks Department; private

Recommended Type of Development: Water Trail

The Missouri River from Fort Randall Dam in South Dakota downstream to the confluence of the Niobrara River remains in a free flowing condition. The River valley is narrow leaving bluff line grazing lands in view. Bank line timber generally screens bottomland agriculture. Several islands and bars dot the River. The result is a natural appearing area of high value for recapturing the Lewis and Clark experience. The National Rivers Inventory, conducted by the Heritage Conservation and Recreation Service of the Department of the Interior, cited this river reach for its natural and historic values.

Recreation facilities exist at both ends of the segment but are lacking within the 36-mile River reach. Niobrara State Park (Nebraska Game and Parks Commission) is located on the north bank of the Niobrara River near its mouth. The park offers a wide range of facilities including camping but needs boat access to the Niobrara or Missouri Rivers. Interpretation of the Expedition's camp of September 4, 1804, at the mouth of the Niobrara River should be included in the park. A new park office is planned which could include interpretive facilities addressing the campsite and general Lewis and Clark topics. Randall Creek Recreation Area (U.S Army Corps of Engineers) below Fort Randall Dam on the River's west bank also offers a wide

range of facilities that includes boat access to the River. Across the River on the east bank is another boat access within Fort Randall Dam Recreation Area.

Additional recreation areas that offer boat access and primitive camping are needed within the River reach. Location of three additional facilities could take advantage of historic sites related to the Expedition.

The Expedition camped near the mouth of Choteau Creek September 5, 1804, and August 31, 1806. The location is a reasonable interval for boating upstream from Niobrara State Park. The site could be developed with access from a paved county road to provide boat launching and primitive camping and interpretive signing. Development agencies could include South Dakota Game, Fish & Parks Department, and Charles Mix and Bon Homme Counties.

The Indian community of Greenwood is situated in the vicinity of the Expedition camp of September 6, 1804, about midway in the River reach. A small community park on the riverfront could serve the town and provide boat access. Interpretive signing could discuss the Expedition camp and the Yankton Sioux culture encountered by the Expedition.

The third additional recreation area should be on the Nebraska side of the River in the vicinity of "Dome" or "Cupola" Hill. This landmark was climbed by the Captains and was prominent in other history of the area. The Expedition camped September 7, 1804, on the River near the Hill and collected the first scientific specimen of the prairie dog. Several members of the party captured one live "barking squirrel" near the camp by pouring a great quantity of water into its burrow. The Hill is privately owned grazing land today, and with exception of some fencing retains its historic appearance. A recreation area on the River with boat access and primitive camping and a hiking trail to Dome Hill should be developed. The Nebraska Game and Parks Commission could take the lead in working with the private owners to establish the site through purchase or agreement.

The Expedition noted the abandoned Trudeau Trading Cabin on the River a few miles below the present Fort Randall damsite. A historical marker is now located along a county road about 2 miles east of the River. That county road connects State Highway 46 near Pickstown with State Highway 37 south of Avon and provides a scenic driving or bicycle tour route along the terraces and bottoms of the scenic River area.

10. LAKE FRANCIS CASE SEGMENT

Fort Randall Dam to Big Bend Dam, Missouri River miles 880-987 (Maps 11-13), U.S. Army Corps of Engineers and Lower Brule and Crow Creek Indian Reservations

Recommended Type of Development: Water Trail

Fort Randall Dam at Pickstown, South Dakota, creates a major impoundment on the Missouri River for 107 miles, backing water up to Big Bend Dam at Fort Thompson, South Dakota. The Federal Lake is administered by the Corps of Engineers and has a narrow strip of public land along its shorelands. Lake Francis Case should be considered an initial protection segment of the National Historic Trail. Although the impoundment covers nearly all of the Expedition's river route, the relatively undeveloped shoreline and the existing string of recreation areas along it provide for recreational approximation of the journey and the opportunity to interpret significant daily events of the exploration.

The Corps of Engineers operates 22 recreation areas between the two Dams. The locations of these areas provide reasonable boat access and support facilities for a water trail. The presence of public lands along the Lake between the recreation areas also provides the basis for development of hiking/horseback trails. The best opportunity for long-distance land based trails lies on the east side of the Lake where recreation areas are more evenly spaced between Pickstown and Chamberlain. Beginning with land trails connecting high use recreation areas, a continuum of trails could be expanded and developed as recreational demand warrants.

Daily events of the Expedition should be interpreted onsite at recreation areas near campsites or through trail guides and brochures. Several events which stand out in the journals should receive some emphasis. Among these are:

Descending the River on August 30, 1806, the Expedition encountered a large party of hostile Teton Sioux but managed to avoid an incident. The camp for that night was 6 miles downstream from the encounter near Snake Creek Recreation Area.

One of the youngest members of the party, George Shannon, was lost and wandered ahead of the Expedition for 16 days despite efforts to find him. On September 11, 1804, he was found in starving condition near Buryanek Recreation Area. The journals note collection of prairie dog specimen at the same site from a colony nearly 1,000-yards square in size.

A complex of Expedition events should be interpreted at West Chamberlain or American Creek Recreation Areas. The Expedition camped just below the mouth of White River on September 14, 1804. Captain Clark described the pronghorn antelope and the jackrabbit which were collected that day. These may have been the first scientific collections and descriptions of these animals. The Expedition camped September 16-17, 1804, and August 28, 1806, on the west side of the River near Chamberlain. The camp was called by the party "pleasant camp" because of the abundance of game and wild plums and opportunity to rest here in 1804. The first scientific collection and description of the magpie took place here in 1804. Other Expedition broad themes and the events of September 12, 13, 15-18, 1804, and August 28-29, 1806, could be interpreted near Chamberlain. The Interstate 90 bridge crossing and the heavily used recreation areas ensure a large audience for an interpretive center.

11. LAKE SHARPE SEGMENT

Big Bend Dam to Antelope Creek Wildlife Area, River miles 987-1055 (Map 13), U.S. Army Corps of Engineers, Lower Brule and Crow Creek Indian Reservation, and South Dakota Game, Fish & Parks Department

Recommended Types of Development:

Water Trail - Entire segment
Land Trail - From Lower Brule Recreation Area to the Narrows of the Big Bend

Big Bend Dam impounds the Missouri River from Fort Thompson to near Pierre, South Dakota, a distance of about 65 miles. The area upstream from Antelope Creek including Pierre, although influenced by impoundments, retains a natural River appearance with wooded islands and exposed sandbars in low flow periods. Lake Sharpe is a Federal Lake administered by the Corps of Engineers, has a narrow border of public land, and should be considered an initial protection segment of the National Historic Trail. The Lake has flooded the River valley traveled by the Expedition. However, a scenic shoreline and 11 recreation areas offer the opportunity for approximate Expedition retracement and thorough interpretation.

The series of Corps of Engineers administered recreation areas along Lake Sharpe generally have boat launch, camping, and support facilities making a water trail possible following the route of the Expedition. A hiking trail should be developed along Clark's route across the narrows of the Big Bend. Less than 1-mile wide at the point where Clark passed on foot, the landmark River bend took almost 2 days to travel by water and contains the campsites of September 19-20, 1804. A hiking trail could extend from Lower Brule Recreation Area along the Lake's southwest shore to the narrows and then climb to the commanding view atop the Big Bend ridge. Participation by the Lower Brule Reservation government should be sought by the Corps of Engineers in developing the Trail.

Daily events of the Expedition should be interpreted onsite at recreation areas or through Trail guides and brochures. Several events recorded in the journals should receive emphasis including:

The night of September 20, 1804, the Expedition camped on a sandbar in the vicinity of West Bend Recreation Area. During the night, the River undermined the bar and collapsed the adjacent bank. The party was awakened by the guard and narrowly escaped with the boats and gear.

The Expedition camped in the vicinity of Joe Creek Recreation Area on September 21, 1804, and August 26, 1806. They stopped to hunt at the mouth of "Tylor Creek" (Medicine Creek) which is the site of Iron Nation Recreation Area on September 21, 1804, and August 27, 1806.

The journals mention the unoccupied trading post of "Mr. Louiselle of St. Louis" on "Cedar Island" about 10-river miles upstream of the September 21, 1804, camp. They also visited the post, again unoccupied, on September 26, 1806. Interpretation of the events and the trading post could be included at DeGrey Recreation Area.

The Captains named Medicine Knoll Creek "Ruben Creek" after Ruben Fields, an Expedition member. At the mouth of the creek is the Rousseau Recreation Area. Interpretation related to Ruben and his brother Joseph Fields, both prominently mentioned in the journals, is appropriate.

The Expedition camped a little below and across the River from Antelope Creek September 23, 1804. The first contact with Teton Sioux villages occurred that evening. Further development of Antelope Creek Wildlife Area should include interpretation and boat launch facilities.

Interpretation of broad themes and daily events of the Expedition in the Lake Sharpe area should include information and displays at the visitors center in the North Shore Recreation Area.

12. PIERRE SEGMENT

Antelope Creek Wildlife Area to Oahe Dam, River miles 1055-1072 (Maps 13-14), U.S. Army Corps of Engineers; South Dakota Game, Fish & Parks Department; cities of Pierre and Fort Pierre, private

Recommended Types of Development:

Water Trail - Entire segment
Land Trail - Farm Island State Park to Oahe Downstream Recreation Area

With the exception of the 15-mile reach through the Pierre area, the entire Missouri River north-south crossing of South Dakota is impounded. Although influenced by releases from Oahe Dam above and the fluctuation of Lake Sharpe below, the Missouri River at Pierre retains a near natural condition. Extensive public lands along the River hold rare remnants of the riverbottom ecosystem including islands, sandbars, marshes, and forest. Below the entrance of the Bad River and immediately below Oahe Dam, the plains drop abruptly into the River valley providing broken bluff line scenery. Despite urban development of part of the riverfront, this area should be highly prized for its natural resources.

The Expedition events in this short segment were critical to the successful exploration. Starting with the camp of September 23, 1804, across the River from the Antelope Creek area, the Expedition began a 4-day confrontation with the Teton Sioux that would nearly come to armed conflict and keep the party on its guard for the remainder of its time in South Dakota.

Both land and water trails are possible in this segment due to the amount of public land and public river access. Expedition events in the area, natural

resources, and general themes could be interpreted at major recreation areas connected by a developed trail.

A hiking/bicycle trail could be developed from Farm Island State Park to Downstream Recreation Area at Oahe Dam. The trail could utilize State park, Corps of Engineers, and Pierre city park lands to follow the east shore to one of the Missouri River bridges. On the west shore, the Trail could alternatively use State Highway 1806 right-of-way or Corps of Engineers and private riverfront lands. Only 2 miles of private lands break Federal ownership of the west bank. Trail right-of-way could be obtained by the Corps of Engineers and the State through agreement with landowners.

A water based trail could use boat launch and support facilities at Downstream or Tailrace Recreation Areas, LaFramboise Island Recreation Area, Pierre Marina, and Farm Island State Park.

Interpretation of Expedition events could be provided at each of the recreation areas and should attempt to address the events near their occurrence. An Expedition member of later fame for individual explorations, John Colter, hunted on Farm Island and had his horse stolen by the Tetons, initiating tense relations. The Tetons were in two camps of 80 lodges near the mouth of Bad River (LaFramboise Island) and 60 lodges possibly on Corps of Engineers property below Downstream Recreation Area. The latter Sioux encampment was the site of the actual council and attempt to prevent the Expedition from proceeding upriver. Teton culture, natural resources, and the 1806 return of the Expedition are other themes that should be prominent in interpretive efforts.

13. LaVERENDRYE MONUMENT HISTORIC SITE

Fort Pierre, South Dakota, (Maps 13-14), city of Fort Pierre

A stone monument on a bluff overlooking Fort Pierre and the Missouri River valley marks the first recorded exploration into South Dakota. Traveling overland from their post on the Assiniboin River in Canada, the LaVerendrye brothers, explorers and traders, buried a lead tablet on the bluff in 1743 claiming the area for France. The site, a National Register property, has no direct relationship to Lewis and Clark but could point out that the Expedition used information gained by previous explorers and traders, including the LaVerendryes, particularly during its ascent of the Missouri River to the Mandan villages. Expanded interpretation of the LaVerendryes could be supplemented by discussion of later explorers, such as Lewis and Clark, to put the significance of the site in historical context. The site could also be linked to hiking/bicycle trail development in the "Pierre Segment."

14. LAKE OAHE SEGMENT

Oahe Dam, South Dakota, to Fort Rice Recreation Area, North Dakota, Missouri River miles 1072-1275 (Maps 14-17), U.S. Army Corps of Engineers; South

Dakota Game, Fish & Parks Department; North Dakota Parks and Recreation Department; Cheyenne River and Standing Rock Indian Reservations

Recommended Types of Development:

Water Trail - Entire Segment
Land Trail - Incremental Development Between West Shore Recreation Areas

Oahe Dam, a few miles north of Pierre, South Dakota, creates one of the world's largest manmade lakes, impounding the Missouri River as far upstream as Bismarck, North Dakota. During average summer fluctuations, the upstream area of the Lake begins to resemble riverine conditions in the vicinity of Fort Rice, North Dakota. The "Lake Oahe Segment" has arbitrarily been terminated at the Fort Rice Recreation Area, since Trail development upsteam of this area could be significantly different from the normal pool area of Lake Oahe. This Corps of Engineers administered Lake has a narrow border of public land. Since the Lake is a Federal area, it should be considered an initial protection segment of the Lewis and Clark National Historic Trail. As with the other main stem reservoirs, the waters of Lake Oahe permanently cover the actual Expedition route and campsites. There remains, however, a 200-mile waterway with frequent public access, a corridor of public lands connecting access facilities, and a largely undeveloped scenic shoreline. Together, these resources provide the opportunity for water and land trails for recreational retracement and historical interpretation of the Expedition.

Twenty-one recreation areas between Oahe Dam and Fort Rice offer boat launching, camping, and related facilities supporting the designation of a water trail to retrace the Expedition route. The addition of boat launching facilities at Agency Creek (proposed), Rousseau Creek (proposed), Whitlocks Bay, Rorgo Bay, and near Mound City (proposed Missouri River mile 1215) would decrease the interval between access and better serve a water trail.

Hiking/horseback trails could be developed mostly within a public land corridor between recreation areas. These trails would be primarily on the east side of the Lake where most recreation areas and fewer long-side arms of the Lake area are located. Development of land trails would begin between high use recreation areas and could be expanded and aggregated into long-distance continuous trails as public use and support warrants.

Interpretation of Expedition daily events should be done at recreation areas near where they occurred or in Trail guides or brochures.

For several days following the incident with the Teton Sioux, the Expedition camped on islands in midstream, and tensions continued with members of the band that they encountered while proceeding upriver. The climax of the Teton confrontation occurred September 28, 1804, and the Expedition moved upriver a few miles above present day Oahe Dam to a more secure camp on a midriver sandbar. The camp of September 28, 1804, could be interpreted at East Shore Recreation Area.

Campsites for September 29, 1804, and August 25, 1806, were near Okobojo Creek and could be interpreted at Okobojo Point Recreation Area. Near Little Bend Recreation Area, the Expedition camped September 30, 1804. On this day they passed another large camp of the Teton, and a Teton chief who had been traveling with the party left the boat.

Passing the mouth of the Cheyenne River on October 1, 1804, the Captains stopped at the trading house of Jean Valle' at a point across the River from present day Bush's Landing Recreation Area. They received information about the "Cote Noir" or Black Hills region from Valle', who had trapped the winter before ". . . 300 leagues up the Chien River under the Black Mountains . . . ." This information included descriptions of the country, the Cheyenne Tribe, and bighorn sheep. The Expedition camp of August 24, 1806, was also in this vicinity.

The Expedition was still proceeding with military caution on October 2, 1804, whey they camped on a river sandbar near Sutton Bay Recreation Area. Their camps of October 3-4, 1804, could be interpreted at Forest City Recreation Area. Whitlocks Bay Recreation Area could contain interpretation of October 5, 1804, and August 23, 1806, the latter campsite being near the area.

The party camped October 6, 1804, on an island at the mouth of Swan Creek where today is located Swan Creek Recreation Area. The October 7, 1804, camp was on an island near present Indian Creek Recreation Area. Both of these days Captain Clark reported abandoned Arikara villages.

An important and unmarked historic site lies upstream of Mobridge, South Dakota, near Leavenworth Creek. This was the location of three Arikara villages visited by the Expedition October 8-11, 1804, and August 21-22, 1806. Although friendly relations prevailed during both visits, a change in leadership was noted in 1806 that foreshadowed later hostilities between the Arikara and whites. An Arikara chief had visited Washington, D.C. at the Captains' request in 1805 and had died in St. Louis in April 1806. A group of other tribal chiefs accompanied the Expedition on its return to Washington, D.C. When a large group of traders and a military contingent attempted to return Mandan Chief Big White to his home in 1807, they met hostilities at the Arikara villages. Several former Expedition members were in this party that was forced to turnback down river with four dead and many wounded, including George Shannon. Chief Big White was finally returned to his people in 1809 with a larger party and following a show of force at these villages. Ironically, the cost of the successful return contributed to Governor Meriwether Lewis' financial and political difficulties and may have contributed to the pressures that brought about his probable suicide in October 1809. A military solution to the Arikara attempts to block river trading occurred several years later. Interpretation of the considerable history of the Arikara villages may not be possible onsite but could be done at one of the recreation areas near Mobridge.

Another important historic site is near the west shore of the Lake at Hunkpapa Creek Bay a few miles south of the North Dakota border. Fort Manuel, named for fur company leader Manuel Lisa, was established here for trading about 1812 and later destroyed by hostile Indians. In December 1812, Sacagawea died at the fort while in the company of her husband Charbonneau, who was employed there. Since this National Register site is affected by the Lake waters, interpretation could be done across the Lake at Vander Vorste Bay Recreation Area, or at Pocasse Lake Recreation Area in Pollock, South Dakota.

On October 13, 1804, camped near Vander Vorste Bay, the Captains issued the last corporal punishment of the Expedition after the court-martial of Private Nueman. Nueman was discharged and LePage was later selected to replace him as a military member of the Expedition. Nueman later regained some favor with the Captains and was included in Lewis' recommendation of double pay and land grants for Expedition members after their return to St. Louis. Interpretation could be done where Fort Manuel is interpreted.

The Expedition camped October 15, 1804, and visited an Arikara Indian camp of 10 lodges close to the present site of Winona Bay Recreation Area. The journals also note the passing of Beaver Creek (Beaver Creek Recreation Area) and describe Indians hunting antelope on October 16, 1804. The Expedition noted the passing of Cannonball River and the unusual rock formations that are the derivation of its name. This could be interpreted at Cannonball River Access or Fort Rice Public Use Area which is near their camp of October 18, 1804.

15. FORT RICE/GARRISON SEGMENT

Fort Rice Recreation Area to Garrison Dam, North Dakota, Missouri River miles 1275-1389 (Maps 17-18), U.S. Army Corps of Engineers, National Park Service, State of North Dakota, city of Bismarck, and private

Recommended Types of Development:

Water Trail - Entire segment
Land Trail - Railroad right-of-way from Fort Abraham Lincoln State Park to Fort Rice Recreation Area

From Garrison Dam at Pick City, the last remaining free flowing segment of the Missouri River in North Dakota meanders nearly 100-miles downstream past Bismarck and into the headwaters of Lake Oahe. From Fort Rice upstream to the southern edge of Bismarck, the River and its bottomland is subject to Oahe's impoundment but retains a riverine character during most summer seasons. This proposed Lewis and Clark National Historic Trail segment is highly significant for its natural, cultural, and recreational resources. Natural bottomlands of major rivers have become scarce due to dams and channelization bringing about profound changes in the landscape and floral and faunal populations. In this area during the 18th and 19th centuries, the

sedentary tribes were being pushed progressively northward by the immigration of the Sioux and whites, leaving a plentiful archeologic and historic record of villages and camps. Recreationally, this is the longest free flowing portion of the Missouri River in its lower 1600 miles, offering a rare opportunity for River recreation activities.

An excellent water trail could be developed for canoes and small boats through the length of the segment. Some additional access areas with boat ramp, primitive camping, and historical interpretation are needed to supplement the existing River parks and historic sites. Proceeding upstream from Fort Rice Recreation Area, the water trail would utilize Hazelton Recreation Area, Sugarloaf Bottoms Wildlife Area, Little Heart Bottoms Wildlife Area, General Sibley Park, Fort Abraham Lincoln State Park, Fort Mandan County Park, Fort Clark State Historic Site, Sakakawea Park at Stanton, Knife River Indian Villages National Historic Site, and Garrison Downstream Recreation Area. The addition of River access to some of these existing areas would be necessary. New access parks would be needed at Huff Village Historic Site, Double Ditch Village Historic Site, near Price and Sanger, at the old ferry ramp in Washburn, and at the Lewis and Clark Wildlife Area.

A land based trail should be developed using the abandoned railroad grade between Fort Abraham Lincoln State Park and Fort Rice Recreation Area. It might also be possible to extend the Trail north along the railroad right-of-way from the State park to the city of Mandan. Camping, support facilities, and historic interpretation would be available in the riverside recreation areas adjacent to the right-of-way.

Interpretation of Expedition events should take place at recreation areas near where they occurred or through Trail guides or brochures. Several excellent opportunities also exist to interpret cultural history at Indian village archeologic sites and natural history at wildlife management areas within the segment.

This Trail segment is particularly significant to the Expedition because of the winter quarters of 1804-5 which were established near Stanton, North Dakota. The actual site of their winter cantonment, Fort Mandan, was obliterated by the Missouri River before 1830 but is marked at a roadside turnout on the bluff overlooking the site. The McLean County Historical Society has constructed a replica of Fort Mandan and established a riverside park near Washburn several miles downstream of the historic location. A brochure supplements the reconstruction, but more interpretation could be done at the site with the assistance of other agencies.

The undeveloped Knife River Indian Vilages National Historic Site preserves the archeologic remnants of part of the complex of Indian villages frequented by the Expedition during the winter. The historic significance of the site goes far beyond the Expedition's time in the area. The five villages of Mandan and Minitari served as a trading center and cultural crossroads for the plains tribes, French, British, Spanish, and Americans from

1740 until the 1830's. The Expedition's journals of their winter in the area and return visit in 1806 are filled with the politics of trade and multinational claims, extensive discussions of native American cultures, as well as events significant to the Expedition itself. Development of the National Historic Site by the National Park Service should include ample interpretation of Lewis and Clark, while placing the Expedition in the proper context of the sites's significant history.

Somewhat isolated from water or land trail development potentials in this segment is the new Heritage Center of North Dakota State Historical Society. Located in Bismarck, close to a large population and Interstate Highway travelers, interpretation of the Expedition in broad and regional themes should be considered for the Center's developing exhibitry.

16. LAKE SAKAKAWEA SEGMENT

Garrison Dam to Williston, North Dakota, Missouri River miles 1390-1553 (Maps 18-20), U.S. Army Corps of Engineers, State of North Dakota, and Three Affiliated Tribes

Recommended Type of Development: Water Trail

Garrison Dam impounds the Missouri River from Pick City to the vicinity of Williston, a distance of about 160 miles at normal pool elevation. The Lake is federally administered and has a border of public lands that is rugged and largely undeveloped. Although the actual route and campsites of the Expedition have been covered by Lake waters, the scenic shoreline and existing recreation areas provide the opportunity for a water trail and historic interpretation. Lake Sakakawea should be considered an initial protection segment of the National Historic Trail.

Recreation areas on Lake Sakakawea are, with the exception of a few areas, spartan and remote developments. Several areas are located well off the main body of the Lake on long tributary arms. This situation increases greatly the distance between support facilities for a water trail that follows the general course of the Expedition's Missouri River route. Some additional boat access and camping areas are needed to reduce intervals between facilities and highlight significant Expedition history along the route.

Existing areas that should become part of the Trail include Sakakawea State Park, Riverdale Recreation Area, Fort Stevenson State Park, Douglas Creek Recreation Area, Hazen Bay Recreation Area, Beulah Bay Recreation Area, Twin Buttes Recreation Area, McKenzie Bay and Charging Eagle Recreation Areas (Little Missouri Arm), Deepwater Creek Recreation Area (Deepwater Arm), Parshall Bay Recreation Area (Van Hook Arm), Four Bears Park, New Town Recreation Area, Little Beaver Bay Recreation Area, Tobacco Garden Bay Recreation Area, Lewis and Clark State Park, and Raums Recreation Area. Additional areas needed on the main body of the Lake to serve the water trail

water trail would include a site where Highway 1804 nears the north shore of the Lake; a site at Pouch Point Bay, Bear Den Bay, and Reunion Bay; and a site at Williston or the Highway 85 bridge.

Interpretation of the Expedition should take place at recreation areas near where events occurred or through Trail guides and brochures. Besides daily events which could be grouped for interpretation at recreation areas, several major occurrences should be emphasized.

On April 13, 1805, near the mouth of the Van Hook Arm of Lake Sakakawea, the Expedition's white perogue, which carried scientific instruments, valuable trading goods, and the explorer's papers, was capsized by wind and nearly lost.

Captain Lewis noted on April 14, 1805, that the Expedition had reached the farthest point of exploration upriver by white men. This point was near Bear Den Bay.

On August 12, 1806, near Reunion Bay, the Clark contingent, which had descended the Yellowstone River, was joined by the Lewis party, which had descended the Missouri River, reuniting the Expedition for the first time since it was divided for separate exploration on July 3, 1806, in the Bitterroot valley of western Montana. The fact that the party was divided on the 1806 return through the upper reaches of the Lake results in a high concentration of campsites and recorded events for interpretation between Reunion Bay and Williston. The Expedition entered the Lake area separately in two main parties with a smaller division of each main party attempting to catch up, making the full reunion a significant event of great relief to the Captains.

Captain Lewis was seriously wounded in a hunting accident August 11, 1806, shot through both thighs by the nearsighted Private Cruzatte who had mistaken his buckskins for an elk. The accident occurred at the "birnt hills," bluffs containing coal strata and located at what Lewis thought to be the most northern point of the Missouri River. His party had stopped here, probably a few miles east of Little Beaver Bay, to take readings for determining longitude and latitude and had happened upon a herd of elk.

An important interpretive center is presently located within Four Bears Park. The center contains exhibits on the Three Affiliated Tribes of the Fort Berthold Reservation: the Arikara, the Mandan, and the Hidatsa. All three tribes played important roles in the Expedition history. The center also includes information on Lewis and Clark.

The newly designated North Country National Scenic Trail will intersect the Lewis and Clark National Historic Trail in the vicinity of Garrison Dam. A management plan for the North Country Trail, which will extend about 3,200 miles from Lake Sakakawea to eastern New York State, is currently being prepared by the National Park Service. Planning and development of both trails will be a coordinated effort.

17. MIDDLE MISSOURI SEGMENT

Williston, North Dakota, to Fort Peck Dam, Montana, Missouri River miles 1553-1771 (Maps 20-22), U.S. Army Corps of Engineers, National Park Service, State of North Dakota, State of Montana, Fort Peck Indian Reservation, private

Recommended Type of Development: Water Trail

At 218 miles in length, this segment from Fort Peck Dam downstream to the U.S. Highway 85 bridge, is the longest remaining free flowing reach of the Missouri River. Only the most downstream 15 miles near Williston is subject to fluctuations of Lake Sakakawea. The River retains much of its historic character in this course flowing through a relatively broad floodplain crowded occassionally on the south by prairie bluffs, with islands and sandbars dotting the stream. The bottomlands are a mixture of tilled farmlands, low vegetated bars, eroded banks, and cottonwood timber. Rarely is the River approached by roads or railroads, and the small eastern Montana towns are generally well off the River on the north side terraces. Landownership is almost entirely private with some Federal (Corps of Engineers) land at each end of the segment and much of the north shore within the Fort Peck Indian Reservation.

This segment is significant in the natural resources of the Missouri River and in Expedition history as well. Throughout this River reach the Corps of Discovery was indeed exploring an unknown area. The journals for this area in 1805 are full of descriptions of new geography, flora, and fauna. It was in this area that the Expedition had its first exciting encounters with the formidable grizzly bear. Signs of Indians were found, but no contact with Indians would be made until they reached southwestern Montana several months later. In 1806 the Lewis contingent of the divided Expedition rapidly descended this section of the River intending to meet Clark at the Yellowstone River confluence.

Recreational development is nearly nonexistent in this River reach. Development of River access areas at each small city and bridge crossing, at existing historic areas, and on Federal lands associated with Lakes Peck and Sakakawea would make an excellent water trail possible. These access areas should include a boat ramp, primitive camping, and interpretation of Expedition events in the area. At a minimum, access development would be needed at the upper reaches of Lake Sakakawea in the vicinity of Williston or Trenton; at the Fort Buford State Historic Site, possibly in connection with the Yellowstone confluence picnic area; at Fort Union National Historic Site; at the Highway 16 bridge near Culbertson; at Brockton; at Poplar; at Wolf Point by upgrading the Lewis and Clark Park at the Highway 13 bridge; near Oswego; and at the Fort Peck Downstream Recreation Area.

At the Fort Buford State Historic Site, interpretation of the confluence of the Yellowstone River should include its discovery by Lewis and Clark and the attempt to rendezvous at the confluence in 1806. In particular, the

common practice of the Captains to leave a written note on a post on the riverbank as a message to members of the Expedition who were behind. This was done several times and usually accomplished its intended result. When Clark moved down the Missouri River after giving up the intended rendezvous site at the Yellowstone confluences, his note to Lewis was lost. Fortunately, a repeat of the message scratched on the sandbar was found by both the Sergeant Nathaniel Pryor and Lewis parties.

At Fort Union, where National Park Service interpretive emphasis is on the considerable importance of this private post in the fur trade of early 19th century, some added emphasis could be placed on Lewis and Clark as the National Historic Site is developed further. The Captains suggested a post at the mouth of the Yellowstone River, though not at the same location where Fort Union was later built. Another historic event related to Lewis and Clark was the visit to Fort Union in 1832 by Prince Maximilian of Wied. His Expedition was using maps drawn from Clark's maps, and he had met with Clark in St. Louis prior to ascending the Missouri River. While at the post, he met with Baptiste Charbonneau, the infant of Sacagawea and Toussant Charbonneau, who had accompanied the Expedition. Baptiste was raised and educated by Clark after his parents brought him to St. Louis in 1811, and his life in the West is worthy of some note.

18. FORT PECK LAKE SEGMENT

Fort Peck Dam to Robinson (U.S. Highway 191) Bridge, Missouri River miles 1772 to approximately 1920 following Fort Peck Lake and Charles M. Russell Wildlife Refuge (Maps 22-24), U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Bureau of Land Management, State of Montana

Recommended Type of Development:

Water Trail - Entire Segment

Fort Peck Lake impounds about 125 miles of the Missouri River in a remote and sparsely populated part of northeast Montana. The Lake is bordered by the nearly 1,000,000-acre Charles M. Russell National Wildlife Refuge. The upper reaches of the Lake return to the River channel about Missouri River mile 1890 and become continguous with the National Wild and Scenic River portion of the Missouri at Robinson Bridge. Several areas of the Refuge adjacent to the Lake have been studied for wilderness designation. The area is administered primarily by Federal agencies and should be considered an initial protection segment of the National Historic Trail.

The Lake and Refuge are highly significant for their natural resources. Expedition history for the Lake area is also significant since it was an unexplored region in 1805 and the Lewis contingent descended the River through this area in 1806. The Expedition journals contain extensive descriptions of geography, geology, climate, flora, fauna, and daily events.

Unlike the other main stem reservoirs on the Missouri River, recreational development on Fort Peck Lake is limited to a handful of widely separated areas. A water trail will be difficult to travel due to the distance between support facilities, yet the remote near wilderness of the shorelines should enhance an attempt to retrace the Expedition. Limited additional facilities and access should be considered to supplement those few recreation areas existing.

A land based trail for hiking and horseback riding across the northern portion of the Russell Refuge was proposed in the Draft Environmental Impact Statement for Refuge Management. Such a trail, viewed as a long-range development possibility, would have national significance with or without designation as a component of the Lewis and Clark National Historic Trail. Although not on the actual route of the Expedition, the land trail area was penetrated by Expedition hunting parties and observed and recorded by the exploring Captains. The trail would be a difficult one with few facilities, traversing long distances of rugged terrain, some of which may qualify for wilderness designation, and requiring special signing considerations.

Expedition events and discoveries in the Fort Peck Lake area were numerous and few opportunities exist to interpret them at a location near their occurrence. Interpretation of collective events and themes could take place at Fort Peck Recreation Area, Slippery Ann Wildlife Station, and Hell Creek State Park, or at a visitor center in the Fort Peck vicinity. Interpretation could also be done through Trail guides and brochures.

Several notable events should receive some interpretive emphasis. Camped near Fort Peck Recreation Area on May 9, 1805, the journals described in detail the making of a buffalo sausage by Charbonneau called "boudin blanc." On the same day there is a detailed description of Big Dry River, now the southerly arm of Fort Peck Lake, which shows the explorers' fascination with the arid high plains. The Expedition noted the first occurrence of pine trees on the Missouri River May 11, 1805, near the present Pines Recreation Area. The explorers named present Snow Creek "Brown Bear Defeat Creek" after a harrowing encounter by six hunters with a determined grizzley bear on May 14, 1805. Also, on May 14, 1805, the Captains' canoe capsized and several scientific items were lost. The situation would have been considerable worse had Sacagawea not had the presence of mind to recover many valuable items before they floated away. On May 17, 1805, while camped at the mouth of Seven Blackfoot Creek, the Captains were awakened by the guard and moved their Indian style "leather lodge" moments before a burning tree fell on the spot where they had been sleeping. Clark's map shows this creek as Burnt Lodge Creek. On May 20, 1805, the Expedition camped at the mouth of the Musselshell River. About 5 miles above the mouth of the Musselshell River, a "handsome river" enters the Musselshell River from the west. The Captains named this stream Sacagawea River, no doubt remembering the presence of mind and quick thinking Sacagawea showed on May 14. The stream was later named Crooked Creek and retained that name until 1979 when it was officially renamed Sacagawea River.

The Expedition also observed mountain ranges for the first time in the Fort Peck Lake Area and made several scientific discoveries of plants and animals that should be interpreted.

19. UPPER MISSOURI RIVER SEGMENT

Robinson Bridge (U.S. Highway 191) to Fort Benton, Montana, Missouri River miles 1921-2070 (Maps 24-26), Bureau of Land Management, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, State of Montana

Recommended Types of Development:

Water Trail - Entire segment
Land Trail - As necessary to provide for public safety and access to points of interest

In 1976 a 149-mile portion of the Missouri River was included in the National Wild and Scenic River System with administration by the Bureau of Land Management. The eastern half of the segment flows largely through Federal and State lands. The lowest 10 miles is within the Charles M. Russell Wildlife Refuge and lands administered by the Corps of Engineers as part of Fort Peck Lake. The western portion of the segment is bordered by a mix of public and private lands and flows through the historic and scenic White Cliffs section. Because of Federal administration of the Wild and Scenic River, this segment should be considered an initial protection component of the National Historic Trail. This reach of the River is highly significant to the Lewis and Clark National Historic Trail since it shows little sign of change from the 1805-6 conditions encountered by the Expedition.

While the majority of historical interpretation should be provided in Trail guides and brochures, some onsite interpretation should be considered.

The Judith Landing Historic District, listed on the National Register of Historic Places, should have onsite interpretation about Lewis and Clark, who camped in the area and named the Judith River, and on later events and forts in the district. The confluence of the Marias River was a critical location to the Expedition both in 1805 and 1806. Onsite interpretation in that area should discuss the confusion over which fork was the Missouri River in 1805 and the Marias Explorations of 1805-6.

A visitors center was authorized at Fort Benton as part of the designation of the Upper Missouri National Wild and Scenic River. If the center is developed, Lewis and Clark should play a prominent role in interpretation of the considerable history of this River segment.

A Management Plan for the Wild and Scenic River has been completed by the Bureau of Land Management which is compatible with the National Historic Trail designation. The commitment in the Plan to preserve the River's natural and cultural resources and the intent to provide for recreational use and historic interpretation are consistent with the objectives of the

Lewis and Clark Trail. The limited recreational development and use proposed in the Plan would best preserve the historical character of the area. Upstream retracement of the Expedition would not be possible during the primary recreation season (Memorial Day to Labor Day) because of management restrictions and River flow conditions which limit upstream motorized traffic.

The Bureau of Land Management has prepared an excellent recreational use guide for the River that contains interpretive material on several subjects including Lewis and Clark and gives map locations of Expedition campsites. Lewis and Clark National Historic Trail supplemental brochures or Trail guides could provide further interpretation.

20. FORT BENTON SEGMENT

Fort Benton Riverfront Park to Morony Dam, Missouri River miles 2070-2105 (Maps 26, 28), State of Montana, Montana Power Company, Boy Scouts of America, private

Recommended Type of Development:

Water Trail - Fort Benton Park to the Big Eddy Land Trail
Hiking Trail - From upstream River access area to Sulphur Springs Historic Site

The Missouri River below Morony Dam is confined within a steep canyon with very little access from the high plains on the canyon rim. This inaccessibility has preserved the River reach in a near historic condition. Captain Clark and the main party of the Expedition ascended this stretch of River against increasingly rapid flow until camping June 15, 1805, just below the Big Eddy on the west bank. The following day they crossed the River and slightly upstream established the lower camp for the portage around the Great Falls of the Missouri River. After recovering caches in 1806, a portion of the Expedition under Sergeants Ordway and Gass descended this stretch of River to meet Lewis at the Marias River confluence. The lands along this stretch are almost entirely privately owned. A water trail could be established in this reach through the cooperative efforts of the State and corporate and private landowners.

Fort Benton Historic District is a National Historic Landmark. On the Riverfront levee at Fort Benton is the Montana State Memorial to the Lewis and Clark Expedition in the form of a historically reliable heroic-sized statue of the two Captains and Sacagawea.

Access to the River exists in Fort Benton Park but would need to be developed at the Carter Ferry about midsegment. Carter Ferry is also about midway between the campsites of June 13-14, 1806, and should include historic interpretation with River access and primitive camping facilities. The upstream access could be at the site of the June 15, 1806, camp (T. 22 N., R. 5 E., sec. 36 west bank of the River) or downstream about 1/2-mile from

Sulphur Springs (T. 21 N., R. 5 E., sec. 2 west bank). Sulphur Springs provided the waters that were used to cure the seriously ill Sacagawea while the Expedition was at the Lower Portage Camp in 1805. Development of either upstream access area should be primitive and designed to impact as little as possible on the two historic locations. The Sulphur Springs should retain a large natural buffer with hike-in access only.

This segment is also the area of a potential Montana Power Company dam. The damsite would be near Carter Ferry impounding waters to Morony Dam and could have an afterbay extending downstream to Fort Benton. Dam development would destroy the Sulpher Springs and Lower Portage Camp, which should be considered for inclusion on the National Register, and campsites for June 13-15, 1806. Planning or construction of the dam project should consider mitigating actions for the historic sites and water and land based trail development.

21. GREAT FALLS SITE AND SEGMENT COMPLEX

Collection of historic sites in the vicinity of Great Falls, Montana, associated with the Great Falls portage route, approximately 18 miles (Map 28), U.S. Air Force, State of Montana, city of Great Falls, Montana Power Company, private

Recommended Type of Development:

Land Trail - Following as closely as possible the Great Falls portage route

The development of five power dams and the urban growth of Great Falls has severely impacted the series of falls and cataracts of the Missouri River discovered by the Expedition. This formidable natural obstacle forced an 18-mile portage that detained the entire party in this area from June 16 to July 12, 1805. A 16-man contingent that included Sergeants Ordway and Gass accomplished the return portage in 8 days in July 1806 with the help of horses. With the exception of the winter camps, this represents the longest stay of the Expedition in one area. Consequently, the daily journals provide a large body of information on events and discoveries in the Great Falls area. Despite the present impacts on the natural and historic resources, a concentrated effort should be made to preserve and interpret the sites in the area associated with the Expedition.

A Great Falls Portage Trail Segment is proposed following the Expedition's 1805 portage which began about 2 miles below present Morony Dam or 1 mile below present Belt Creek, called "Portage Creek" by the Captains. At that point was the Lower Portage Camp which was occupied by a portion of the party from June 16-28, 1805, and was the lower end of the return portage in July 1806. The site today is undeveloped and isolated, retaining its historic character. This is also true of the portage route from the lower camp, up Belt Creek, and climbing out of the Belt Creek coulee to the plains above, or a distance of about 2 miles. A challenging hiking trail could be developed along this portion of the route. The Lower Portage Camp, itself,

should remain undeveloped with day use access via the hiking trail. Once the route reaches the level of the plains above Belt Creek, a retracement route could be developed for hiking or biking using local unimproved roads, railroad and utility rights-of-way, and city streets. This land based trail could start where a local road descends into the Belt Creek Canyon, pass through Malstrom Air Force Base and Great Falls to the Upper Portage Camp/ White Bear Island area, and stay within 1 mile of the actual portage route. Trail heads would be needed near Belt Creek and Upper Portage Camp, and a wayside area should be developed at Box Elder Creek (the Expedition's "Willow Run"). Interpretation of the difficulty, danger, and ingenuity of the portage could be done onsite at the trail heads or by Trail guides or brochures. A cooperative effort of the U.S. Air Force, State, city, corporate, and private interests would be needed to accomplish the commemorative route since the majority of the route and the Upper Portage Camp site are in developed urban and farming areas.

After spending 3 days at the Upper Portage Camp, July 12-15, 1806, Captain Lewis and three men crossed the Missouri River at the Sun ("Medicine") River confluence to begin their horseback exploration of the upper Marias River. They left two Sergeants and 19 men behind to complete the downstream portage. The Lewis party on July 16, 1806, rode along the west bank of the Missouri River to view for the last time the spectacular series of five waterfalls. They stopped at noon at Rainbow ("Handsome") Falls for dinner and for Lewis to sketch the Falls. Proceeding on, they camped at the lowest Great Falls, the present site of Ryan Dam. The camp for that night was in the small woods below the Great Falls in the vicinity of the present Ryan Dam Picnic Area. Interpretive signs should be included at the location of each of the Falls. Interpretation of the camp of July 16, 1806, at Ryan Dam should be part of expanded interpretation of the discovery of the Falls by the Expedition.

The Giant Springs were discovered by the Expedition and are today included in a State park and hatchery within the Great Falls urban area. Giant Springs State Park is a pleasant natural area that could be used as a center for interpretation of the Expedition's time in the area. There are several general themes and specific incidents that cannot be interpreted at a more historically accurate location than could be addressed in the State park. For instance, the narrow escape of Clark, Charbonneau, and Sacagawea and her child from a flash flood in a side canyon above the Great Falls. Clark's black "servant," York, helped them out of the steep coulee just ahead of the rising waters.

22. WOLF CREEK CANYON SEGMENT

Broadwater Bay Park, Great Falls, Montana, to Holter Dam, Missouri River miles 2121-2211 (Maps 28-29), State of Montana

Recommended Type of Development: Water Trail

The Missouri River above Great Falls, Montana, flows free through a scenic area despite being paralleled and crossed by State and Interstate Highways. The River retains much of its historic character, resembling a large mountain stream. Public access provided by the State, small towns, and Montana Power Company make a water trail development feasible. The Expedition ascended the River through this reach in 1805, and Sergeant Ordway, detached from Clark's contingent with nine men, descended the River here in 1806 to recover the Great Falls caches and meet Lewis.

The upstream portion of this segment flows through Wolf Creek Canyon and is provided with ample public River access and facilities. The lower portion needs expanded access and facilities at Cascade Access and Ulm City Park to establish a water trail through the entire segment. The historic site of the camp of July 10-14, 1805, where the Expedition built dugout canoes after completing the Great Falls portage, could also be developed for public access, camping, and historic interpretation. This Canoe Camp is located on the west or north bank of the Missouri River between Ulm and Great Falls directly south of Antelope Butte (T. 19 N., R. 2 E., sec. 1).

Interpretation of Expedition daily events could take place through Trail guides and brochures or through onsite signing at River access areas near where the events occurred. For instance, interpretation could be provided at Wolf Creek Canyon Access No. 2 regarding the naming of Dearborn River. Also at this location, Clark began several days of overland exploration to the west of the Missouri River, traveling ahead of the Expedition.

23. MOUNTAIN LAKES SEGMENT

Holter Dam to Townsend, Montana, including Holter, Hauser, and Canyon Ferry Lakes; Missouri River miles 2211-2279 (Maps 29, 31); U.S. Forest Service, Bureau of Reclamation, Bureau of Land Management, State of Montana, Montana Power Company, private

Recommended Type of Development: Water Trail - Along each lake

A series of three dams impound the Missouri River as a string of reservoirs along its deepest canyons through the front ranges of the Rocky Mountains. Montana Power Company operates the lower two dams, Holter and Hauser; and the Bureau of Reclamation has responsibility for the upper lake, Canyon Ferry. Each Lake could provide a water based component of the National Historic Trail, but portage between Lakes would be difficult. The Canyon Ferry portion should be considered an initial protection component of the Lewis and Clark National Historic Trail since it is a federally administered area.

The Expedition's main party, under Captain Lewis, ascended the River through these canyons in July 1805. Captain Clark and a small party explored overland on a roughly parallel course to the west in the hope of making contact with Indians. By this point, the Captains were aware of the need to contact Indians and trade for horses to cross the Rocky Mountains. No contact had

been made with Indians since leaving Fort Mandan in April, and the lateness of the season was beginning to cause concern. Clark rejoined the main party on July 22, 1805, near the middle of present Canyon Ferry Lake. In 1806 a party of nine men, under Sergeant Ordway, descended the River through these canyons on their way to the Great Falls caches after separating from Clark's return party at the Three Forks. Interpretation of Expedition events could be done at recreation areas near where the events occurred or through Trail guides and brochures.

Holter Lake is amply supplied with recreation facilities that would support a water trail. The campsite of July 18, 1805, was near Holter Lake Recreation Area. The Lake stretches through the Gates of the Mountains, the steep canyon so named by Lewis where the Missouri issues from the Rocky Mountains. This landmark and the Fields Gulch campsite of July 19, 1805, could be interpreted at Meriwether Picnic Area. Coulter Campground, named for Expedition member, fur trader, and explorer John Colter, is within the canyon. The headwaters of Holter Lake back up to Hauser Dam in a steep canyon that would make portage development difficult. However, the possiblity of small boat or canoe portage should be explored at all three dams in this segment.

Hauser Dam and Lake is less developed for public recreation. Development of public lake access, camping, and historic interpretation at Black Sandy Recreation Area above Hauser Dam and at the Lakeside Access near the Lake's midpoint would complement the Riverside State Recreation Area below Canyon Ferry Dam, making a water trail possible.

Canyon Ferry Lake has several public recreation areas along its shores making a water trail with lake access, camping, and historic interpretation possible. Of particular interest are the Expedition camps of July 22, 1805, near White Earth State Recreation Area and July 23, 1805, just above the Lake headwaters near Indian Road State Recreation Area. Development of extensive Expedition interpretation at the Canyon Ferry Visitors Center near the Dam could serve the entire segment with indepth discussion of the Expedition in the area.

24. HEADWATERS RIVER SEGMENT

Indian Road State Recreation Area, Townsend, Montana, to Clark Canyon Dam, approximately 175 miles (Maps 31-33), Bureau of Land Management, State of Montana

Recommended Type of Development: Water Trail

With the exception of two small diversion dams, the headwaters streams of the Missouri River explored by the Expedition remain a free flowing route. Clark Canyon Dam, today, sits at the head of the Expedition's navigation at the upper limits of the Beaverhead River. The Beaverhead River flows free with the exception of the Barratts Diversion Dam to the confluence of the Big Hole River where it becomes known as the Jefferson River. The Jefferson River flows free to the confluence of the Three Forks of the Missouri River.

From that point, only the Toston Diversion interrupts the flow of the Missouri River to Canyon Ferry Lake near Townsend. Only sporadic public access and recreation facilities presently exist along these Rivers. Several marked and unmarked historic sites and landmarks occur along these Rivers, also. A coordinated effort by Federal and State agencies would be required to provide the facilities and historic commemoration needed to create a usable water trail on the headwaters Rivers.

The Expedition ascended the Missouri River to the Three Forks in late July 1805 giving the three headwaters streams of the Missouri River the names they bear today: Jefferson, Madison, and Gallatin. It was in this area that Sacagawea began to recognize the hunting area of her Shoshoni band and the area where she had been captured by the Hidatsa. Although much legend has been made of her contribution as a guide and interpreter to the Expedition, her most significant contributions came along the headwaters streams of the Missouri River in 1805 and 1806. Before reaching the Three Forks and continuing as the Expedition ascended the Jefferson/Beaverhead drainage, either Lewis or Clark proceeded ahead of the main party anxiously searching for the Shoshoni (Snake) Indians. The season was growing late and the Expedition would need to trade for horses to cross the Rocky Mountains before fall snows. The main party slowly ascended the Jefferson and Beaverhead Rivers dragging the loaded canoes against the rapid current.

In 1806 Clark and his contingent descended the Jefferson/Beaverhead drainage on horseback and by canoe after recovering the caches and canoes near present Clark Canyon Dam. At the Three Forks the return party divided again, the waterborne party descending the Missouri River to meet Lewis at the Great Falls and Clark proceeding on horseback with a small party over Bozeman Pass to explore the Yellowstone River.

A water trail should be developed following the Missouri, Jefferson, and Beaverhead Rivers. The Missouri River between Canyon Ferry Lake and the Three Forks has some developed public access areas. Just upstream of Canyon Ferry Lake near Townsend is the Indian Road State Recreation Area. The area has adequate recreation facilities but could be enhanced with interpretation of the Expedition and the nearby July 23, 1805, campsite. A few miles upstream is the Deepdale State Recreation Area with adequate facilities but lacking historic interpretation. At Toston is the Toston Access providing a boat ramp into the River. An interpretive sign would be appropriate here since the area is located at a major highway bridge, U.S. 287.

Upstream of Toston, the Missouri River flows through a canyon and is somewhat inaccessible. However, recreational boat access, camping, and interpretation should be considered near Toston Dam where a portage is also needed, and at Lombard, Clarkston, and Eustis where roads approach the River. At the confluence of the Three Forks of the Missouri River is the Missouri Headwaters State Park. A bicentennial project of the State of Montana, this area has excellent historic interpretation of the Expedition and the later fur trade and has appropriate recreation facilities to support a water trail.

The Jefferson and Beaverhead Rivers have few public river access areas and would require significant effort by the State and local governments and by the Bureau of Land Management to develop a water trail along the Rivers. Existing public areas along the Rivers include Drouillard Access, Williams Bridge Access, Lewis and Clark Caverns State Park, Cardwell Fishing Access, Parrot Castle Access, Beaverhead Rock State Monument, Barratts Dam Recreation Area, and Beaverhead Recreation Area below Clark Canyon Dam. All of these areas should be upgraded to include, at a minimum, boat access to the River, camping, sanitary facilities, and historic interpretation. Additional river/trail access areas should be developed where Highway 41 crosses the Jefferson River (Potts Access, Map 32), near the confluence of the Big Hole River (Twin Bridges Access), and near Dillon. Minimum facilities at these areas would be the same as the above recommendation for existing areas.

Several important interpretive opportunities exist in this segment related to the Expedition and secondary themes including the later lives of Expedition members and the early 19th century fur trade. Drouillard Access should include interpretive signing on George Drouillard, the Expedition's most trusted hunter, interpreter, and messenger. He met his fate while fur trapping in the Three Forks area in 1810 in a fight with Blackfeet Indians. The naming of headwaters tributaries by the Expedition should also be noted where possible. This Plan recommends a new public access area at the Highway 41 crossing of the Jefferson River with the suggested name of Potts Access. Private John Potts was killed by Blackfeet Indians on the Jefferson River in 1808 while trapping with John Colter who miraculously escaped. Interpretation of the new access area could discuss the Expedition and the later fate of Potts and Colter.

The Expedition started to follow the Big Hole River before proceeding up today's Beaverhead River. George Shannon, the youngest member of the Expedition who had been lost for 16 days in South Dakota, was hunting up the Big Hole when the Expedition changed course and he became lost again for several days. This incident could be interpreted at the recommended new Twin Bridges Access. Beaverhead Rock State Monument should include Lewis and Clark interpretation as the Expedition used the promontory as a landmark. Another Expedition landmark is the Rattlesnake Cliffs which could be discussed at Barratts Dam Recreation Area. The Beaverhead Canyon Gateway Rest Area on Interstate 15 near Dillon should also have displays on the Expedition in the area.

The downstream park at Clark Canyon Dam, Beaverhead Recreation Area, is the best place today to commemorate the end of the Expedition's water travels on the Missouri River and its tributaries. Near this site, caches were dug for excess supplies, and the canoes were sunk in the river to be recovered on the return trip.

25. LEMHI PASS SEGMENT

Clark Canyon Dam to Cameahwait's Shoshoni Camp Historic Site at the confluence of Sandy Creek and Lemhi River, Idaho, approximately 40 miles, (Map 33), Bureau of Reclamation, Bureau of Land Management, U.S. Forest Service, State of Montana, State of Idaho, private

Recommended Types of Development:

Land Trail - Sacagawea Campground to Sandy Creek/Lemhi River Confluence
Motor Route - Clark Canyon Dam to Sacagawea Campground

Clark Canyon Dam, today, inundates the headwaters fork of the Beaverhead River where Horse Prairie Creek and Red Rock River meet and where the Expedition's westward water travels on the Missouri River drainage ended. The remainder of the Expedition's route overland up Horse Prairie Creek and over the Beaverhead Mountains at Lemhi Pass is today a mixture of Federal and State public lands and private ranch lands. County Road 324, unimproved local roads, fences, and isolated ranches make only small intrusions on the historic scene.

This area was critical to the success of the Expedition because of their contact with the Shoshoni Indians after a long search and the first crossing of the Continental Divide by white men within the Columbia/Missouri drainage. Lewis, traveling in advance of the main party with three men, first encountered a lone Shoshoni Indian in the part of the Horse Prairie Creek valley just above Clark Canyon Lake known as Shoshoni Cove. This Indian fled over the divide to the west. Lewis and his party crossed the divide at Lemhi pass and later encountered the Shoshoni band of Chief Cameahwait. Persuading Chief Cameahwait to return with him to the forks of the Beaverhead River, Lewis spent an anxious 2 days waiting for Clark's waterborne party to reach the appointed rendezvous. The campsite, now in the lake area of Clark Canyon Dam, was named Camp Fortunate because of Clark's timely arrival and the fact that Sacagawea proved to be Chief Cameahwait's sister, improving the Expeditions prospects of trading for horses. In the following week, Expedition members would travel back and forth between Camp Fortunate and Chief Cameahwait's campsites on the Lehmi River at Sandy and Kenny Creeks portaging goods and making caches at the Beaverhead forks.

A marked motor route should be developed along County Road 324 and local roads between the Camp Fortunate Overlook on the north shore at Clark Canyon Lake and Sacagawea Campground just east of Lemhi Pass. This portion of the Trail would parallel the historic route closely.

A land Trail for hiking or horseback could then follow the unimproved road over Lemhi Pass. Just to the east of Lemhi Pass the road enters an area of contiguous U.S. Forest Service and Bureau of Land Management lands. On the west side of the Pass these Federal lands are continuous to the vicinity of

the mouth of Sandy Creek. Therefore, using the unimproved road and public lands, the land Trail could closely approximate the Expedition's historic route.

Trail head development would be needed in association with historic commemoration of the Chief Cameahwait Sandy Creek Camp and at Sacajawea Campground on U.S. Forest Service lands just east of Lemhi Pass. Interpretation of Expedition events and Shoshoni culture should take place in more complete form than presently exists on public lands near where they occurred. Interpretation could also be supplemented by Trail guides and brochures.

It is important to note that the Lewis and Clark National Historic Trail will intersect the Continental Divide National Scenic Trail, administered by the U.S. Forest Service, near Lemhi Pass. Coordination of Trail and facility development will be required.

26. SALMON AND BITTERROOT VALLEYS SEGMENT

From Tendoy, Idaho, to Travelers Rest, Montana, (Maps 33-35), U.S. Forest Service, States of Idaho and Montana

Recommended Types of Development:

Motor Route - Entire segment, approximately 172 miles following Idaho State Route 28 and U.S. Highway 93

Land Trail - From near the mouth of Tower Creek on the Salmon River to near the mouth of Sheep Creek on the North Fork of the Salmon River

Thirteen days, August 18-30, 1805, were spent caching supplies, bartering for horses with the Shoshonis, and exploring the Salmon River as a possible route to the Pacific Ocean. Clark determined the Salmon River to be impassable; and the decision was made to travel northward with the help of a Shoshoni guide, Old Toby, and follow a Nez Perce Indian road westward aross the mountains (today known as the Lolo Trail).

Autumn was well advanced in the Rocky Mountains by this time. As the Expedition moved down the Lemhi River and the Salmon River and up its north fork along the eastern slopes of the Bitterroot Mountains, the hilly, broken country became progressively more rugged and mountainous. The guide, Old Toby, repeatedly lost the trail. Snow, rain, and sleet fell on the Expedition as it recrossed the Continental Divide September 3, 1805. The last of the salt pork brought from St. Louis was consumed.

The next day, September 4, 1805, the friendly Flathead Indians were encountered in a beautiful cove known today as Ross' Hole. Lewis and Clark were able to obtain additional horses and three colts from the Indians. The colts were to prove invaluable as food during the trek across the Bitterroot Mountains on the Lolo Trail.

On September 6, 1805, the explorers left the Flathead Indians and continued northward and 3 days later reached a large creek flowing into the Bitterroot River from the west. Old Toby told them that here they would turn westward to follow the Lolo Trail. He also told them about a shortcut from this point to the Missouri River which Lewis later followed on the return journey. Lewis and Clark decided to rest the men and horses a day or two while making final preparations to cross the mountains. They named the creek "Travelers Rest Creek" and their campsite Travelers Rest.

On the return journey in 1806, Lewis followed the Blackfoot and Sun Rivers shortcut from Travelers Rest to the Missouri River, while Clark and his party retraced the previous year's route through the Bitterroot River valley as far as Ross' Hole. From there to Camp Fortunate, where the supplies and canoes were stored, they employed a new route recommended by the Flathead Indians.

Following an Indian road along Tower Creek northward to reach the Lolo Trail, the Expedition climbed to higher ground east of the Salmon River on August 31, 1805, and descended to the north fork of the Salmon River the next day. A land trail to follow this route is recommended. There is an existing foot and/or jeep trail through National Forest lands which roughly approximates this route. Parts of it might be suitable for inclusion in the recommended land trail.

Agency Creek Picnic Area on Lemhi Pass Road, approximately 2 miles east of Tendoy, Idaho, (Map 33), Bureau of Land Management, has camping, picnicking, and restrooms. This site is in the vicinity of the place where Lewis finally succeeded in contacting the Shoshoni Indians. An interpretive sign would be appropriate and should be developed.

U.S. Highway 93 follows the Expedition route so closely that marking it as a motor route will provide excellent opportunities for tracement of the historic route. Many recreation areas and historic and interpretive sites relating to the Expedition are located along the highway.

Sportsman's Access on the Salmon River in Salmon, Idaho, (Map 33), Idaho Fish and Game Department, offers a boat launch ramp, campground, drinking water, and restrooms. An interpretive sign about the Expedition and their activities while in this area should be developed. Clark probably passed very near this site during his exploration of the Salmon River.

Roadside Park, approximately 6 miles north of Salmon, Idaho, (Maps 33-34), Bureau of Land Management, has camping, picnicking, and restrooms. A Lewis and Clark interpretive sign is located across the highway from the site. This site could serve as a Trail head for the recommended land trail following the Expedition's lost trail passage up Tower Creek and overland to the North Fork of the Salmon. Roadside Fishing Access, approximately 8 miles south of North Fork, Idaho, (Maps 33-34), Idaho State Highway Department, has a boat launch ramp, fishing access, and camping.

Fourth of July Access, approximately 5 miles south of North Fork, Idaho, (Map 34), Idaho Fish and Game Department, offers camping, fishing access, and swimming. Wagonhammer Springs Roadside Rest Area, approximately 2 miles south of North Fork, Idaho, (Map 34), U.S. Forest Service, is a beautifully landscaped rest area. Facilities include a picnic area, playground, and restrooms.

A Salmon Explorations Wayside, on the Salmon River and U.S. Highway 93 at the confluence of the North Fork (Map 34), interpreting Clark's explorations and their outcome should be established by the State of Idaho or the U.S. Forest Service. Such a display should provide more complete interpretation of these events than does the existing sign. A related marker could be established at the confluence of Panther Creek with the Salmon River to mark the downstream extent of Clark's exploration. Clark and a party of men explored the Salmon River for 20-25 miles below the confluence of the North Fork to determine whether it offered a water route to the Columbia River. Although its waters do reach the Columbia via the Snake River, it was too treacherous; and the banks were too steep for travel by foot or on horse. The Expedition instead went north to cross the Bitterroot Mountains via the Lolo Trail.

Lewis and Clark Monument, approximately 5 miles north of North Fork, Idaho, (Map 34), is the site of the Expedition's September 1, 1805, camp. A monument that was removed due to vandalism should be reestablished. The Expedition reached the North Fork of the Salmon River here after losing the Trail and making a rugged mountain passage from Tower Creek. The recommended land Trail following that route could terminate with a Trail head here or 2 miles north at North Fork Ranger Station.

Deep Creek Rest Stop, approximately 5 miles north of Gibbonsville, Idaho, (Map 34), U.S. Forest Service, is a picnic area with restrooms. An interpretive sign mentions the Expedition's September 2, 1805, camp near this site. Twin Creek Campground, on Twin Creek just west of U.S. Highway 93, about 6 miles north of Gibbonsville, Idaho, (Map 34), U.S. Forest Service, has a campground, picnic area, drinking water, and restrooms.

At Lost Trail Pass, on U.S. Highway 93 at the Idaho-Montana State line (Map 34), the U.S. Forest Service has developed a picnic area with drinking water and restrooms. An interpretive sign tells of Lewis and Clark losing the trail to this pass on September 3, 1805, and crossing into what is today Montana at a point approximately 3 miles to the west. Expanded interpretation or a visitor center at this point on the well traveled Highway 93 motor route would be appropriate.

Indian Trees Campground, approximately 6 miles north of Lost Trail Pass (Map 34), U.S. Forest Service, offers a campground, picnic area, drinking water, and restrooms.

Lewis and Clark met the friendly Flathead Indians in the mountain cove known today as Ross' Hole in the vicinity of Sula, Montana, (Map 34), and halted

for an extra day to trade for additional horses for the crossing of the mountains. Three colts which they obtained were later to prove invaluable in saving the Expedition from starvation in the mountains. An interpretive display or sign relating these events should be developed by the State of Idaho or the U.S. Forest Service. The site should probably be located along U.S. Highway 93 where it would be visited by more travelers.

Spring Gulch Campground, off U.S. Highway 93 about 16 miles south of Darby, Montana, (Map 34), U.S. Forest Service, is a campground, picnic area, and fishing access with drinking water and restrooms. An excellent interpretive sign covers both the westbound Expedition and Clark's eastbound journey. Durland Park, approximately 5 miles north of Darby, Montana, (Map 35), Hamilton Lions Club, is a roadside picnic area with drinking water and restrooms. Consideration should be given to erecting an interpretive sign about Lewis and Clark. Blodgett Park, 3 miles north of Hamilton, Montana, (Map 35), Hamilton Lions Club and the Chamber of Commerce, is also a roadside picnic area with drinking water and restrooms. Consideration should be given to erecting an interpretive sign about Clark's July 3, 1806, campsite which was a short distance north of the Park.

St. Mary's Mission, located in Stevensville, Montana, (Map 35), Diocese of Helena, was established in 1841 by the Jesuit priest Pierre DeSmet to serve the Flathead Indians. DeSmet and his party of Jesuits erected Montana's first church building in this area. The present church structure was built in 1866. The church is open to the public and guided tours are available. Consideration should be given to interpreting the fact that Lewis and Clark were the first white men to visit the Flathead Indians and that the Flatheads were very friendly and helpful to the Expedition.

Lewis and Clark City Park in Stevensville (Map 35), has a picnic area, playground, swimming area, and restrooms. An interpretive sign should be developed concerning the Expedition, especially considering the name of the park.

Fort Owen State Historic Site, just north of Stevensville (Map 35), Montana Department of Fish, Wildlife and Parks, like St. Mary's Mission above, interprets a secondary theme of history related to Lewis and Clark. Fort Owen was established in 1850 as a trading post, although the actual structures of the fort were not built for several years. It reflects the increasing development of the West generated by the reports of Lewis and Clark and later explorers.

Chief Looking Glass Campground and Access, approximately 2 miles north of Florence, Montana, (Map 35), Montana Department of Fish, Wildlife and Parks, offers a campground, picnic area, drinking water, and restrooms. Interpretive signs about the Nez Perce Indians and Chief Looking Glass could be expanded to include information on Lewis and Clark.

The State of Montana currently maintains an interpretive sign and a bronze plaque marking Travelers Rest National Historic Landmark at a highway turnout on U.S. Highway 93 at Lolo Creek (Map 35). Considering the pivotal

point of the location of this campsite in relation to the Expedition, more should be done to interpret Travelers Rest. The State of Montana, perhaps in cooperation with the U.S. Forest Service, should establish a park with major interpretive displays and an information center on the Lewis and Clark National Historic Trail.

27. LOLO TRAIL SEGMENT

Travelers Rest (near Missoula, Montana) overland to the Clearwater River via Weippe Prairie (Maps 35-37), U.S. Forest Service, National Park Service, State of Idaho, and private

Recommended Types of Development:

Land Trail - From Lee Creek Campground near Lolo Hot Springs, Montana, to the Weippe Prairie Interpretive Area of Nez Perce National Historical Park, Idaho

Motor Route - From the town of Lolo, Montana, in the vicinity of Travelers Rest to Lee Creek Campground near Lolo Hot Springs following U.S. Highway 12; from the Weippe Prairie Interpretive Area of Nez Perce National Historical Park to the Canoe Campsite of Nez Perce National Historical Park, Idaho, following Idaho State Route 11, local roads, and U.S. Highway 12

On September 11, 1805, after camping for 2 days along a creek named "Travelers Rest Creek" by Lewis and Clark, the Expedition began the arduous trek over the Bitterroot Mountains. Although a Flathead Indian told them the crossing could be done in 5 days, in reality it would take the Corps of Discovery slightly more than twice that long - 11 days.

On the second day out from Travelers Rest, what began as a clearly defined road turned into a nearly impassable trail. Steep hills, rocky mountain slopes, deep gorges, and tangled forests choked with underbrush wearied the men and the horses. On September 13, 1805, they stopped briefly at Lolo Hot Springs and then continued on across the Continental Divide at a point 1 mile east of today's Lolo Pass traversed by U.S. Highway 12. Snow fell the following day and their Shoshoni guide strayed from the main trail. Camp that night was at the present site of the Powell Ranger Station in the Clearwater National Forest. Their food supplies now all but gone and game practically nonexistent, a colt was killed and roasted. They named a nearby creek "Killed Colt Creek" (present day White Sand Creek).

The next several days saw horses give out or slip and fall down mountainsides, blinding snowstorms and freezing temperatures, killing of two more colts because of lack of game, and eating impalatable dried soup rations Lewis had obtained from the Army. On September 18, 1805, Clark and six hunters pushed ahead of the main party. Two days later they came out onto Weippe Prairie and encountered the friendly Nez Perce Indians.

On September 21, 1805, Reuben Field and a Nez Perce Indian were sent back with dried salmon, berries, and camas roots to meet Lewis and the main party which finally staggered into the Nez Perce villages late on the 22nd. This change of diet, after being in a famished condition, in some way caused the men to become violently ill with dysentery. Four days later a camp was established on the Clearwater River where five canoes were built to carry the Expedition down the Clearwater, Snake, and Columbia Rivers to the Pacific Ocean.

The Expedition returned to Weippe Prairie on June 10, 1806, following a 4-week encampment along the Clearwater River while waiting for the snow to melt. On June 15 the Expedition set out to cross the Bitterroots. Their attempt failed. On June 18 they retreated and arrived back at their Weippe Prairie campsite on June 21, 1806.

A mere 3 days later, the Expedition again set out on the Lolo Trail. Although the snow still averaged more than 7 feet in depth, the frozen crust supported the horses. On June 28, 1806, the party passed the point where the previous year they had regained the main trail after straying from it. The next day the Expedition halted at Lolo Hot Springs and the men bathed in the steaming waters. On June 30, 1806, the Travelers Rest campsite was reached. As they had the previous year, they rested for several days to complete plans for dividing the party into two groups. On July 3, 1806, the two groups, one under Lewis' direction and the other under Clark's, began their separate journeys. They would not see each other again for 40 days.

Today the route of Lewis and Clark over the Lolo Trail lies almost entirely within the Lolo and Clearwater National Forests. Much of it is still essentially in wilderness country and is little changed from the days of the Lewis and Clark Expedition. A U.S. Forest Service road known as the "Lolo Trail" generally follows a large portion of the historic route.

Weippe Prairie also is little changed. Although a few farmhouses and some fencing are present, enough open area remains to suggest the unspoiled prairie that Lewis and Clark visited.

The Lolo Trail is a National Historic Landmark. It has a registered boundary and certain protective criteria apply because of this status. The Nee Me Poo Trail, which coincides with much of the Lewis and Clark Trail across the Bitterroots, has been proposed for classification as a National Historic Trail. The route across the Clearwater National Forest is a known prehistoric travel route and became an important east-to-west travel route in the exploration and settling of the Northwest.

The concentration of public ownership along this overland portion of the Expedition route strongly suggests a land trail segment of the Lewis and Clark National Historic Trail. Development of a trail (including campsites

and interpretive signs) for travel on foot and horseback by the U.S. Forest Service between Lee Creek Campground and the western boundary of the Clearwater National Forest is recommended. Development of such a trail is in harmony with the preferred alternative of the U.S. Forest Service's Nez Perce (Nee-Me-Poo) National Historic Trail Study. If motor vehicle traffic on the U.S. Forest Service's "Lolo Trail" road or other forestry roads is of sufficiently low volume, portions of the roads which closely follow the Lewis and Clark route could be used as the trail.

West of the Clearwater National Forest an apparently continuous corridor of State-owned lands could accommodate the continuation of the Trail to Idaho State Route 11 in the vicinity of Weippe Prairie Interpretive Area of the Nez Perce National Historical Park. Although this corridor lies 1 to 2 miles south and west of the historic route, such a variance is both permissible and desirable. The Weippe Prairie Interpretive Area could function as the western trail head for this land trail segment. The State of Idaho should develop the portion of the Trail between the Clearwater National Forest and State Route 11 west of the town of Weippe, coordinating their efforts with the National Park Service and the U.S. Forest Service.

Many recreation and historic sites along this segment appear to have potential for inclusion in the Lewis and Clark National Historic Trail.

Fort Fizzle Historic Site on U.S. Highway 12, approximately 6 miles west of Lolo, Montana, (Map 35), U.S. Forest Service, offers a picnic area, restrooms, and an interpretive sign relating to the Nez Perce retreat over the Lolo Trail in 1877. The Site is listed on the National Register of Historic Places. Anderson Gulch Campsite Marker, about 7 miles west of Lolo (Not on Map), U.S. Forest Service, is a roadside interpretive sign marking the site of the Expedition's September 11, 1805, campsite.

Lewis and Clark Campground on U.S. Highway 12, 16 miles west of Lolo (Map 35), U.S. Forest Service, has a campground, picnic area, drinking water, and restrooms. Considering the name of the site, an interpretive sign about the Expedition should be developed. A U.S. Forest Service roadside interpretive sign (Not on Map) north of Lolo Hot Springs, marks the site of the Expedition's September 12, 1805, campsite.

A commercial enterprise operates a swimming pool at Lolo Hot Springs (Map 35), into which the hot spring water is diverted. The U.S. Forest Service maintains an interpretive sign at the entrance to the parking area. The sign mentions that the Expedition stopped briefly at the Springs on September 13, 1805, and camped and bathed at the Springs on June 29, 1806, on their return. The commercial enterprise should consider the historical significance of the site in all developments, remodeling, and maintenance and provide additional interpretation of Lewis and Clark's visit to the Springs.

Lee Creek Campground on U.S. Highway 12, 1.5 miles south of Lolo Hot Springs (Map 35), U.S. Forest Service, has a campground, picnic area, drinking water, restrooms, and a Lewis and Clark interpretive sign. A trail from the

campground to Wagon Mountain closely follows the Lewis and Clark route and can serve as the initial portion of the land trail recommended above. Lee Creek Campground should be further developed with necessary parking and other facilities to serve as the eastern Trail head.

Lolo Pass Visitor Center on U.S. Highway 12 at Lolo Pass (Map 35), U.S. Forest Service, contains outstanding interpretation of the Lewis and Clark Expedition. Accompanying facilities include a picnic area, drinking water, and restrooms.

Packer Meadow, where the Expedition camped September 13, 1805, is on a side road off U.S. Highway 12 south of Lolo Pass (Map 35). A picnic area, primitive camping area, drinking water, and a Lewis and Clark interpretive sign are provided at the site. The site is owned by Burlington Northern Railroad. Powell Ranger Station and Campground on U.S. Highway 12, 14 miles southwest of Lolo Pass (Map 36), U.S. Forest Service, has a campground, picnic area, drinking water, restrooms, and a Lewis and Clark interpretive sign. The Expedition camped at this site on September 14, 1805, killed and roasted a colt for supper and named a nearby stream "Killed Colt Creek."

Whitehouse Campground on U.S. Highway 12, about 17 miles southwest of Lolo Pass (Map 36), U.S. Forest Service, is a campground and picnic area with drinking water and restrooms. The site is named for an Expedition member. Wendover Campground, a U.S. Forest Service area in the same vicinity, has a campground, picnic area, drinking water, and restrooms. An interpretive sign here or at Whitehouse Campground should be developed to relate the Expedition's turn to the north along Wendover Ridge in an attempt to regain the main route of the Lolo Trail in 1805.

Lolo Campground on Forest Highway 100, about 10 miles southeast of Weippe, Idaho, (Maps 36-37), is a U.S. Forest Service campground and picnic area with drinking water and restrooms. Lewis' party camped near here on September 21, 1805, the day before they staggered wearily into the Nez Perce villages on Weippe Prairie. An interpretive sign should be developed.

Weippe Prairie Interpretive Area-Nez Perce National Historical Park is on Idaho State Route 11, 2 miles west of Weippe, Idaho, (Map 37), Idaho Department of Transportation and National Park Service contains an interpretive sign explaining Lewis and Clark's contact with the Nez Perce Indians on Weipee Prairie. Interpretation should be expanded, and the site should be developed to serve as the western Trail head of the recommended land trail over the Lolo Trail.

Orofino City Park at Clearwater River mile 45 in the city of Orofino (Map 37), has a picnic area, playground, drinking water, and restrooms. An interpretive sign relating the Expedition's experiences in the vicinity should be developed.

Dworshak Dam on the North Fork Clearwater River, about 2 miles above its confluence with the Clearwater River (Map 37), U.S. Army Corps of Engineers, has a visitor center, amphitheater, hiking trails, picnic area, swimming

area boat docks, launch ramps, marine fuel, drinking water, and restrooms. The boating facilities serve Dworshak Reservoir, not the North Fork Clearwater River. The potential of the visitor center to interpret the Lewis and Clark Expedition should be developed.

28. CLEARWATER AND SNAKE RIVERS SEGMENT

Confluence of the North Fork with the main stem of the Clearwater River to the mouth of the Snake River (179 miles), U.S. Army Corps of Engineers, National Park Service, the States of Idaho and Washington, and local governments

Recommended Type of Development: Water Trail

On September 26, 1805, Captain William Clark led a very sick Corps of Discovery to "a narrow pine bottom in which [he] saw fine timber for canoes . . . ." Ill, probably from the effects of a sudden change from a famished condition to the strange diet of the Nez Perces - dried salmon and camas roots, the party established their "canoe camp" along the Clearwater River opposite the confluence of the North Fork. All who were able worked on building the five canoes that would carry them down the Clearwater, Snake, and Columbia Rivers to the Pacific Ocean.

On October 6, 1805, the canoes were completed and on the following day the Expedition was once again waterborne as they headed downriver. The journals of members of the party record many dangerous rapids on the Clearwater River. On the second day, Sergeant Gass' canoe struck a rock and sank in waist-deep water. The following day was spent repairing the canoe.

The Expedition continued downriver on October 10, 1805, entering the canyon-lined Snake River. Six days later, after additional difficulties navigating the Snake River, the broad Columbia River came into view. The Expedition camped at the mouth of the Snake River for 2 days during which time Clark explored the Columbia River upriver to the mouth of the Yakima River.

Traveling the Clearwater and Snake Rivers today is not as treacherous as in 1805. Four U.S. Army Corps of Engineers locks and dams on the Snake River have provided a navigable channel to Clarkston - Lewiston and transformed the River into a series of elongated lakes. Both Rivers still provide outstanding scenic experiences as they flow through deep canyons with sides rising 1600 feet above the River.

Retracing the water route of Lewis and Clark is made possible by a series of local, State, and Federal (principally Corps of Engineers) recreation sites providing access to the Rivers. Following is a brief discussion of recreation and historic sites along the Clearwater and Snake Rivers that have the potential to be included in the National Historic Trail. These sites are identified on Maps 37-39 in the "Map Supplement" to this Plan.

Canoe Camp-Nez Perce National Historical Park, Clearwater River mile 40 (Map 37), National Park Service, marks the site of the Expedition's "canoe camp" of September 26 to October 7, 1805. Five canoes were built using the Indian method of burning rather than hewing out tree trunks. A federally administered component of the Nez Perce National Historical Park, the site consists of a 2.4-acre roadside park between U.S. Highway 12 and the Clearwater River. Present interpretation consists of an interpretive sign. Considering the length of the Expedition's stay at this site, the health problems they were experiencing at that time, and the importance of the preparations for their continuing journey, interpretation at the site should be expanded.

Indian Houses Rest Area on U.S. Highway 12 at Clearwater River mile 28 (Map 37), Idaho Department of Transportation, is a State-administered component of the Nez Perce National Historical Park (also known as the Lenore area). The site contains two interpretive signs concerning the Nez Perce Indians and early development of the area during white settlement. Interpretation should be expanded to include the relationship of the Lewis and Clark Expedition to both of these themes and also the Expedition's October 7, 1805, campsite approximately 3 miles downriver on the opposite bank. Fishing access, a boat ramp, and picnicking facilities, as well as water, restrooms, and sanitary dump station are provided at the site.

Spalding Area-Nez Perce National Historical Park, Clearwater River mile 12 (Map 37), National Park Service, is the headquarters unit of the Nez Perce National Historical Park. In 1838 Reverend Henry F. Spalding built a mission here to serve the Nez Perce Indians. From 1860 to 1904 it was also the site of the old Nez Perce Indian Agency. A small museum makes only brief references to Lewis and Clark's description of the Nez Perce Indians. A new visitor center and museum is planned for the site and interpretation of the Expedition should be expanded. The Expedition camped for 2 days at a point approximately 3 miles upriver while repairing Sergeant Gass' canoe which struck a rock and sank in waist-deep water. The campsites for May 5-6, 1806, on the return trip are also in the vicinity. Picnicking, water, and restrooms are available at the site.

Lewiston Levee Parkway, along the Clearwater and Snake Riverfronts in Lewiston, Idaho, (Not on Map), U.S. Army Corps of Engineers, is a linear park with boat docks, picnic tables, restrooms, drinking water, interpretive centers, and bicycle and hiking paths along the top of the levee. Southway Ramp boat launch on the Snake River is located just to the south of the Parkway. Interpretive centers should mention the Lewis and Clark Expedition and their camp of October 10, 1805, just downstream of the confluence of the two Rivers.

Clarkston Greenbelt Park, along Snake River miles 139-141 (Map 38), U.S. Army Corps of Engineers, is a linear park with boat docks, launch ramps, bicycle and hiking paths, and drinking water. No additional development is recommended. Swallows Park, administered by the Corps of Engineers, is

adjacent to the south end of Greenbelt Park and contains swimming, picnicking, and restroom facilities.

Lewis and Clark Marker is located on U.S. Highway 12 at Snake River mile 136.5 (Map 38), Washington State Department of Transportation. The roadside historical marker mentions in general terms the passing of the Expedition through this area in 1805 and 1806.

Chief Timothy State Park at Snake River mile 131 (Map 38), Washington State Parks and Recreation Commission, is a 143-acre park located on an island in the Snake River. A new visitor center was opened in 1981 which includes Lewis and Clark's visits to the Indian villages in the vicinity as a major theme. The park includes a full range of recreational facilities: boat docks, launch ramps, campground, swimming area, playground, picnic area, and sanitary dump station.

Nisqually John Landing, Snake River mile 125.5; Blyton Landing, Snake River mile 119; and Wawawai Landing, Snake River mile 111 (Map 38), U.S. Army Corps of Engineers, offer boat docks, launch ramps, picnic tables, and vault toilets to support the recommended water trail segment.

Wawawai Bay County Park at Snake River mile 111 (Map 38), Whitman County Parks and Recreation and U.S. Army Corps of Engineers, is a 68-acre park with campground, picnic area, playground, drinking water, and vault toilets. A general interpretive sign on the Expedition should be added. Offield Landing at mile 108 (Map 38), U.S. Army Corps of Engineers, offers a boat dock and launch ramp.

Lower Granite Lock and Dam, Snake River mile 107 (Map 38), U.S. Army Corps of Engineers, provides water, restrooms, and visitor facilities including interpretive signs. Lewis and Clark's passage down the Snake River should be interpreted here. The Lower Granite Lock allows waterborne traffic around the dam.

Boyer Park and Marina, Snake River mile 105 (Map 38), Port of Whitman County and U.S. Army Corps of Engineers, is a major recreation complex with boat docks, launch ramps, boat and auto fuel, restaurant (seasonal schedule), picnic areas, swimming area, campground with full hookups, trailer and marine dump stations, restrooms, drinking water, and a landing strip for airplanes. An existing sign provides some interpretation of the Lewis and Clark Expedition. The October 11, 1805, campsite was approximately 2 miles downriver from Boyer Park. The existing interpretation should be expanded if the specific events of the Expedition while in the vicinity of the park are not covered.

Illia Landing, Snake River mile 101, and Willow Landing, mile 89 (Map 38), U.S. Army Corps of Engineers, offer boat docks, launch ramps, picnic tables, and vault toilets.

Port of Garfield, Snake River mile 83 (Map 38), Port Authority of Garfield County, has a boat dock, launch ramps, and vault toilets. Central Ferry State Park at mile 83, Washington State Parks and Recreation Commission, is a 185-acre recreation area containing boat docks, launch ramps, swimming beach and bathhouse, snackbar (seasonal schedule), campground with full hookups, picnic area, drinking water, restrooms, and trailer dump station. A general interpretive sign about the passage of the Lewis and Clark Expedition down the Snake River should be developed.

Little Goose Landing at Snake River mile 70 (Map 38), U.S. Army Corps of Engineers, has a boat dock, launch ramp, picnic tables, and vault toilets. Little Goose Lock and Dam, mile 70 (Map 38), U.S. Army Corps of Engineers, has restrooms and visitor facilities. Interpretation at the site should be expanded to cover the Expedition's October 12, 1805, campsite approximately 2 miles downriver at the head of Texas Rapids. Clark described the rapids thusly: "very bad we found [it] long and dangerous about 2 miles in length, and maney turns necessary to stear clare of the rocks, which appeared to be in every direction" [sic]. Little Goose Lock allows navigation past the dam.

Riparia Area, Snake River mile 67 (Map 38), U.S. Army Corps of Engineers, has campsites, picnic tables, and restrooms. Located at the mouth of Alkali Flat Creek, this site is the probable location of the Expedition campsite on October 12, 1805. Although this site receives low use, an appropriate marker should be placed at the site noting the campsite and the treacherous Texas Rapids described immediately above.

Lyons Ferry State Park, Snake River mile 59 (Map 39), Washington State Parks and Recreation Commission, located at the mouth of the Palouse River, is a 1,282-acre recreation complex that has a full range of facilities including boat docks, launch ramp, swimming beach, snackbar, picnic area, campground, drinking water, restrooms, and a trailer dump station. An attractive (but in need of repair) interpretive sign describes Lewis and Clark's naming of the Palouse River as "Drewyers River" in honor of George Drouillard, whose name was spelled "Drewyer" by Lewis and Clark in their journals. Drouillard was the principal hunter for the Expedition and also a master of sign language and Indian ways. Interpretation should be expanded at the park to relate the finding, at the mouth of the Palouse River in July 1964, of one of the peace medals given by Lewis and Clark to Indian chiefs. Lyons Ferry Marina is also located at Snake River mile 59, Port of Columbia County and U.S. Army Corps of Engineers. Users of the Lewis and Clark National Historic Trail will find the following facilities and services at this site: boat dock, launch ramps, boat and auto fuel, marine dump station, boat repairs, picnic area, a campground with full hookups, snackbar, camp supplies, sporting goods, laundry, restrooms, and drinking water. Development of interpretative signs regarding "Drewyers River" and the peace medal found in 1964, as described immediately above, is recommended.

Ayer Boat Basin at Snake River mile 50 (Map 39), U.S. Army Corps of Engineers, has a boat dock, launch ramp, picnic area, and vault toilets. The

October 13, 1805, campsite was approximately across the River from this site and should be interpreted by a sign.

Devils Bench at Snake River mile 42 (Map 39), U.S. Army Corps of Engineers, offers a boat dock, launch ramp, picnic area, and vault toilets. Lower Monumental Lock and Dam, mile 42, U.S. Army Corps of Engineers, features a boat dock, picnic area, drinking water, restrooms, and visitor center. Lewis and Clark's passing along this stretch of the Snake River should be interpreted. Somewhere in the vicinity of the dam, probably downstream, the canoe which Drouillard was steering struck a rock and capsized. Some provisions were lost and everything else, including some gunpowder, got wet. Water travel around the dam is possible by way of the Lower Monumental Lock.

Mathews Boat Launch, Snake River mile 41 (Map 39), U.S. Army Corps of Engineers, has a boat dock, launch ramp, and vault toilets. Windust Park, mile 38, U.S. Army Corps of Engineers, has a boat dock, launch ramp, swimming area, playground, picnic area, drinking water, restrooms, and limited primitive camping. Erection of an appropriate Lewis and Clark interpretive sign is recommended. The subject matter could be the same as recommended for the Lower Monumental Dam visitor center above.

Fishhook Recreation Area, Snake River mile 18 (Map 39), U.S. Army Corps of Engineers, offers a boat dock, launch ramp, swimming area, playground, picnic area, camping (no hookups), drinking water, restrooms, trailer and marine dump station. The Expedition's October 15, 1805, campsite was approximately across the River from this park and should be interpreted. Levey Park, mile 13 (Map 39), U.S. Army Corps of Engineers, is a 48-acre park with a boat dock, launch ramp, swimming area, playground, picnic area, limited primitive camping, drinking water, restrooms, and trailer dump station. Charbonneau Park, mile 11 (Map 39), U.S. Army Corps of Engineers, has a boat dock, launch ramp, swimming area, playground, picnic area, camping (water and sewer hookups), drinking water, restrooms, and trailer dump station. Considering the name of the park, an interpretive sign about the role of Toussaint Charbonneau as an interpreter for the Expedition should be developed at this site.

Ice Harbor Lock and Dam at Snake River mile 10 (Map 39), U.S. Army Corps of Engineers, offers a boat dock, launch ramp, visitor center, auto tour, picnic area, drinking water, and restrooms. Interpretation of the Lewis and Clark Expedition at the visitor center should be expanded. Their 2-day camp at the mouth of the Snake River and contact with the Indians in the vicinity provides a wealth of interpretive material from which to draw. The Lock at Ice Harbor allows navigation upstream on the Snake River.

Hood Park and Boat Basin, Snake River mile 2 (Map 39), U.S. Army Corps of Engineers, is a 99-acre park with a boat dock, launch ramp, campground with electric hookups, picnic area, playground, swimming area, drinking water, restrooms, and a trailer dump station. Development of an interpretive display about Lewis and Clark's 2-day camp across the Snake River and their contacts with the Indians should be considered.

Sacajawea State Park at the confluence of the Columbia and Snake Rivers (Map 39), Washington State Parks and Recreation Commission, is a 263-acre park located on the site of the Expedition's 2-day camp of October 16-17, 1805, containing a major interpretive center (museum) on the Lewis and Clark Expedition. No additional interpretation is recommended. Day use recreation facilities found in the park include picnic areas, launch ramp, boat moorage, swimming beach, drinking water, restrooms, and a food concession.

Two Rivers County Park on the Columbia River across from the mouth of the Snake River (Map 39), Benton County Parks and Recreation Department, has boat ramps, a picnic area, swimming area, drinking water, and restrooms. Development of an interpretive sign about Lewis and Clark's contacts with the Indians in this vicinity is recommended.

Pasco Boat Basin, Columbia River mile 328 (Map 39), U.S. Army Corps of Engineers, is a concession operated marina providing boat docks, launch ramps, marine fuel, boat repairs, picnicking, playground, drinking water, and restrooms. Columbia County Park at mile 330 (Map 39), Benton County Parks and Recreation Department, is a major urban park with a wide variety of recreation facilities including launch ramps, boat docks, marine fuel, boat repairs, campground with electric hookups, playground, picnic area, nature trails, swimming area, archery range, golf course, tennis courts, and amphitheater. An interpretive sign is located in the park, but expanded interpretive displays are recommended.

29. COLUMBIA RIVER SEGMENT

Confluence of the Snake River to the mouth of the Columbia River at the Pacific Ocean, including coastal explorations, approximately 325 River miles, U.S. Army Corps of Engineers, U.S. Forest Service, National Park Service, States of Washington and Oregon, local and private interests

Recommended Types of Development:

Water Trail - Entire segment, including the Expedition's route along the north and south shores of the Columbia estuary, around Young's Bay, and up the present Lewis and Clark River to Fort Clatsop

Land Trail - Fort Clatsop National Memorial to the Salt Cairn site, Tillamook Head, and Cannon Beach, following Clark's route of January 6-10, 1806. Designation of portions of the old Trail for inclusion in Fort Clatsop National Memorial is authorized by Section 311 of Public law 95-625, the National Parks and Recreation Act of 1978

Motor Route - U.S. Highway 101 and local roads from Lewis and Clark Campsite Roadside to Cape Disappointment and Fort Canby State Park; U.S. Highway 197 and Washington State Route 14 and local roads from The Dalles to east of McNary Dam following the 1806 return route on land along the north side of the Columbia River

On October 18, 1805, the Expedition began its journey down the Columbia River. The navigational problems they experienced on the swift Snake River were only minor compared to what they were now facing. Four major barriers were created by the River as it tore its way through the Cascade Range - Celilo Falls, the Short Narrows of The Dalles, the Long Narrows of the Lower Dalles, and the Cascades. Sometimes portages were necessary; but eager to reach the Pacific Ocean, Lewis and Clark sometimes took chances and ran the canoes through hazardous areas. All of these barriers are today inundated by a system of reservoirs created by a series of locks and dams built by the U.S Army Corps of Engineers. While these impoundments significantly alter the appearance of the River traveled by Lewis and Clark, they also provide easy navigation of the Lewis and Clark route and many recreation opportunities.

In addition to the water hazards, the Expedition encountered problems with the Indians along the lower Columbia River. Some were friendly and cooperative, but many were thieves and beggars, and they were infested with fleas and lice.

Their problems were perhaps balanced by the increasing indications that the end of their westward journey was near. On November 7, 1805, Clark joyously recorded that the Pacific Ocean was in view, unaware that the wide expanse of water they were seeing was only the estuary of the Columbia. Actual sight of the Pacific did not occur until November 15, 1805, from the Expedition's Chinook Point campsite on the north side of the Columbia estuary.

The north side proved unsatisfactory as a location for a winter camp. On November 25, 1805, the Expedition headed upriver and crossed to the south side the following day. A winter campsite was finally reached in early December. A fortification and quarters, which they named Fort Clatsop after the Indians in the vicinity, were completed on December 30, 1805. Two of the most notable activities during their winter stay were the making of salt at a coastal location southwest of the fort and Clark's trip to see a whale which had washed ashore.

The homeward journey of the Expedition began on March 23, 1806. Just below The Dalles, Lewis and Clark decided to leave the River and avoid the remaining water barriers traversed the preceding Fall. Procuring horses as best as they could, they traveled along the north side of the River. Before reaching the Snake River the Expedition crossed the Columbia River just north of the confluence of the Walla Walla River to take advantage of an overland shortcut to the Nez Perce villages.

All three types of development - water trail, land trail, and motor route - are appropriate for this segment as delineated above. Because there is a nearly continuous string of recreation sites along this segment, only two additional sites are recommended to provide access. Adding or expanding interpretation of the Expedition at existing sites along the route should be considered by the managing agencies. Some specific recommendations are given in the description of sites below.

Although not proposed for development as the route of the National Historic Trail, there is significant opportunity for interpretation of the Lewis and Clark Expedition along Interstate 84. The Oregon Department of Transportation has developed a string of interpretive displays concerning the Oregon Trail at State parks and highway rest areas and should expand those along the Columbia River to interpret the explorations of Lewis and Clark, the first white men to see most of the area, and describe its natural and cultural features.

Following are some of the recreation and historical areas that have potential for inclusion in the Lewis and Clark National Historic Trail. These sites are identified on Maps 39-44 in the "Map Supplement" to this Plan.

Madame Dorion Memorial Park above the mouth of the Walla Walla River on Lake Wallula (Columbia River) (Map 39), U.S. Army Corps of Engineers, has camping, picnicking, drinking water, and restrooms. On the return journey in 1806, the Expedition crossed the Columbia River and followed the Walla Walla River a short distance along an overland shortcut to the Nez Perce villages. Interpretation here would be appropriate.

Hat Rock State Park at Columbia River mile 298 (Map 40), Oregon State Parks and Recreation Branch, offers an adequate interpretive sign that relates the downstream campsite of October 19, 1805, and Lewis and Clark's contacts with Chief Yellept of the Walla Wallas. Hat Rock was seen by the Expedition on October 19, 1805, and named by Clark. Recreation facilities include a picnic area, swimming area, trails, boat launch ramps, drinking water, and restrooms.

McNary Lock and Dam, Columbia River mile 292 (Map 40), U.S. Army Corps of Engineers, has a boat launch ramp, restrooms, and visitor center. Lewis and Clark's October 19, 1805, campsite was a few miles downstream on the Oregon side. A council was held with Chief Yellept of the Walla Wallas. Interpretation of these and other events should be developed at the visitor center. The McNary Lock allows navigation around the dam.

Umatilla Park and Marina, Columbia River mile 290 (Map 40), Port of Umatilla and U.S. Army Corps of Engineers, is a major marina and recreation complex with many facilities, including boat docks, launch ramps, marine fuel, campground with hookups, picnic area, swimming area, store, drinking water, and restrooms. The closeness of this park to the October 19, 1805, camp and council site urges development of an interpretive sign or display. Plymouth Park, miles 289-290 (Map 40), U.S. Army Corps of Engineers, is located very near the April 26, 1806, campsite. At a minimum, an interpretive sign should be developed. A full range of recreation facilities include boat docks, launch ramp, campground with hookups, picnic area, trails, drinking water, and restrooms.

Irrigon Park at Columbia River mile 282 (Map 40), city of Irrigon and U.S. Army Corps of Engineers, has boat docks, launch ramps, picnic area,

playground, swimming area, drinking water, and restrooms. A general interpretive sign relating to the Expedition should be erected.

Boardman Park, Columbia River mile 269 (Map 40), town of Boardman and U.S. Army Corps of Engineers, offers boat docks, launch ramp, campground with hookups, picnic area, playground, swimming area, drinking water, and restrooms. A general interpretive sign relating to the Expedition should be developed.

Crow Butte State Park on Crow Butte Island, Columbia River miles 261-264 (Map 40), Washington State Parks and Recreation Commission, is a 740-acre park with boat dock, launch ramp, 50 campsites with hookups, picnic area, swimming beach, drinking water, and restrooms. The April 25, 1806, campsite was probably a short distance downriver. An interpretive display should be developed.

Arlington Park and Marina at Columbia River mile 241.5 (Map 40), city of Arlington and U.S. Army Corps of Engineers, offers a boat dock, launch ramps, campground, picnic area, swimming area, drinking water, and restrooms. Roosevelt Park, mile 241 (Map 40), Klickitat County and U.S. Army Corps of Engineers, has a boat dock, launch ramp, campground, picnic area, swimming area, playground, drinking water, and restrooms. The October 20, 1805, and April 24, 1806, campsites were a short distance away and should be interpreted by an appropriate sign.

Sundale Park, Columbia River mile 236.5 (Map 41), U.S. Army Corps of Engineers, features a boat dock, launch ramps, picnic area, swimming area, and restrooms. A general interpretive sign at this site should be considered.

LePage Park on John Day River at the confluence with the Columbia River at mile 218 (Map 41), U.S. Army Corps of Engineers, has boat docks, launch ramp, campground, picnic area, swimming area, drinking water, and restrooms. The park takes its name from the fact that Lewis and Clark named what is today the John Day River for one of the Expedition members. A bronze plaque contains an excerpt from Clark's journal in which he records the name "LePage's river"[sic].

John Day Dam is located at Columbia River mile 215.5 (Map 41) and administered by the U.S. Army Corps of Engineers. Visitor facilities on both the north and south sides of the Dam have potential for Lewis and Clark interpretation. The October 21, 1805, campsite was near the Cliffs Recreation Area on the Washington side. Displays should be developed. Recreation facilities at the Dam include a navigational lock, boat launch ramp, picnic area, and restrooms.

Maryhill State Park at Columbia River mile 209 (Map 41), Washington State Parks and Recreation Commission, is a 98-acre park with boat docks, launch ramps, campground with hookups, swimming beach, picnic area, drinking water, restrooms, and trailer dump station. A general interpretive sign or display should be developed.

Biggs Park, Columbia River mile 207.5 (Map 41), U.S. Army Corps of Engineers, offers a boat launch ramp, picnic area, and restrooms. The immediate vicinity of this site is significant because the Oregon National Historic Trail reached the Columbia River at Biggs Junction, then paralleled it to The Dalles. There is a small monument to commemorate this on old U.S. Highway 30. Although the low level of development and use of Biggs Park may not merit development of interpretive signage, it should be considered. The Oregon National Historic Trail Comprehensive Plan calls for development of interpretive facilities by the Bureau of Land Management at a site nearby. Interpretation of the Lewis and Clark National Historic Trail should be considered as a second purpose.

Deschutes State Park on the Deschutes River at the confluence with the Columbia River at mile 204 (Map 41), Oregon State Parks and Recreation Branch, provides a wide variety of recreation facilities including a boat launch ramp, campground with hookups, picnic area, swimming area, and an interpretive center concerning the Oregon Trail. Interpretation should be expanded to incorporate Lewis and Clark's explorations. The April 21, 1806, campsite was approximately across from the mouth of the Deschutes River. Also, it was only a short distance downriver that the Expedition encountered the first of four major navigational barriers - Celilo Falls.

Celilo Park on the Columbia River at mile 201 (Map 41), U.S. Army Corps of Engineers, is located on the south side of the River at the site of Celilo Falls (now inundated by Lake Celilo), the first major navigational barrier on the Columbia River encountered by Lewis and Clark. The Expedition camped for 2 days in the vicinity while traversing the Falls. Some portaging was necessary. This significant interpretation opportunity should be realized through appropriate displays and/or signs. Recreation facilities include boat docks, launch ramp, picnic area, playground, swimming area, drinking water, and restrooms.

Horsethief Lake State Park, Columbia River miles 194-195 (Map 41), Washington State Parks and Recreation Commission, has a boat launch ramp, campground, picnic area, swimming beach, trails, drinking water, restrooms, and a trailer dump station. Interpretive facilities relating the Expedition's struggle to navigate and portage around the Short and Long Narrows of The Dalles should be developed. The campsites of October 24, 1805, and April 18-20, 1806, were located very near the park site.

Spearfish Lake Recreation Area at Columbia River mile 193 (Map 41), U.S. Army Corps of Engineers, offers a boat launch ramp, picnic area, swimming beach, and restrooms. An interpretive sign relating the Expedition's experiences in The Dalles area should be developed.

The Dalles Dam, Columbia River mile 192 (Map 41), U.S. Army Corps of Engineers, has visitor centers at both the Washington and Oregon ends of the Dam with potential for significant interpretation of the Lewis and Clark

Expedition in the Dalles region. Displays should be developed and also include information on the Indian cultures they encountered in the area.

The formidable navigational barriers of The Dalles of the Columbia River significantly slowed the progress of the Lewis and Clark Expedition. They spent 4 days at their "RockFort camp," October 25-28, 1805, and April 15, 1806, in the Dalles vicinity. So treacherous did the Long and Short Narrows of The Dalles appear in the spring of 1806, swollen with spring runoff, that Lewis and Clark decided to leave the River altogether and travel on land on the north side of the Columbia River. A major interpretive center should be established to relate the history of The Dalles of the Columbia - its impact on the Lewis and Clark Expedition; the Indian cultures that inhabited the area; and its influence on the immigrants who traveled the Oregon Trail who, prior to the opening of the Barlow Road, built rafts, entered the River just below The Dalles, and floated down to the Willamette River. The center could serve both the Lewis and Clark and Oregon National Historic Trails. Seufert Visitor Center is a major visitor center located on the Oregon shore approximately one-half mile below The Dalles Dam. It was constructed and is operated by the Corps of Engineers. Although the center does not presently address the Lewis and Clark Expedition or the Oregon Trail to the extent recommended in this paragraph, the possibility does exist to modify present displays and interpretive materials in the future under cooperative arrangements with State and/or local interests.

Mayer State Park at Columbia River miles 181-185 (Map 41), Oregon State Parks and Recreation Branch, provides a boat launch ramp, picnic area, swimming area, drinking water, and restrooms. Interpretive signs on Lewis and Clark and Indian cultures of the area should be developed. Memaloose State Park, miles 177-179 (Map 41), Oregon State Parks and Recreation Branch, has a campground, picnic area, drinking water, restrooms, and trailer dump station. An interpretive exhibit on the Oregon Trail is located in the park. The Memaloose Islands in the River were noted by Clark in his journal. He notes that the large rocky island located in the middle of the river had on it a number of Indian graves. He, therefore, named it "Sepulchar Island" [sic]. This Lewis and Clark history should be interpreted in the park.

Bingen Boat Basin at Columbia River mile 182 (Maps 41-42), Port of Bingen, Washington, offers boat docks, launch ramps, picnic area, drinking water, and restrooms.

Viento State Park, Columbia River mile 161 (Map 42), Oregon State Parks and Recreation Branch, provides a campground, picnic area, trails, drinking water, restrooms, and trailer dump station. The Expedition campsites on October 29, 1805, and April 13, 1806, were approximately across the River from this park. An appropriate interpretive sign should be developed. Starvation Creek State Park at mile 160 (Map 42), Oregon State Parks and Recreation Branch, is a scenic park with waterfalls. Facilities include a picnic area, trails, drinking water, and restrooms.

Lyndsey State Park at Columbia River mile 159 (Map 42), Oregon State Parks and Recreation Branch, is a picnic area with drinking water and restrooms. A general interpretive sign should be developed.

Cascade Locks Marine Park, Columbia River mile 149 (Map 42), city of Cascade Locks and U.S. Army Corps of Engineers, provides a variety of recreation and historic interpretive opportunities. Boat docks, a launch ramp, campground, picnic area, drinking water, restrooms, museum, visitor center, and tour boat cruises are available. Focusing on the history of the canal and locks built to navigate around Cascade Rapids, the museum and visitor center say little about Lewis and Clark. Additional interpretation of the Expedition's experiences at Cascade Rapids is needed.

Pacific Crest National Scenic Trail and Trailhead, Columbia River mile 148 (Map 42), U.S. Forest Service, is located where the Pacific Crest Trail crosses the Columbia River on the Bridge of the Gods. A new Trail head with parking, toilet, water, and equestrain facilities, located 1.5 miles west of the bridge, will be constructed in 1983. A sign interpreting Lewis and Clark would be appropriate.

Bonneville Dam at Columbia River mile 146 (Map 42), U.S. Army Corps of Engineers, has visitor centers located at each end of the Dam. A large amount of space is devoted to depicting the experience of the Lewis and Clark Expedition in this area. Several westbound and eastbound campsites were located in the immediate vicinity of the Dam as the Expedition struggled to navigate the Cascade Rapids.

Beacon Rock State Park, Columbia River mile 142 (Map 42), Washington State Parks and Recreation Commission, is a 4,250-acre park with boat docks, launch ramp, campground, picnic area, playground, swimming beach, trails, drinking water, and trailer dump station. In his journal for November 2, 1805, Clark records passing "a remarkable high rock . . . about 800 feet high & 400 yds round, the Beaten Rock." [sic] Clark had actually seen the rock 2-days earlier during downriver reconnaissance. Evidently Clark intended to name the rock "Beacon Rock" as this is the name used by Lewis in his April 6, 1806, journal entry during the return trip. The naming of Beacon Rock by Lewis and Clark and their observation that tidewater began here should be interpreted through exhibits or displays. A bronze plaque has been placed on Beacon Rock recognizing the Biddle family for donation of the area to the State. The family is descended from Nicholas Biddle, the first Editor/Publisher of the Expedition journals.

Rooster Rock State Park, Columbia River mile 130 (Map 42), Oregon State Parks and Recreation Branch, provides a boat dock, launch ramp, picnic area, store, swimming area, drinking water, and restrooms. The Expedition camped on the bottomland that is now the State park. An adequate interpretive sign provides this historical sketch to visitors.

Lewis and Clark State Park on the Sandy River (Map 42), Oregon State Parks and Recreation Branch, has a boat launch ramp, picnic area, swimming area,

drinking water, and restrooms. On November 3, 1805, Lewis and Clark stopped to explore the mouth of the Sandy River which Clark dubbed the "Quick Sand river"[sic] and noted that it "throws out emence quantitys of sand and is verry shallow"[sic]. A sign and self-guided "Lewis and Clark Trail," along which is planted all the flora Lewis and Clark described in Oregon, provide adequate interpretation of this event.

Wintlar Beach County Park, Columbia River mile 109.5 (Maps 42-43), Clark County, offers a picnic area, swimming beach, drinking water, and restrooms. 42nd Avenue County Boat Launch, Columbia River mile 109.4 (Map 43), Multnomah County, has a picnic area, swimming beach, boat launch, and restrooms.

Fort Vancouver National Historic Site is located in the city of Vancouver, Washington, near the Columbia River riverfront at mile 107 (Map 43), National Park Service. Although the establishment of this Fort postdates the Lewis and Clark Expedition, the site has an indirect relationship to the Expedition and has the potential to provide some Lewis and Clark interpretation. Just as one purpose of the Expedition was to strengthen U.S. claims to at least a part of the Oregon country, the establishment of Fort Vancouver in 1824-25 by the Hudson's Bay Company was designed to strengthen Britain's claim. In addition, Lewis and Clark's reports had a significant influence on the expansion of the fur trade to the Northwest, an area of commerce which the Hudson's Bay Company very successfully exploited. These relationships to Lewis and Clark should be developed at Fort Vancouver.

Kelley Point Park at the confluence of the Willamette River with the Columbia River at mile 102 (Map 43), Port of Portland, offers a picnic area, swimming area, drinking water, and restrooms. Lewis and Clark missed the mouth of the Willamette River going both downstream in 1805 and upstream in 1806 but learned of its existence a day later from two Indians. On April 2 and 3, Clark explored the lower 10 miles of the River, known to them as the Multnomah. These events should be interpreted at Kelley Point Park. Prior to the opening of the Barlow Road, immigrants following the Oregon Trail floated down the Columbia River from The Dalles and turned up the Willamette. This provides an additional theme for interpretation at the park.

On March 29, 1806, the Expedition camped in or very near to what is today Ridgefield National Wildlife Refuge, Columbia River miles 87-93 (Map 43), U.S. Fish and Wildlife Service. The Quathlapotl Village Archaeological District, currently in the process of being nominated to the National Register of Historic Places, has significance in relation to the Lewis and Clark visit to this area. Lewis and Clark's journal accounts of this large native American village (they estimated 900 inhabitants) give the most complete documentation of a Chinook village, its inhabitants, and their lifestyle. The refuge should provide interpretation in relation to the Quathlapotl Village, particularly if the district is listed in the National Register. Boat/canoe access to Lake River (and to the Columbia River via Lake River and Bachelor Island Slough) is avilable at the Ridgefield Marina, operated by the Port of Ridgefield.

Boat and canoe access to the Columbia River is needed in the vicinity of St. Helens or Columbia City (Map 43). The site should be developed by the State of Oregon, Columbia County, or a local unit of government. Also, boat and canoe access is needed in the vicinity of Ranier (Map 43). The site should be developed by the State, Columbia County, or the city of Ranier.

County Line Park at Columbia River mile 52 (Maps 43-44), Wahkiakum County, Cowlitz County, and the State of Washington, has a campground, picnic area, swimming beach, drinking water, and restrooms. Boat access to the River is needed. Additionally, a sign interpreting the Lewis and Clark Expedition should be developed. The November 6, 1805, campsite was only a short distance downriver on the Washington side.

Bradley State Park, Columbia River mile 40 (Map 44), Oregon State Parks and Recreation Branch, offers a picnic area, playground, trails, drinking water, and restrooms. A boat launch ramp should be developed to provide access along this portion of the Columbia River. A general interpretive sign relating to the Expedition should also be developed.

Elochoman Slough Marina on the Cathlamet Channel of the Columbia River, mile 39 (Map 44), has facilities that could serve the Trail including boat docks, launch ramp, marine fuel, drinking water, and restrooms.

Columbian White-tailed Deer National Wildlife Refuge at Columbia River miles 33-38 including Tenasillahe Island (Map 44), is administered by the U.S. Fish and Wildlife Service. Lewis and Clark recorded the first observation of the Columbian white-tailed deer during their explorations in 1806. This information is mentioned in the brochure. Additional information about the Expedition should be included in interpretation at visitor facilities on the Refuge. A State boat launchsite on Brooks Slough provides indirect access to the Columbia River. Tenasillahe Island, accessible only by boat, is open to hiking.

Lewis and Clark National Wildlife Refuge incorporates all islands in the Columbia estuary between Tongue Point and Tenasillahe Islands, Columbia River miles 18-35 (Map 44), U.S. Fish and Wildlife Service. Lewis and Clark noted these Islands in their journals. After becoming convinced that the north side of the River was unsatisfactory as a location for winter quarters, the Expedition headed upriver, crossed through the Islands, and again headed downstream between the Islands and the Oregon side of the River. A canoe trail following the route of the Expedition through the Refuge should be established.

Lewis and Clark camped near Pillar Rock, Columbia River mile 26 (Map 44), private ownership, on the nights of November 7 and 25, 1805. Clark states in his journal, "a remarkable rock of about 50 feet high and about 20 feet diameter is situated opposit our camp about 1/2 a mile from shore"[sic]. It was at the camp of November 7 on this site that Clark wrote, "Great joy in camp we are in view of the Ocian, this great Pacific Octean which we been so long anxious to see"[sic]. A park with interpretive displays should be

established near this historic site by either the State of Washington or Wahkiakum County.

After making the crossing from Pillar Rock through the islands of present day Lewis and Clark National Wildlife Refuge, the Expedition landed at the site of today's Knappa, Oregon. An Indian village was located on an eminence here and was described in the journals. Interpretation of the Expedition and the Indian culture of the Columbia estuary could take place here. Boat launch facilities in Knappa could also serve as a Trail head for retracing the Expedition's river crossing.

On U.S. Highway 101, approximately 2 miles south of Chinook, Washington, (Map 44), Washington State Parks and Recreation Commission, has developed the Lewis and Clark Campsite Roadside picnic area and an interpretive sign. The Expedition camped here between November 15-24, 1805, before deciding to seek a location for winter quarters on the south side of the Columbia estuary. During this encampment, Lewis and Clark each led parties overland to explore Cape Disappointment and the coastline northward. In addition to the existing sign, a display board should be erected depicting the area and the other sites associated with Lewis and Clark and directing visitors to other interpretive opportunities. Additional description of the Expedition's experiences while camped at this site would also be beneficial.

Fort Columbia State Park is located on U.S. Highway 101, approximately 1 mile south of Chinook, Washington, (Map 44), Washington State Parks and Recreation Commission. Built in the 1890's as part of coastal defenses at the mouth of the Columbia River, the Fort contains interpretive displays and dioramas on the Lewis and Clark Expedition as well as other historical themes of the area.

Ilwaco Boat Basin on the riverfront in the city of Ilwaco, Washington, (Map 44), Pacific County and private enterprise, offers boat docks, launch ramp, boat repairs, marine fuel, and restrooms.

Fort Canby State Park on Cape Disappointment, 2 miles south of Ilwaco, Washington, (Map 44), Washington State Parks and Recreation Commission, has a major Lewis and Clark Interpretive Center located on the site where the two explorers achieved their goal of reaching the Pacific Ocean. The presentation covers the entire Expedition. Recreation facilities in the park include campground, boat launch, picnic area, trails, food concession, swimming beach, drinking water, restrooms, and trailer dump station.

Fort Clatsop National Memorial on Lewis and Clark River mile 5, approximately 5 miles southwest of Astoria, Oregon, (Map 44), National Park Service, is the site where the Lewis and Clark Expedition established their winter quarters. A reconstruction of the Fort and a visitor center provides interpretation of the Expedition's winter experiences. Landing here on December 7, 1805, the Expedition immediately started construction of their "huts," which the Captains moved into on Christmas Eve. Accurate duplication of the 50 feet by 50 feet Fort was possible because of Clark's drawing

in his journal, with designation of the occupants of each room. The visitors center contains an extensive portrayal of the Trail, movies of the Expedition's route, and hourly living history demonstrations of how the personnel of the Expedition lived and what they accomplished while here. Upon departure from the Fort on March 23, 1806, Clark wrote, "at this place we had wintered and remained from the 7th. of Decr. 1805 to this day and have lived as well as we had any right to expect . . . ."[sic]. A picnic area, drinking water, and restrooms are available. A land trail following Clark's route to the Salt Cairn and the beached whale at present day Cannon Beach is proposed in this Plan.

Cullaby Lake County Park off U.S. Highway 101 about 6 miles north of Seaside, Oregon, (Map 44), Clatsop County, has a boat launch ramp on the lake, a picnic area, playground, swimming beach, and restrooms. The Trail from Fort Clatsop to the Salt Cairn passed through or very close to this site. The land trail proposed in this Plan from Fort Clatsop to the salt making camp and Cannon Beach should pass through this site.

Salt Cairn (Fort Clatsop National Memorial) on Lewis and Clark Way west of Beach Drive, Seaside, Oregon, (Map 44), National Park Service, is a reconstruction of the original Cairn. Three members of the Expedition succeeded in producing approximately 4 bushels of salt by boiling seawater in five large kettles at this site. The site and interpretive signs and displays should be expanded. The land trail proposed in this Plan between Fort Clatsop and the whale site at Cannon Beach should pass through this site.

On the Oregon coast between the cities of Seaside and Cannon Beach (Map 44), is Ecola State Park, Oregon State Parks and Recreation Branch. When some of the Expedition members returned to Fort Clatsop from duty at the Salt Cairn with news that a whale had washed ashore, Clark and a small party, including Charbonneau and Sacagawea, set out to observe the animal and obtain some of the blubber. Their trek took them over Tillamook Head to present day Cannon Beach. The view from atop Tillamook Head is breathtaking and Clark recorded that "from this point I beheld the grandest and most pleasing prospects which my eyes ever surveyed, in my frount a boundless Ocean . . . ."[sic]. Lewis, in writing in his journal for January 10, 1806, names the high point of land "Clark's Mountain and point of view." Ecola State Park encompasses a band of coastal lands around Tillamook Head. Picnic areas, trails, ocean swimming, drinking water, and restrooms are available. Interpretive signs and displays should be developed to relate the events mentioned above. Land is being purchased by the State in Cannon Beach for future development of a new entrance to the park. Since this land is adjacent to Ecola Creek, near the place where the whale was washed ashore, an interpretive sign and display should be established at this site also.

30. WALLULA TO WEIPPE RETURN SEGMENT

From the mouth of the Walla Walla River at the Columbia River overland to Weippe Prairie, National Park Service, States of Washington and Idaho

Recommended Types of Development:

Motor Route - From Wallula, Washington, to Kamiah, Idaho, following U.S. Highway 12, Washington State Route 124, Idaho State Routes 7 and 64, and local roads in Washington and Idaho as shown on Maps 37-39

Land Trail - Kamiah, Idaho, to Weippe Prairie

Returning overland along the north side of the Columbia River, Lewis and Clark again met the friendly Chief Yellept of the Walla Wallas on April 27, 1806, at a location across from the mouth of today's Walla Walla River. They stayed 3 days with the Walla Wallas during which time they were treated royally. Chief Yellept persuaded some of his upstream neighbors, the Yakimas, to come to his village to dance. Horses were swum and baggage was transported across the Columbia River on April 28-29, 1806. The following morning, April 30, the Expedition took its leave of Chief Yellept and set out on an overland shortcut about which he had told them. It consisted of a series of Indian trails that ran northeastward to the Snake River at a point about 7 miles below the confluence of the Clearwater River.

On May 4, 1806, they reached the Snake River and the friendly Nez Perce Indians. At the suggestion of Chief Tetoharsky, their downriver guide the previous year, they crossed to the north side of the Snake River and continued along the north side of the Clearwater River. Three days later they crossed to the south side of the Clearwater River and headed inland from the River in a southeasterly direction. During a council with the Nez Perces on May 12, 1806, Lewis learned that the Expedition could not make a crossing of the mountains on the Lolo Trail for several weeks because of the deep snow.

On May 14, 1806, the Expedition established a camp on the east side of the Clearwater River nearly opposite the present town of Kamiah, Idaho. They remained at this camp until June 10, 1806, awaiting the opportunity to traverse the Lolo Trail. On June 10 they moved their camp to Weippe Prairie where they had first encountered the Nez Perces the previous September.

On June 15, 1806, the Expedition set out to cross the Bitterroots without guides. That proved to be a mistake. On the third day out, the Expedition decided to turn back because of deep snow. They returned to their Weippe Prairie campsite on June 21. Three days later, they again set out and, with the assistance of six Nez Perce guides, successfully traversed the Lolo Trail.

Today, highways and local roads very closely follow much of the Expedition's route. This fact, combined with a lack of significant public landholdings, argues strongly for development of a motor route to facilitate retracement of the historic route. From the vicinity of their "Long Camp," across the Clearwater River from present day Kamiah to Weippe Prairie, a land trail is recommended. Because the actual site of the "Long Camp" is today occupied by a sawmill, another nearby site, perhaps adjacent to the U.S. Highway 12

bridge across the Clearwater River, should be established and developed as a Trail head.

Several recreational and historical sites encountered along this segment were discussed as part of previous segments, namely, Chief Timothy State Park, Lewis and Clark Marker, and Greenbelt Park, in Washington; and Lewiston Levee Parkway, Spalding Area - Nez Perce National Historical Park, and Indian Houses Rest Area, in Idaho. The following additional sites have potential to be included in the National Historic Trail. These sites, the motor route and the land trail, are identified on Maps 37-39 in the "Map Supplement" to this Plan.

Lewis and Clark Trail State Park on U.S. Highway 12 and the Touchet River 5 miles west of Dayton, Washington, (Maps 38-39), Washington State Parks and Recreation Commission, has a campground, picnic area, playground, swimming area, trails, drinking water, restrooms, and trailer dump station. An interpretive sign and the park brochure provide information on the Lewis and Clark Expedition. The Expedition camped approximately 5 miles west of the park on May 1, 1806, and passed through the park area the following day. Additional details of the 1806 overland shortcut could be added to existing interpretation.

The U.S. Highway 12 Highway Rest Area between Pomeroy and Clarkston, Idaho, (Map 38), Idaho Division of Highways, is located on a high point along the Indian trails followed by Lewis and Clark. The May 3, 1806, campsite was a short distance to the west. An interpretive sign should be developed and erected at this site.

Lewis and Clark Long Camp-Nez Perce National Historical Park, Idaho Department of Transportation and National Park Service, is on U.S. Highway 12, 1.5 miles north of Kamiah, Idaho, (Map 37). The actual location of the Expedition's 27-day camp while awaiting passable conditions along the Lolo Trail is across the Clearwater River from this site. An interpretive sign is located here. Interpretation could be expanded to describe the activities that occupied the men during the 27-day wait.

31. BLACKFOOT AND SUN RIVERS SEGMENT

From Travelers Rest to Great Falls, Montana, following Lewis' overland 1806 return route, U.S. Forest Service, State of Montana, local and private interests

Recommended Types of Development:

Motor Route - From Travelers Rest to the point at which Lewis' route leaves the Blackfoot River (turning north toward the Sun River) following U.S. Highway 93, local roads, and Montana State Route 200, except for the section between McNamara and Roundup Bridges on State Route 200; from a point on Lewis and Clark County Route 434 near Bean Lake to Great Falls following Montana State Routes 21 and 200 and local roads

Land Trail - Along south side of Blackfoot River between McNamara and Roundup Bridge crossings of State Route 200 (shown on Map 30); from the Blackfoot River to a point on Lewis and Clark County Route 434 near Bean Lake, following the Lewis party's route over Lewis and Clark Pass (shown on Map 29)

On July 3, 1806, Lewis and nine men took their leave of the rest of the Expedition at Travelers Rest and set out for the Great Falls following a shortcut they had learned of from several Indian tribes. They followed a well marked Indian road eastward along the Blackfoot River and then turned north to the Sun River, where once again they turned eastward toward the Missouri River.

On July 7, 1806, they crossed the Continental Divide at a point today known as Lewis and Clark Pass. In doing so, they reentered the Louisana Territory and the United States. After only 8 days, the party reached the Missouri River above the Great Falls. Traveling westward between these two points by a longer route the previous year had occupied 56 days.

Much of the route is closely followed by highways today, particularly along the Blackfoot and Sun Rivers. For this reason, marked motor routes are recommended for large portions of this segment.

Land trails are recommended for two portions of this segment. The western most of the two would cross U.S. Plywood Corportion lands and the Lubrecht Experimental Forest of the University of Montana School of Forestry. The Trail could be routed along the primitive roads which parallel the Blackfoot River. The recommended land trail over Lewis and Clark Pass would cross primarily private lands and utilize some local and Forest roads except where crossing the Continental Divide at Lewis and Clark Pass.

The following recreation and historic sites have potential for inclusion in the Lewis and Clark National Historic Trail. They are identified on Maps 28-30 and 35 in the "Map Supplement" to this Plan.

Kelly Island Access at the confluence of the Bitterroot and Clark Fork Rivers (Map 35), Montana Department of Fish, Wildlife and Parks, is a boat ramp and fishing access. Consideration should be given to placing a brief interpretive sign at the site. Lewis' party crossed the Clark Fork just downstream of this site enroute to the Blackfoot River from Travelers Rest.

Along the Clark Fork in the city of Missoula (Map 35), Kiwanis City Park has a picnic area, playground, playfields, drinking water, and restrooms. A brief interpretive sign relating Lewis' passing through this area in 1806 should be erected. Hellgate Canyon Roadside on Clark Fork River and State Route 200 about 1.5 miles east of Missoula (Map 35), State of Montana, has interpretive signs relating to Lewis and Clark and how the canyon got its name. Consideration should be given to expanding the Lewis and Clark interpretation and providing picnicking facilities.

Angenvine Park on the Blackfoot River and State Route 200, T. 13 N., R. 17 W., sec. 9, (Map 30), Montana State Highway Department, is a picnic area with drinking water and restrooms. A brief Lewis and Clark interpretive sign should be added to the site.

On the Blackfoot River upstream from McNamara Bridge, Johnsrud Park, T. 13. N., R. 16 W., sec. 6, (Map 30), Montana Department of Fish, Wildlife and Parks, has a campground, picnic area, playground, playfields, river access, drinking water, and restrooms. A Lewis and Clark interpretive sign should be developed, perhaps using Lewis' July 4, 1806, campsite located a few miles upstream as the theme. Johnsrud Park should also be developed as necessary to serve as the western Trail head of the land trail recommended for this portion of the segment.

Ninemile Prairie Access on the Blackfoot River, T. 14 N., R. 15 W., sec. 28, (Map 30), Montana Department of Fish, Wildlife and Parks, offers camping, picnicking, and restrooms. Roundup Bridge Fishing Access at Roundup Bridge on Blackfoot River (State Route 200 crossing), T. 14 N., R. 15 W., sec. 25, (Map 30), Montana Department of Fish, Wildlife and Parks, is a fishing access with restrooms. This site, across the highway bridge from the proposed terminus of the recommended land trail, should be further developed to serve as the eastern Trail head. An interpretive sign should also be developed.

Clearwater Crossing Access on Clearwater River at the State Route 200 crossing, approximately 3 miles north of the confluence with Blackfoot River (Map 30), Montana Department of Fish, Wildlife and Parks, has boat launch ramps, camping, picnicking, fishing access, and restrooms. Monture Creek Access on Monture Creek and State Route 200, approximately 2 miles north of the confluence with Blackfoot River (Map 30), Montana Department of Fish, Wildlife and Parks, provides camping, picnicking, fishing access, and restrooms.

Blackfoot Canyon Campground on Blackfoot River and State Route 200, T. 14 N., R. 10 W., sec. 34, (Map 30), U.S. Forest Service, is presently closed but may be reopened in the future. At such time, a Lewis and Clark interpretive sign should be erected.

Hooper Park in Lincoln, Montana, (Map 30), city of Lincoln and Lewis and Clark County, offers camping, picnicking, playfields, playground, drinking water, and restrooms. Maintenance of the site should be improved and consideration should be given to developing a Lewis and Clark interpretive sign.

Aspen Grove Campground on Blackfoot River and State Route 200, T. 14 N., R. 7 W., sec. 7, (Map 29), U.S. Forest Service, provides a campground, picnic area, drinking water, and restrooms. Located near the Landers Creek Road Junction, this site could potentially service as the Trail head for the recommended land trail. Consideration of this potential would be included in future planning for the Trail. An interpretive sign should be developed at the campground.

On July 7, 1806, Lewis and his party crossed the Continental Divide at Lewis and Clark Pass, T. 16 N., R. 7 W., sec. 13, (Map 29), U.S. Forest Service, and reentered the United States. Lewis also recognized "Fort Mountain" (present day Square Butte) from the Pass as a landmark which helped guide him to the Great Falls. A small interpretive marker to commemorate this event should be placed at the Pass. This would be along the recommended land trail and the existing jeep trail through the Pass.

Bean Lake Access along Lewis and Clark County Highway 434 (Map 29), Montana Department of Fish, Wildlife and Parks, has a boat launch ramp, camping, fishing access, and drinking water. Located very near the proposed northern terminus of the recommended Lewis and Clark Pass land trail, this site could potentially serve as the Trail head. A Lewis and Clark interpretive sign should be developed at the site.

Square Butte or "Fort Mountain", T. 19 N., R. 1 W., secs. 4-5, 8-9; T. 20 N., R. 1 W., secs. 32-33, (Map 28), privately owned, is located between the Sun and Missouri Rivers, rising 1300 feet above the surrounding land. Originally seen and named "Fort Mountain" by the explorers during their portage around the Great Falls in 1805, Lewis recognized the Butte when crossing the Continental Divide in 1806, and it helped guide him to the Great Falls. A roadside historical marker interpreting the significance of Square Butte to Lewis and Clark should be erected along State Route 200 in the vicinity of Fort Shaw or Sun River, Montana, at a point affording a good view of the Butte.

32. MARIAS RIVER EXPLORATIONS

Collection of historic and recreation sites along the route of exploration of the Marias River by Captain Lewis in 1805 and 1806, Bureau of Reclamation, State of Montana, local and private interests

Recommended Type of Development: No Trail or Motor Route Development
Isolated historic and recreation sites only

After reaching the Great Falls area on July 11, 1806, Lewis and his nine companions spent 4 days in the vicinity of the previous year's upper portage camp. They opened caches left behind the year before and prepared for portaging the canoes that Sergeant Ordway and nine men from Clark's party were bringing down the Missouri River from the Three Forks.

Lewis, Drouillard, and the Fields brothers also prepared for exploring the upper Marias River to determine the northern extent of the Missouri River drainage as requested by President Jefferson. On July 16, 1806, they transported their horses and baggage to the north side of the Missouri River and camped along the Great Falls. Two days later they arrived at the Marias River in the heart of Blackfeet Indian lands. Maintaining vigilance day and night, they reached the northernmost point along Cut Bank Creek, a tributary

of the Marias River, on July 22, 1806, and camped a few miles west along the Creek. Because Lewis could see and Drouillard the next day confirmed that the Creek turned southwestward toward the mountains before reaching 50 degrees north latitude as Lewis had hoped, and because the cloudy weather conditions prevented him for 4 days from obtaining a good astronomical fix on their location, he named the site "Camp Disappointment."

On July 26, 1806, they broke camp and began their return to the Missouri River. After lunch they encountered a party of eight Blackfeet Indians. Being careful not to show any sign of weakness, Lewis suggested they camp together. Fearful of treachery, they took turns keeping watch. At daybreak the Indians attempted to steal their guns and horses. During the clash, two of the Blackfeet were killed and the other six fled. Fearing the Indians would return with reinforcements, the Lewis party began a forced ride southeastward toward the mouth of the Marias River at the Missouri River to reunite with the Gass-Ordway party. In slightly more than 24 hours, they rode 120 miles. They met the boat party on the Missouri River enroute to the mouth of the Marias River and quickly embarked in the boats.

The vast majority of the lands over which Lewis traveled while exploring the Marias River are privately owned and no highways closely follow the route for any significant distance. The only recommended development and marking of the route, therefore, are the following recreation and historic sites which have potential for inclusion in the Lewis and Clark National Historic Trail as isolated sites. They are identified on Maps 26-28 in the "Map Supplement" to this Plan.

Sanford Park on the Marias River just below Tiber Dam (Map 26), Bureau of Reclamation, provides a campground, picnic area, and restrooms. An interpretive sign should be erected describing, in general, Lewis' 1805 and 1806 Marias River explorations since the site is near an area common to both journeys. The July 18, 1806, campsite was probably a few miles downstream from the park.

Williamson Memorial Park on the Marias River near the Interstate 15 crossing, about 5 miles south of Shelby, Montana, (Map 27), city of Shelby, offers camping, picnicking, drinking water, restrooms, and a trailer dump station. Lewis' July 20, 1806, campsite was within a few miles of the park. Consideration should be given to erecting an interpretive sign.

Camp Disappointment on the south side of Cut Bank Creek, T. 34 N., R. 9 W., sec. 32, (Map 27), privately owned, is located within the Blackfeet Indian Reservation. The private landowner allows some local public use. The possibility of improved public access and interpretive signing should be investigated with the owner. The site is listed in the National Register of Historic Places and is a National Historic Landmark.

Camp Disappointment State Historical Marker on U.S. Highway 2, 8 miles east of Browning, Montana, (Map 27), Montana State Highway Department, is located approximately 6 miles southeast of the actual site of Camp Disappointment.

A good explanation of the purpose of the Marias River exploration and the naming of the campsite is presented.

The Two-Medicine Fight Site is located on the south bank of Two Medicine River, approximately 3 miles below the mouth of Badger Creek (Map 27). Privately owned, it is within the Blackfeet Indian Reservation. Considering its ownership and relative inaccessibility, no development of a historic site or interpretive marker is proposed at this time but should be investigated further due to the historic importance and pristine quality of the area. The site is listed in the National Register of Historic Places.

Captain Meriwether Lewis State Historic Marker on U.S. Highway 89, approximately 9 miles north of Dupuyer, Montana, (Map 27), Montana State Highway Department, relates Lewis' exploration of the Marias region and his clash with the Indians along the Two Medicine River on the morning of July 27, 1806. The sign explains that the Indians were not Blackfeet but Gros Ventres - a point over which historians are divided in their opinions.

In addition to the above sites, interpretation of Lewis' explorations of the Marias River in 1805 and 1806 and their purposes should be developed near the mouth of the Marias River at the Missouri River and their campsite of July 21, 1806, within the city limits of Cut Bank, Montana.

33. CLARK'S BIG HOLE RETURN SEGMENT

Ross' Hole (Sula, Montana) to Shoshoni Cove (Grant, Montana) via Gibbons Pass and Big Hole Pass, approximately 95 miles (Maps 33-34), U.S. Forest Service, National Park Service, Bureau of Land Management, State of Montana, private

Recommended Types of Development:

Land Trail - Along the unimproved road from Sula, Montana, over Gibbons Pass to State Highway 43; or, alternatively, following the U.S. Forest Service Trail from Indian Trees Campground to Gibbons Pass and then to State Highway 43

Motor Route - State Highway 43 from Gibbons Pass Road to Wisdom, then along County Road 278 and an unnumbered county road to Grant, Montana

The Expedition divided on July 3, 1806, at Travelers Rest Creek after the return crossing of the Bitterroot Mountains. A contingent, under Captain Lewis, took an Indian shortcut to the Great Falls via the Blackfoot and Sun Rivers with the intent to explore the Marias River and descend the Missouri River to the mouth of the Yellowstone River. Clark's contingent proceeded to return to the caches at Camp Fortunate and the Three Forks of the Missouri River before exploring the Yellowstone River to its mouth. Clark's route retraced the route of 1805 to Ross' Hole and then proceeded to Camp Fortunate by way of Gibbons Pass, Big Hole Pass, and Shoshoni Cove.

Today this route is followed closely by an unimproved road within Bitterroot and Beaverhead National Forests from the vicinity of Sula, Montana, through Gibbons Pass to May Creek Campground on State Highway 43. This road could remain unimproved for hiking and horseback traffic as an overland trail segment. An alternative route west of Gibbons Pass could utilize an existing Forest Service National Recreation Trail from Indian Trees Campground to the Pass. East of the Pass, the Trail would roughly parallel the Gibbons Pass road to Highway 43. A motor route could begin at May Creek Campground following Highway 43 to Wisdom since the majority of the Expedition's route through the Big Hole valley is across private lands. From Wisdom the motor route could follow County Road 278 south through Big Hole Pass where the Expedition route is overlaid by the road and for several miles southeast of the Pass. The motor route would then turn south along a county road that connects County Road 278 with County Road 324 in Shoshoni Cove near Grant. County Road 324 could then be followed east to Clark Canyon Dam and the Camp Fortunate Overlook.

Interpretation of the Expedition could take place at Big Hole National Battlefield which is near the camp of July 6, 1806. The Battlefield commemorates the attempted escape to Canada by Chief Joseph's Nez Perce band and some interpretive connection could be made between the Expedition's friendly relations with the Nez Perce and the later events that caused Chief Joseph's flight. Other interpretive opportunities along the route are the campsite of July 7, 1806, at Big Hole Pass and later history addressed at Bannack State Park, site of the first Territorial capitol. The Bannack Historic District is a National Historic Landmark and Big Hole National Battlefield is on the National Register of Historic Places.

34. YELLOWSTONE RIVER SEGMENT

From the Three Forks to the mouth of the Yellowstone at the Missouri River, Bureau of Land Management, State of Montana, local and private interests

Recommended Types of Development:

Motor Route - From Three Forks to Park City, Montana, following Interstate 90

Water Trail - From Buffalo Mirage Access site near Park City, Montana, to the mouth of the Yellowstone River

On July 13, 1806, Clark and his party reached the Three Forks of the Missouri River about noon. Wasting no time, Clark directed that all baggage and equipment he would need for his Yellowstone River exploration be removed from the canoes. After lunch, Sergeant Ordway and nine men pushed on down the Missouri River in the canoes to rendezvous with the Lewis' party at the Great Falls. Later in the afternoon, Clark and 12 others began their overland trek to the Yellowstone River. Sacagawea guided the group to Indian paths leading over Bozeman Pass.

Two days later they crossed Bozeman Pass and descended to the Yellowstone River. The trees along the upper Yellowstone River were not large enough to build the size of canoe Clark wanted so they continued along the River on horseback. On July 19, 1806, Clark found some cottonwoods of the appropriate size for canoes and set up camp. During the next 4 days, two dugout canoes, 28 feet long, were constructed and lashed together for stability.

On the morning of July 24, 1806, Clark once again split his party. Sergeant Pryor and three others were sent overland with the horses to the Mandan villages to contact the North West Company's Hugh Heney, whom they had met the previous year, and give him a message asking him to persuade several Sioux chiefs to accompany the Expedition to Washington. Clark and the remaining members of his party pushed downriver in the canoes. Clark would not learn until August 8 that Sergeant Pryor's party was following him downriver in two Mandan-type bull boats (buffalo hides stretched over a wooden framework) which they had built after the Indians had stolen all of their horses.

On July 25, 1806, a stop was made by Clark on the south side of the River near a remarkable sandstone formation. Clark estimated its height to be 200 feet. He named it "Pompy's Tower" after Sacagawea's infant son, whom he had nicknamed "Pomp" or "Little Pomp." Today it is known as Pompeys Pillar.

Clark and others climbed to the top. Along the way, he inscribed his name and the date which can still be seen today, the only remaining physical evidence of the Expedition on its entire route.

The rest of the trip down the Yellowstone River was relatively uneventful. Early on August 3, 1806, Clark reached the mouth of the River at the Missouri River. Although he was to meet Lewis here, the mosquitoes were so bad that he left a note for Lewis and continued on down the Missouri River at a slow pace. On August 8 Sergeant Pryor caught up with them, and 4 days later Lewis and his party caught up. The entire Expedition was once again together and would remain so until their triumphant arrival in St. Louis on September 23, 1806.

The following historic and recreation sites have potential for inclusion in the Lewis and Clark National Historic Trail. They are identified on Maps 45-51 in the "Map Supplement" to this Plan.

Lewis and Clark Park in the city of Belgrade, Montana, (Map 45), is a picnic area with playground, drinking water, and restrooms. Considering the name of the park, an interpretive sign should be developed.

If feasible, small rest areas should be developed by the Montana State Highway Department with appropriate interpretive signs about Clark's passage through Bozeman Pass (Map 45), on July 15, 1806. Additional information on John Bozeman and immigrants through this Pass in the 1860's would also be appropriate.

Sheep Mountain Access on the Yellowstone River, T. 1 S., R. 11 E., sec. 19, (Map 45), Montana Department of Fish, Wildlife and Parks, has fishing access, camping, picnicking, and toilets. A small interpretive sign should be considered. The July 15, 1806, camp was near this site. Grey Bear Access on the Yellowstone River, T. 1 N., R. 13 E., sec. 35, (Map 46), Montana Department of Fish, Wildlife and Parks, has a similar development. A small interpretive sign should be considered.

Big Timber Access on the Yellowstone River at U.S. Highway 191 bridge, 1 mile north of Big Timber, Montana, and Pelican Access on the Yellowstone River, T. 1 S., R. 16 E., sec. 8, (Map 46), Montana Department of Fish, Wildlife and Parks, offer fishing access, boat ramps, camping, and toilets.

The Interstate 90 Highway Roadside, T. 1 S., R. 16 E., sec. 21, (Map 46), Montana State Highway Department, contains an excellent interpretive sign relating the passage of Clark's party through the area in July 1806. Picnicking, drinking water, and restrooms are available in the area.

Bratten Access on the Yellowstone River, T. 1 S., R. 17 E., sec. 28, (Map 46), Montana Department of Fish, Wildlife and Parks, has a boat ramp, fishing access, camping, picnicking, and toilets. Indian Fort Access on the Yellowstone River, T. 1 S., R. 18 E., sec. 30, (Map 46), Montana Department of Fish, Wildlife and Parks, has a boat ramp, fishing access, camping, picnicking, drinking water, and toilets. This site is located near the July 17, 1806, campsite. An appropriate interpretive sign should be developed.

Itch-Ke-Pe Park on the Yellowstone River at State Route 78 bridge (Map 46), city of Columbus, Montana, provides a boat ramp, fishing access, camping, picnicking, drinking water, and restrooms. An interpretive sign contains a brief quotation from Clark's journal for July 19, 1806. Consideration should be given to expanding this interpretation to include additional points of information such as the serious condition of Private Gibson on July 19, 1806, who had been wounded when thrown by his horse the previous day and the fact that at evening on July 19, 1806, Clark found cottonwood trees of sufficient size to build the canoes.

The Interstate 90 Highway Roadside 7 miles west of Park City, Montana, (Map 47), Montana State Highway Department, offers picnicking, drinking water, restrooms, and trailer dump station. An interpretive sign relates the settlement of Park City. The site of the July 19-23, 1806, campsite where two canoes were built is in the vicinity of this rest area. An interpretive sign should be developed that explains the ending of Clark's overland journey and the building of the canoes to continue the journey by water. The sign should also point out that the National Historic Trail designation of the highway ends/begins at Park City and that the Yellowstone River, itself, is the Trail downstream from Park City.

Buffalo Mirage Access, on the Yellowstone River, T. 2 S., R. 23 E., sec. 35, (Map 47), Montana Department of Fish, Wildlife and Parks, has boat ramps,

fishing access, camping, picnicking, and toilets. This is the nearest State access site to the point where Clark and his party embarked on their waterborne journey down the Yellowstone River. It is recommended that this site be further developed, as necessary, to serve as the Trail head of the Yellowstone water trail portion of the National Historic Trail. An appropriate interpretive sign should also be developed.

Riverside Park on the south side of the Yellowstone River at the U.S. Highways 212/310 bridge (Map 47), city of Laurel, Montana, is a major city park providing fishing, camping with hookups, picnicking, playground, meeting hall, archery and rifle ranges, drinking water, restrooms, and trailer dump station. An interpretive sign should be developed about Clark's exploration of the Yellowstone River. It is also recommended that this park serve as the Trail head, as described immediately above, if the State does not assume this responsibility at Buffalo Mirage Access.

Riverfront Park and Coulson Park on the Yellowstone River at Billings, Montana, (Map 47), are undeveloped park sites. Development of the parks should include river access, interpretation of the Lewis and Clark Expedition, and overnight camping facilities for canoeists.

Two Moons Park on the Yellowstone River at Billings (Map 47), has picnicking, drinking water, and restrooms. Further development should be undertaken to include river access, interpretation of the Lewis and Clark Expedition, and overnight camping facilities for canoeists.

Access to the Yellowstone River is needed at Huntley, Montana, (Map 47). The site should be developed by the State of Montana or Yellowstone County.

Pompeys Pillar Historic Site along Yellowstone River 28 miles east of Billings, Montana, T. 3 N., R. 30 E., sec. 21, (Map 47), is privately owned and open to the public. Clark stopped here on July 25, 1806, to view this "remarkable rock," the height of which he estimated to be 200 feet. (The actual height is about 120 feet.) He and other members of the Expedition climbed to the top. Clark also inscribed his name and the date in the soft rock. He named the rock "Pompy's Tower" after Sacagawea's son whom he had nicknamed "Pomp." The site is a National Historic Landmark in private ownership. It has been developed by the owners for public use and enjoyment. Facilities include a visitor center, picnic area, trails, historical displays, boat launch ramp, drinking water, and restrooms. A nominal fee is charged to enter the site.

Baptiste Creek Access is proposed for the Yellowstone River across from Pompeys Pillar (Map 47). The creek entering the Yellowstone River across from Pompeys Pillar was named "baptiest Creek"[sic] by Clark in his journal, again in honor of Sacagawea's son, Jene Baptiste Charbonneau. Today the creek is known as Pompeys Pillar Creek. A public river access site is needed at this location and should be named to commemorate Clark's naming of the creek. The site should be developed by the State of Montana or Yellowstone County.

Manuel Lisa's Fort Historic Site is proposed for development on the Yellowstone River at the confluence of the Bighorn River (Map 48). In 1807-8, Manuel Lisa of the St. Louis Fur Company and former Expedition members John Colter and George Drouillard led the first organized fur gathering party up the Missouri River in the wake of the Lewis and Clark Expedition. Lisa had been very interested in the Expedition and visited Camp Wood at least once during the winter of 1803-4. During his 1807-8 expedition, Lisa established a fur trading outpost at the confluence of the Yellowstone and Bighorn Rivers. It was out of this Fort that Expedition members Colter and John Potts were trapping for Manuel Lisa in the Three Forks area in 1808. An encounter with a party of Blackfeet Indians resulted in Potts' death and Colter escaping back to the Fort after being stripped naked by the Indians. The feat took him 11 days. Colter returned to the Three Forks area for Manuel Lisa during the winter of 1808-9 and again in 1810. George Drouillard accompanied Colter on the latter journey and was killed by the Blackfeet Indians. The intertwining history of the Lewis and Clark Expedition and Manuel Lisa's fur trading exploits should be interpreted preferably at this site or, alternatively, at the nearest highway rest areas on Interstate 94. The State of Montana or Treasure County should assume responsibility for interpreting the Fort. Interpretation should also note that Clark's party camped at this site on July 26, 1806.

The Interstate 94 Highway Roadside 28 miles west of Forsyth, Montana, (Map 48), Montana Department of Highways, is a picnic area with drinking water and restrooms. An interpretive sign about Clark's passage down the nearby Yellowstone River should be developed.

West Rosebud Recreation Area on the Yellowstone River at the U.S. Highway 12 crossing (Map 49), Montana Department of Fish, Wildlife and Parks, provides a campground, picnic area, boat launch ramp, fishing access, and restrooms. The July 27, 1806, campsite of the Clark party was just upstream from this site. An interpretive sign should be developed.

An access site should be developed near Cartersville at the Rosebud County Highway 446 Yellowstone River crossing (Map 49) on existing State land on the north side. The Montana Department of Fish, Wildlife and Parks should be responsible for the site.

The Interstate 94 Highway Roadside, approximately 13 miles east of Forsyth, Montana, (Map 49), Montana Department of Highways, provide picnic tables, drinking water, and restrooms located on both sides of the highway. Interpretive signs mention Clark's passage through this area on July 28, 1806, and relate the importance of the Yellowstone River in the development of the fur trade and other early commerce. The signs could additionally note that the Clark party camped within 1 or 2 miles of these sites on July 28, 1806.

Roche Jaune Recreation Area on the Yellowstone River at the State Route 22 crossing, Miles City, Montana, (Map 49), Montana Department of Fish, Wildlife and Parks, is a new State recreation area under development. The Clark

party camped approximately on this site on July 29, 1806. An interpretive sign should be included in the development of the park. "Roche Jaune" was the French name for the Yellowstone in use in Lewis and Clark's time.

Access to the Yellowstone River is needed near Shirley or Kinsey, Montana, (Map 49). Public lands administered by the Bureau of Land Management are located on both the north and south sides of the River (T. 9 N., R. 49 E., sec. 6; and T. 10 N., R. 49 E., sec. 20). The Bureau of Land Management should develop an access site on one of these parcels of public land. The July 30, 1806, campsite was several miles downstream. Clark noted in his journal that the noise of vast herds of buffalo disturbed him during the night. When the buffalo began crossing the River, he became alarmed fearing they would trample and break up the canoes.

Access to the Yellowstone River is also needed near Terry, Montana, (Map 50). The Bureau of Land Management administers lands adjacent to the River near Terry and should develop an access site.

Fallon Bridge Access on the Yellowstone River at the Interstate 94 crossing near Fallon, Montana, (Map 50), Montana Department of Fish, Wildlife and Parks, offers boat launch ramps and picnicking.

The Interstate 94 Highway Roadside, approximately 7 miles east of Fallon, Montana, (Map 50), Montana Department of Highways, has picnicking, drinking water, and restrooms. An attractive, existing information display/kiosk should be expanded to include brief information about Clark's passage through the area on July 31, 1806.

Access to the Yellowstone River is needed at Glendive, Montana, (Map 50). Development of an access site should be the responsibility of the city of Glendive or, alternatively, the State or Dawson County. The Clark party camped upstream of Glendive on July 31, 1806, and this should be interpreted at the site and/or in an existing city park.

Intake Fishing Access on the Yellowstone River at Intake, Montana, (Map 51), Montana Department of Fish, Wildlife and Parks, provides a boat launch ramp, camping, picnicking, swimming, drinking water, and restrooms. Clark's party passed this site on August 1, 1806. At some point during that day, perhaps near this site, the party was obliged to land their canoes because a large herd of buffalo was crossing the river, blocking it completely. The herd required nearly an hour to cross. This should be interpreted at Intake Fishing Access.

Elk Island Fishing Access on the Yellowstone River near Savage, Montana, (Map 51), Montana Department of Fish, Wildlife and Parks, is currently closed. At such time as it reopens, a sign should be developed interpreting the August 1, 1806, campsite which was in the immediate vicinity.

Seven Sisters Fishing Access on the Yellowstone River near Crane, Montana, (Map 51), Montana Department of Fish, Wildlife and Parks, is a fishing

access only. The State should consider the site's potential for further development.

Access to the River should be developed at Sidney on the Yellowstone River at the State Route 23 crossing (Map 51). This site could be developed by the State of Montana or Richland County.

Richland County Park on the Yellowstone River near Sidney, Montana, T. 23 N., R. 59 E., sec. 13, (Map 51), Richland County, has a campground, picnic area, fishing access, drinking water, and restrooms. A general interpretive sign about the Clark party passing this area on August 2, 1806, should be developed.

Sundheim County Park on the Yellowstone River at the State Route 200 crossing, (Map 51), McKenzie County, is a campground and picnic area with fishing access and restrooms. An interpretive sign about the Clark party passing this area on August 2, 1806, should be developed.

V. MANAGEMENT

A. Legislative Authorities and Requirements

The authorities and responsibilities contained in the National Trails System Act, as amended, provide a framework for managing and developing the Lewis and Clark National Historic Trail. This Comprehensive Management Plan expands on the framework and adapts it to the resources, institutions, and interests along the route of the Lewis and Clark Expedition.

1. Trail Location

The Act designates the Lewis and Clark National Historic Trail as ". . . extending from Wood River, Illinois, to the mouth of the Columbia River in Oregon, following the outbound and inbound routes of the Lewis and Clark Expedition . . . ." The Act cites the vicinity map from the 1977 Bureau of Outdoor Recreation's Lewis and Clark Trail study report. The map is comprehensive, except that the 1806 route of the Expedition between present day Wallula and Clarkston, Washington, was omitted. A map showing the Expedition route is included in the "Map Supplement" to this Plan.

A National Historic Trail is intended to follow the historic route as accurately as possible. Therefore, the controlling factor in locating the Lewis and Clark Trail must be the actual route of the Expedition. This immediately presents two problems in locating the Trail: (1) defining accurately the route of the Expedition, and (2) locating the Trail in areas where natural and manmade alterations of the landscape have occurred.

The Act recognizes these problems and proposes mechanisms for their solution. The historic route need not currently exist as a discernible Trail, but its location must be sufficiently known to permit evaluation and development of public recreation and historic interpretation opportunities. Designation of the historic route is continuous, but the established or developed Trail does not have to be continuous onsite. The Trail may deviate from the historic route to avoid difficult routing or to provide a more pleasurable recreation experience, but deviations are to be noted onsite. In order to facilitate retracement of the historic route, segments which have been developed as roads, railroads, or other "motorized transportation routes" may be designated and marked as segments connecting to the historic Trail. The Act provides in Section 3(c) for land or water based Trail segments.

Relocation of the Trail rights-of-way is also possible if necessary to preserve the purposes for which the Trail was established or to promote a sound land management program. Substantial relocations, however, require an Act of Congress.

2. Federal Implementation Responsibilities

The National Trails System Act establishes only ". . . selected land and water based components . . ." on federally-owned lands as initial protection

components of the Lewis and Clark Trail. The Act does not specify which Federal lands were affected. In its 1977 Lewis and Clark Trail study, the former Bureau of Outdoor Recreation identified 22 "trail plan" components either in Federal ownership or with significant Federal management. Those components have been incorporated in Section IV of this Plan, the recommended development plan for the Trail. All existing Federal lands and waters along the Expedition route should be considered as potential initial components of the Lewis and Clark Trail.

In establishing the Trail right-of-way, Section 7(a) of the Act directs that "full consideration shall be given to minimizing the adverse effects upon the adjacent landowner or user and his operation. Development and management of each segment of the National Trails System shall be designed to harmonize with and complement any established multiple-use plans for that specific area in order to ensure continued maximum benefits from the land. The location and width of such rights-of-way across Federal lands under the jurisdiction of another Federal Agency shall be by agreement between the head of that Agency and the . . . Secretary" of the Interior.

The Secretary of the Interior will provide for development and maintenance of the Trail on Department of the Interior lands. Through cooperative agreements and memoranda of understanding with other Federal and non-Federal interests, the Secretary will coordinate development and maintenance plans to ensure consistency with the Comprehensive Management Plan. Each Federal and non-Federal land manager participating in the Trail will seek funding of their activities through their own sources.

The National Park Service will carry out the Secretary of the Interior's responsibilities for overall administration of the Trail. The National Park Service will have a continuing oversight and assistance role to encourage Trail development and ensure consistency with the Plan. This will include coordinating efforts to establish new sites and segments, certification review of non-Federal sites and segments, negotiation and administration of cooperative agreements, providing Trail marking signs, working with the Trail Advisory Council, and development and management of the Trail on National Park Service areas.

3. Non-Federal Implementation Responsibilities

The Secretary of the Interior may certify sites and segments of the Lewis and Clark National Historic Trail administered by State and local agencies and private interests as protected elements of the Trail if they meet the criteria established in the National Trails System Act and other criteria prescribed by the Secretary. Non-Federal segments must be administered by such agencies "without expense to the United States." Legislation pending in Congress at the time this Plan was prepared would clarify the meaning of this phrase by specifying that funds made available to any State or political subdivision under the Land and Water Conservation Fund Act of 1965 or any other provision of law shall not be treated as an expense to the United States.

The Comprehensive Management Plan has been developed in consultation with non-Federal interests to identify potential State, local, and privately managed segments of the Trail. The proposed application procedure for obtaining Secretarial certification is described in Section IX.

The Act directs the Secretary of the Interior to cooperate with and encourage the States to operate, develop, and maintain the Trail outside Federal areas. The Secretary may also enter into cooperative agreements with State and local governments, landowners, private organizations and individuals to operate, develop, and maintain the Trail either within or outside Federal lands.

Coordination and consultation by the Secretary with State, local, and private interests are directed by the Act for virtually all aspects of the Trail's planning, development, and operation.

4. Land Acquisition

As originally passed in 1968, the National Trails System Act provided for a fairly comprehensive Federal land acquisition program. However, amendments in 1978 and 1980 have restricted that authority. Expenditure of funds by Federal agencies to acquire lands or interests in lands is now restricted to acquisition of non-Federal lands within the boundaries of existing Federal areas. This acquisition is intended to be done by the agencies which manage the Federal areas when deemed necessary to carry out the purposes of the Trail. Federal land managing agencies may also establish Trail rights-of-way across private lands within their boundaries through agreements with private landowners.

The Act directs the Secretary of the Interior to encourage State and local governments to enter into agreements with landowners or to purchase interests in lands to establish the Trail outside existing Federal areas. However, Section 7(e) of the Act provides that, ". . . if the State or local governments fail to enter into such written cooperative agreements or to acquire such lands or interests therein . . ." outside existing Federal areas, then the Secretary may enter into such agreements or acquire lands by donation or exchange in order to establish the right-of-way necessary for the Trail.

5. Trail Facilities and Use

The Act states that National Historic Trails may contain campsites, shelters, and related public use facilities. Reasonable efforts are to be made to provide sufficient access to the Trail and to avoid activities incompatible with the Trail's purposes.

The Secretary in consultation with other Federal agencies, State and local governments, and private interests may establish Trail use regulations. Use of the Trail, including motorized use which is established by administrative regulation at the time of National Historic Trail designation, shall be

permitted. This does not authorize motorized use on Federal areas where it is presently prohibited. Inclusion of private lands in the Trail by agreement with the landowner will not preclude the owner from motorized use of the Trail or adjacent lands, although the Secretary may establish regulations on this use.

6. Marking the Trail

The Secretary of the Interior is responsible for establishing a uniform trail marker with a distinctive symbol for the Lewis and Clark National Historic Trail. The proposed Trail marker appears on the cover of this Plan. The central figures of Lewis and Clark would be produced in buckskin brown.

Where the Trail crosses Federal lands, the managing agency will erect and maintain the marker at appropriate points. Where the Trail crosses non-Federal lands, the Secretary will provide the markers for erection and maintenance by the non-Federal agencies in accordance with cooperative agreements.

Section VII of the Comprehensive Management Plan describes the requirements for locating and erecting the markers. Requirements for erecting and maintaining markers provided to non-Federal Trail interests will also be specified in written cooperative agreements established with such interests.

7. National Trail Advisory Council

In accordance with the National Trails System Act, an Advisory Council has been formed for the Lewis and Clark Trail. The Council includes persons nominated by the Governors of Trail states, representatives of Federal departments, interested persons from industry and private organizations, and other persons with an interest in the Trail. The role of the Council is to advise the Secretary on matters relating to the Trail, including selection of right-of-ways, standards for the erection and maintenance of trail markers, and administration of the Trail. The Council will operate for 10 years with individual members serving 2-year terms. The charter for the Council states that it "meets approximately three times a year."

B. Management Objectives

The Lewis and Clark National Historic Trail should be managed in a manner consistent with the intent of the enabling legislation to achieve the following broad objectives:

1. Resource Administration

The route of the Lewis and Clark Expedition of 1804-6, as can be identified, should be marked in accordance with the Trail Development Plan (Section IV) and Marking Plan (Section VII) to provide for the preservation and public use and enjoyment of the historic route and its remnants.

The Trail sites and segments identified in the Plan which are located on lands and waters administered by Federal agencies are intitial protection components of the Lewis and Clark National Historic Trail. Federal agencies should manage the sites and segments under their jurisdication in accordance with the provisions and authorities of the National Trails System Act and this Comprehensive Management Plan.

State or local agencies or private interests having jurisdiction over Trail sites and segments identified on non-Federal lands are encouraged to apply for certification by the Secretary and recognition as non-Federal certified components of the Lewis and Clark National Historic Trail.

Detailed management and use plans for all sites and segments, including those both on and off Federal lands, should be prepared by professional planners in cooperation with the National Park Service and affected interests. The plans should balance the dual objectives of preserving historic resources and providing for historic interpretation and recreation.

Existing land uses within the sites and segments which are compatible with historic preservation and public use should be continued. Land uses which adversely affect sites and segments should be carefully monitored and, if necessary, modified.

Full consideration should be given to minimizing the adverse effects upon the adjacent landowner or user and his operation. Development and management of each component of the Trail should be designed to harmonize with and complement any established multiple-use plans for that specific area in order to ensure continued maximum benefits from the land.

Some historic sites and segments appear to meet eligibility requirements for the National Register of Historic Places but have not yet been nominated. Appropriate Federal agencies and State Historic Preservation Officers should nominate those sites to the Register as soon as possible.

2. Coordination

The National Park Service and the jurisdictions responsible for the individual sites and segments should work in close cooperation and communication in order to achieve a consistently high standard of operation and maintenance and a reasonable degree of uniformity in their development and management of the Trail.

All planning and programs for marking, protecting, developing and interpreting the Trail should be formulated and coordinated effectively through clear organizational arrangements and procedures which reflect the responsibilities of affected interests.

The Governor of each State should designate or establish and empower a Lewis and Clark Trail committee or similar organization to promote and coordinate the development and use of the National Historic Trail and serve as the focus for citizen interest in the Trail.

3. Research

A research program should be initiated and coordinated by the National Park Service in cooperation with State and Federal agencies and private interests which will seek to complete knowledge of the Trail and its sites and segments to assist in their protection and interpretation.

If subsequent research indicates that historic sites not identified in the Plan are significant enough to warrant inclusion in the trail system, application should be made through the National Park Service to the Secretary of the Interior.

4. Public Use

After appropriate protection measures have been established, sites and segments should be accessible and available for historic interpretation and public use and enjoyment. Such uses should be designed and monitored to minimize impacts on natural and cultural resources.

Any public use facilities which may be developed should be simple in design and kept to a minimum, be consistent with sound carrying capacity principles, and be planned and located to harmonize with their surroundings.

Regulations needed to protect markers and historic and scenic values and public use facilities from vandalism or improper use should be as unrestrictive as possible, stated in clear and easily understood language, and widely disseminated.

A full range of publications, maps, and other materials interpreting the Trail and the component sites and segments should be made available by mail and at conveniently located points along the Trail. This publication program should be a cooperative effort of the National Park Service and the administrating Federal and non-Federal agencies and private interests.

C. Management Practices

These general management practices are intended to guide implementation of management objectives contained in the previous Section (V.b) They are applied in the Trail site and segment recommendations found in Section IV. Specific planning, development, and operation of sites and segments should incorporate the management practices to achieve consistent Trail administration and implementation. Reviews by the National Park Service of non-Federal certification applications and Federal cooperative actions will use compliance with the management practices as part of the evaluation criteria.

1. Operation

Managing agencies will coordinate with private interests regarding appropriate uses or crossings of the Trail.

The National Park Service will assist non-Federal entities which administer Trail sites and segments in applying for certification as protected components of the National Historic Trail.

The National Park Service will seek the advice of the Lewis and Clark National Historic Trail Advisory Council concerning matters relating to the designation, marking, and administration of the Trail.

Implementation and operation of the Trail will be coordinated with other Federal and State programs concerned with trails, wild and scenic rivers, natural areas, recreation, historic preservation, etc.

The various agencies and organizations which administer Trail sites and segments are responsible for establishing boundaries and resolving problems of competing uses.

Cooperative agreements will be negotiated by the National Park Service with appropriate State, local, and private interests to establish responsibilities for the implementation and management of trail components recommended in this Plan. Memoranda of understanding will be negotiated between the National Park Service and Federal interests to establish the same responsibilities.

Federal, State, and local agencies are encouraged to utilize existing Federal funding sources for assistance in developing the Trail and appropriate user facilities in accordance with this Plan.

Planning for proposed Trail features near privately owned lands shall be in cooperation with the affected owners.

2. Public Use and Facilities

Land based trails and water routes should be developed and marked for use with access to rivers, reservoirs, and trails provided at key points on public lands. These sites should be provided with suitable parking areas, restrooms, and orientation devices.

Development of strategically located public camping areas along the Trail should be undertaken to allow overnight use without infring- ing on private ownership rights.

To the fullest extent possible, existing public areas and rights-of-way will be utilized to provide recreation use and historic interpretation opportunities along the Trail.

Federal or State trail design and construction standards will be utilized in developing land based segments of the Trail.

Joint use Trail corridors and facilities will be utilized where other National Historic or National Scenic Trails cross or coincide.

A uniform system of markers will be erected as discussed in the marking process in Section VII.

Agencies administering Federal lands should establish a Trail corridor or other special use area designation in accordance with specific management objectives and individual Agency authorities. The primary objective should be to permit public access while preserving the historic route and the Trail experience. Withdrawal from mineral entry, oil and gas related surface occupancy, and other land uses should be considered within the management plan for the specific area.

Land based trail segments may be developed paralleling proposed water based segments; retracing major overland routes of the Expedition; connecting water based segments to Expedition events or landmarks; or as nature trails that would allow the user to experience geography, geology, flora, and fauna important to the Expedition.

In developing land based trails following the actual route of the Expedition, protection of the historic resources takes precedence over development of a recreation trail. Activities that would require improving trails to a highly developed status should be limited.

Where land based trails may be proposed that only approximate or parallel the Expedition routes, more intensive activity requiring improved trails may be provided.

Water based trail segments provide the best opportunity for long-distance trail development. Where water trail segments along unchannelized and free flowing river reaches contain resources that reflect or approximate historic conditions, development should be limited to low intensity activities and primitive facilities.

Motorized vehicle use by the general public on hiking and horse trail segments should be prohibited except where existing regulations allow such use on public lands or to allow continued access and land use for owners of private lands.

Public access to the Trail should be limited to those areas where ownership or easements have been acquired or cooperative agreements established and steps have been taken to assure resource protection.

The National Park Service, in cooperation with other interests, should develop educational programs to emphasize private property rights as well as to provide information on proper trail use and availability of sites and segments for public use.

3. Trail Right-of-Way Acquisition

Expenditure of funds by Federal agencies to acquire lands or interests in lands is by law restricted to acquisition of non-Federal lands within the boundaries of existing Federal areas.

Any necessary land acquisition outside existing Federal areas should be undertaken by appropriate State and local agencies and private interests. Agencies and organizations administering Trail sites and segments should acquire less-than-fee title interests and utilize exchanges and donations whenever management objectives can be met using these protection strategies.

The purpose of acquisition of key areas would be: (1) to preserve the natural, historical, and cultural resources of the Trail, (2) to manage public access, and (3) to minimize adverse effects on the operations of private landowners.

Access across private lands should be sought only for Trail segments where minor rerouting to keep the Trail on public lands cannot be accomplished or where the only feasible access to significant sites on public land is across private ownership.

Private landowners are encouraged to participate in Trail management, at their own initiative, by entering into cooperative agreements. However, such participation is not required.

4. Interpretation

Interpretive practices will include the primary goal of telling the story of the Lewis and Clark Expedition of 1804-6 and secondary themes. The secondary themes will include related history before and after the Expedition and interpretive opportunities that would be encountered along the Trail route by the user.

Brochures or Trail guides should be developed on a statewide or other segmented basis to provide interpretive information combined with Trail use information and allow historic retracement where intensive signing is not desirable or practical. Brochures and Trail guides should be widely available in Trail States, at major recreation areas along the Trail, at visitor centers, or through State and Federal Offices. They should be developed in cooperation with Federal, non-Federal, and private interests.

Museums and visitor centers could interpret Lewis and Clark through expansion of exhibits at existing facilities, development of new visitor centers primarily devoted to Lewis and Clark, interpretion of broad themes related to the Expedition, and emphasis on the Expedition and related subjects in the regional area of the facility.

All onsite or visitor center interpretation should provide some emphasis on interpretation of Lewis and Clark in the area of the facility in order to provide a continuing interpretive story for the long-distance Trail user and highlight local Lewis and Clark history for the local Trail user.

The official Lewis and Clark National Historic Trail insignia (marker) should be incorporated into onsite and visitor center exhibits when they are part of a Federal or non-Federal Trail site or segment as the uniform identifying mark of the Trail.

Onsite interpretation should include a panel to orient the traveler to the present location, historical and recreational attractions in the area, and travel services available nearby.

D. Management Responsibilities

The task of managing the Lewis and Clark National Historic Trail will be divided among the National Park Service and the owners and managers of the component sites and segments.

1. National Park Service

The National Park Service has the responsibility delegated by the Secretary of the Interior to administer the Lewis and Clark National Historic Trail as a component of the National Park System. That responsibility includes:

Review of all detailed management and use plans prepared by the Federal and non-Federal jurisdictions responsible for the component sites and segments.

Encouraging and assisting in the implementation of the recommendations for the historic sites and segments discussed in the Comprehensive Management Plan.

Reviewing all applications from State or local agencies or private interests seeking to have sites or segments certified as Trail components by the Secretary.

Regularly monitoring the status of all sites and segments identified in the Plan in order to ascertain changes in ownership or impending developments.

Coordinating development and issuance of regulations which have general application along the Trail.

Performing or arranging for basic historical and archaeological research.

As provided for in the National Environmental Policy Act and the National Historic Preservation Act, reviewing and commenting on pipeline, highway,

utility rights-of-way, and other development proposals which may adversely affect the primary route or any sites or segments.

Arranging for and coordinating marking of the Trail route.

Encouraging establishment of Lewis and Clark Trail committees or similar organizations in each Trail State to serve as a rallying point for the implementation and protection of the Trail by many concerned private groups and individuals.

Preparing or providing for maps, reports, books, brochures, and other interpretive publications for distribution at interpretive centers and other visitation points.

2. Jurisdictions Responsible for Individual Sites and Segments

Responsibility for carrying out the recommendations for sites or segments remains with the owners of land upon which those sites or segments are located.

The sites and segments, or portions thereof, which are on Federal lands and which comprise the initial protection components of the Trail, continue under the management of the Federal agencies. It is incumbent on those agencies to begin to protect and interpret those sites and segments as discussed in the Plan. Detailed management and use plans, modeled after the recommendations in the Plan, should be prepared and implemented as soon as possible.

The sites and segments, or portions thereof, which are not on Federal lands, are potential components of the Lewis and Clark National Historic Trail. They become components upon certification by the Secretary following the receipt of voluntary applications from State or local agencies or private interests.

The non-Federal entity should take the initiative in seeking to make whatever arrangements are necessary to protect and interpret the site or segment. This includes the preparation and implementation of detailed management and use plans modeled after the concepts proposed in the Plan. Plan preparation and implementation could be carried out as part of the certification process in close cooperation with the National Park Service and other public and private interests.

At a site or segment involving mixed ownership, a lead agency should attempt to reach agreement with the owners on the division of responsibilities. Agreements would be voluntary.

As part of their responsibility, management entities should arrange to have research performed, seek public access, define boundaries, erect and

maintain markers, provide and maintain local facilities, issue and enforce regulations, work closely with the National Park Service, and nominate qualified sites to the National Register of Historic Places.

VI. COOPERATING INTERESTS

In accordance with Section 7 of the National Trails System Act, major portions of the task of actually developing and managing the Lewis and Clark National Historic Trail will be accomplished through cooperating interests. The National Park Service will seek to establish written cooperative agreements between the Secretary of the Interior and the various State or local governments or private interests involved. In the case of Federal interests, memoranda of understanding will be established between the Secretary and other Federal Departments; or in the case of other bureaus of the Department of the Interior, between that bureau and the National Park Service. The table on pages 108-111 outlines suggested content of such agreements and memoranda for each level of the potential managing entities. A sample cooperative agreement appears at the end of this Section.

Cooperative agreements and memoranda of understanding will be pursued with public and private entities as described below in regard to the establishment, marking, and maintenance of the Lewis and Clark National Historic Trail.

FEDERAL AGENCIES:

Bureau of Land Management, Department of the Interior
U.S. Fish and Wildlife Service, Department of the Interior
Bureau of Reclamation, Department of the Interior
U.S. Forest Service, Department of Agriculture
U.S. Army Corps of Engineers, Department of Army

STATES/AGENCIES:

Cooperative agreements will be pursued with the 11 Trail States listed below to cover the activities of various agencies responsible for fish and game parks, highways and transportation, historic preservation and research, etc., as appropriate for each State. For States with more than one department or agency participating, either one general agreement or separate department/agency agreements could be developed depending on the desires of the particular State. In the case of general agreements to cover participation of all State departments or agencies, the basic principle of voluntary participation should still be considered to apply, since each department or agency will participate depending on availability of funds and compatability with individual land management plans.

The 11 Trail States are:

Illinois	Missouri	Kansas	Iowa	Nebraska
South Dakota	North Dakota	Montana	Idaho	Oregon
Washington				

LOCAL GOVERNMENTS

Cooperative agreements will be pursued with local units of government which will have a significant degree of involvement in implementing the Trail Plan, such as those administering several sites included in the Plan, existing or potential land based trail segments, or a major historic site. Agreements with other local agencies will be pursued as necessary, although arrangements with agencies having only minor involvement in implementing the Trail Plan could be covered in the certification of a protected site or segment.

PRIVATE ORGANIZATIONS, CORPORATIONS, INDIVIDUALS, ETC.

Cooperative agreements will be sought with private landowners, both individuals and corporations, along the Trail route either through Federal or State efforts. Examples of major landowners would include:

Montana Power Company
Burlington Northern, Inc.
U.S. Plywood Corporation
Potlatch Corporation

Cooperative agreements will also be pursued with private entities involved with historical research, preparation of maps and brochures, etc. A key organization in this area is the Lewis and Clark Trail Heritage Foundation, Inc.

LEWIS AND CLARK NATIONAL HISTORIC TRAIL
COMPREHENSIVE PLAN

DETAILS OF AGREEMENTS OR MEMORANDA					
Parties to Agreements or Memoranda		Roles and Responsibilities: What the Parties Would Agree To Do			
		Marking the Trail	Administering Segments of Trail	Development of Facilities	Provide Access and Interpretation
FEDERAL	Interior National Park Service	Provide non-Federal managing entities with initial set of markers in accordance with the marking program identified in the Comprehensive Plan.	Manage portion of Trail passing through NPS areas in keeping with purposes of the Trail. Establish a management entity in the NPS Midwest Regional Office for Trail administration and coordination activities.	Any facilities developed at NPS areas would be in keeping with the site's General Management Plan.	In keeping with the General Management Plan for the NPS area. Expand interpretive facilities to include Lewis and Clark where needed.
	Other Federal (BLM, BOR, FWS, COE, USFS)	Erect and maintain markers on initial protection sites and segments in accordance with the marking program of the Comprehensive Plan.	Administer, manage, protect, and maintain cultural and natural resources within initial protection sites and segments in accordance with the purposes of the Trail.	Develop, operate, and maintain visitor facilities as recommended by the Trail's Comprehensive Plan at each Agency's expense.	Provide appropriate public access and interpretive opportunities for Federally protected sites and segments at each Agency's expense.
State Agencies and Local Governments		Erect and maintain markers on certified protected sites and segments.	Administer, manage, protect, and maintain State or locally owned certified protected sites and segments at no expense to the Federal Government in accordance with the purposes of the Trail.	Same as for "Other Federal" above but without expense to the Federal Government except for qualified grant programs.	Same as for "Other Federal" above for certified protected sites and segments but without expense to the Federal Government except for qualified grant programs.
Private Organizations, Corporations, and Individuals		Same as "State" above.	Same as State above, for privately owned certified protected sites and segments.	Same as for "State" above.	Same as for "State" above.

LEWIS AND CLARK NATIONAL HISTORIC TRAIL
COMPREHENSIVE PLAN

DETAILS OF AGREEMENTS OR MEMORANDA					
Parties to Agreements or Memoranda		Roles and Responsibilities: What the Parties Would Agree To Do			
		Technical Assistance	Funding	Certification as Protected Segments	Additional Legislative Authority
FEDERAL	Interior National Park Service	Upon request and as funds permit, provide technical assistance to managing entities for planning access, protection, facilities, interpretation, and if necessary, acquisition, for components of the Trail.	Seek funding as appropriate to manage the portion of the Trail within NPS areas. Fund initial set of markers for entire Trail. Seek adequate appropriations to carry out administrative oversight and technical assistance responsibilities.	Initiate action upon requests from State, local or private interests for certification of non-Federal lands as protected segments of the Trail.	Through legislative liaison, present issues raised by Trail interests and the Advisory Council to proper congressional committees.
	Other Federal (BLM, BOR, FWS, COE, USFS)	Consider requesting technical assistance as outlined above from National Park Service and other sources.	Seek adequate appropriations to carry out responsibility for administration and development of initial protection sites and segments, pursuant to Section 10(c) of the Act.	N/A	N/A
State Agencies and Local Governments		Same as "Other Federal" above. May provide technical assistance to Federal and private entities upon request.	Same as "Other Federal" above, including both State, private, and appropriate Federal sources, for developing and administering certified protection segments.	Consider requesting certification of sites and segments identified in the Comprehensive Plan for the Trail.	Seek such additional State authority as may be required to obligate State funds for management of State-owned rights-of-way, sites or other lands which receive Federal certification as part of the Trail.
Private Organizations, Corporations, and Individuals		Same as "Other Federal" above, or State assistance.	Consider seeking funds from appropriate private, State, or Federal sources for development and management of privately owned certified protection segments.	Same as "State" above.	N/A

LEWIS AND CLARK NATIONAL HISTORIC TRAIL
COMPREHENSIVE PLAN

DETAILS OF AGREEMENTS OR MEMORANDA					
Parties to Agreements or Memoranda		Roles and Responsibilities: What the Parties Would Agree To Do			
		Consultation with Advisory Council	Agreements with Private Landowners	Land Exchange or Acquisition	Rules and Regulations
FEDERAL	Interior National Park Service	Consult with Council on matters relating to the Trail including transmittal of concerns from managing entities and returning Council's advice to managing entities.	Initiate agreements with private landowners where State and local governments fail to do so, pursuant to Section 7(e) of the National Trails System Act.	Consider acquisition of any needed private lands within the exterior boundaries of NPS areas where cooperative agreements cannot be consummated, pursuant to Sections 7(d) and 10(c) of the Act.	Promulgate such overall regulations as may be necessary for proper administration and protection of the Trail, fully coordinating with affected interests.
	Other Federal (BLM, BOR, FWS, COE, USFS)	Convey Trail management concerns to National Park Service for transmittal to Advisory Council.	Seek cooperative agreements with owners of high potential non-Federal lands within Trail right-of-way where necessary to provide adequate protection or public access to initial protection segments, pursuant to Section 7(d) of the Act.	Consider acquisition of private lands within the exterior Federal boundary where cooperative agreements cannot be consummated, pursuant to Sections 7(d) and 10(c) of the Act.	Promulgate rules and regulations for administered sites and segments, consistent with overall Trail regulations above.
State Agencies and Local Governments		Same as "Other Federal" above.	Same as "Other Federal" above, for sites and segments which may become certified, pursuant to Section 7(e) of the Act.	Consider acquisition of private lands where agreements cannot be consummated. State funds, including Land and Water Conservation Fund monies, may be used for acquisition. Authority is Section 7(e) of the Act.	Same as "Other Federal" above.
Private Organizations, Corporations, and Individuals		Same as "Other Federal" above.	Consider seeking cooperative agreements with landowners to establish sites and segments which subsequently may be certified.	Consider acquiring lands for sites and segments which subsequently may be certified.	Same as "Other Federal" above.

LEWIS AND CLARK NATIONAL HISTORIC TRAIL
COMPREHENSIVE PLAN

DETAILS OF AGREEMENTS OR MEMORANDA					
Parties to Agreements or Memoranda		Roles and Responsibilities: What the Parties Would Agree To Do			
		Trail R-O-W on Federal Lands	Federal Register Notification	Periodic Consultation	
FEDERAL	Interior National Park Service	Agree with other Federal agencies on width and location of Trail right-of-way across Federal lands, pursuant to Section 7(a) of the Act.	National Park Service to prepare and assure publication of Trail right-of-way, pursuant to Section 7(a) of the Act.	Periodically consult with managing entities concerning management of Trail segments including coordination with planning of other conservation programs.	
FEDERAL	Other Federal (BLM, BOR, FWS, COE, USFS)	Agree with National Park Service on Trail width and location as outlined above.	N/A	Periodically consult with the National Park Service as outlined above. Each Agency to establish a primary coordinator for the Trail.	
State Agencies and Local Governments		Agree to width and location of Trail right-of-way as identified in the Comprehensive Plan.	N/A	Same as "Other Federal" above. Establish a primary coordinator for the Trail.	
Private Organizations, Corporations, and Individuals		Same as "State" above.	N/A	Same as "Other Federal" above. Private organizations to designate a primary coordinator for the Trail.	

Sample

COOPERATIVE AGREEMENT
BETWEEN
U.S. DEPARTMENT OF THE INTERIOR
AND THE
STATE OF _____
CONCERNING THE LEWIS AND CLARK
NATIONAL HISTORIC TRAIL

This Cooperative Agreement ("Agreement") is entered into by and between the U.S. Department of the Interior ("Interior") and the State of _____ ("State").

I. Authorities

This Agreement is developed under the following authorities:

A. The National Trails System Act, 16 U.S.C. 1241, et. seq. as amended by the National Parks and Recreation Act of 1978, 92 Stat. 3511, 16 U.S.C. 1244(a)(6).

B. Intergovernmental Cooperation Act of 1968 (42 U.S.C. 4201 et. seq.)

II. Purpose

The purpose of this Agreement is to provide the basis for cooperation between Interior and State to implement the Comprehensive Plan for the Lewis and Clark National Historic Trail.

III. Background

The National Parks and Recreation Act of 1978, 92 Stat. 3511, 16 U.S.C. 1244(a)(6), amended the National Trails System Act ("the Act") to establish the Lewis and Clark National Historic Trail ("the Trail"). The Act places responsibility for administering the Trail with the Secretary of the Interior ("Secretary"). Only Federal lands are to be administered as initial protection components of the Trail; but the Act authorizes the Secretary to encourage and to assist State, local, or private entities in establishing, administering, and protecting those segments of the Trail which cross non-federally owned lands. In furtherance of that objective, the Act provides that Cooperative Agreements between Interior and cooperating non-Federal agencies may be written for marking the Trail, establishing rights-of-way, and developing and maintaining facilities. Pursuant to the Act, the Comprehensive Plan for the Trail outlines objectives and practices to be observed in the management of the Trail and identifies significant potential Trail components, procedures for non-Federal certification, and the process to mark the Trail. The Governor of the State of _____ and appropriate State agencies were consulted in the preparation and approval of the Plan.

IV. Responsibilities

The State and Interior mutually desire that the Lewis and Clark National Historic Trail across the State of _____ be appropriately marked, administered, and managed so as to accomplish the purposes of the National Trails System Act. Accordingly, the State and Interior agree to carry out the following responsibilities for this purpose:

A. The U.S. Department of the Interior and the State of _____ mutually agree to:

1. Establish individual coordinators within each administering agency for Trail administration activities.

2. Adopt the Lewis and Clark National Historic Trail Comprehensive Plan dated January 1982 and manage the Trail's resources as appropriate and feasible.

3. Keep each other informed and to consult periodically on management problems pertaining to the Trail, including consultation with the Lewis and Clark National Historic Trail Advisory Council.

4. Subject to the availability of funds and personnel, provide assistance at the request of either party for the planning and development of facilities, acquisition of land, and the administration of the Trail.

B. Interior agrees to:

1. Designate the National Park Service (NPS) as the Federal Agency to carry out the Department's responsibilities, as appropriate, concerning the Trail.

2. Provide the State with an initial set of Trail markers in accordance with the marking program established in the Comprehensive Plan for the Trail.

3. Publish a notice of the Trail right-of-way in the "Federal Register."

4. Upon request and as funds permit, provide technical assistance for planning access, protection, facilities, interpretation, and other aspects of implementation of the Trail.

C. The State agrees to:

1. Mark the Lewis and Clark National Historic Trail with an initial set of markers furnished by the National Park Service according to the marking process identified in the Comprehensive Plan for the Trail.

2. Maintain the Trail markers erected under item C.1.

3. Administer, manage, protect, and maintain State-owned Trail sites and segments in accordance with the purpose of the Trail and the Comprehensive Plan.

4. Develop, operate, and maintain public access recreational and interpretive opportunities and visitor use facilities in accord with the Comprehensive Plan.

5. Seek funding from State appropriations and appropriate Federal sources such as the Land and Water Conservation Fund or historic preservation grants for acquiring, administering, managing, developing, operating, and maintaining State-owned Trail sites and segments.

6. Seek such additional State legislative authority as may be required for public use of, and to obligate State funds for management of, State-owned rights-of-way, sites, or other lands in the Trail right-of-way.

7. Promulgate such rules and regulations as may be necessary for proper administration and protection of State-owned segments.

8. Seek cooperative agreements with owners of those private lands within the Trail right-of-way adjoining high potential State-owned sites and segments where necessary to assure adequate protection or public access.

9. Consider acquiring necessary interests in those lands identified in item C.8. above where cooperative agreements with private landowners cannot be consummated.

V. Nondiscrimination

During the performance of this Agreement, the cooperators agree to abide by the terms of Executive Order 11246 on nondiscrimination and will not discriminate against any person because of race, color, religion, age, sex, or national origin. The cooperators will take affirmative action to ensure that applicants are employed without regard to their race, color, religion, age, sex, or national origin.

VI. Officials Not to Benefit

No member of or delegate to Congress or resident Commissioner shall be admitted to any share or part of this Agreement or to any benefit that may arise therefrom, but this provision shall not be construed to extend to this Agreement if made with a corporation for its general benefit.

VII. Limitations

Nothing in this Agreement will be construed as limiting or affecting in any way the authority or legal responsibility of Interior or the State to

perform beyond the respective authority of each or to require either party to expend funds in any contract or other obligation for future payment of funds or services in excess of those available or authorized for expenditure.

VIII. Amendment and Termination

Amendments to this Agreement may be proposed by either party and shall become effective upon written approval by both parties.

This Agreement will exist for a period of no longer than 5 years at which time all parties to the Agreement will evaluate its benefits and determine if the Agreement should be reaffirmed. It may be terminated or revised upon 60 days advance written notice given by one of the parties to the other, or it may be terminated earlier by mutual consent of both parties.

IX. Execution

In witness whereof, the parties hereto have executed this Agreement as of the last date written below:

Secretary of the Interior	Date	Governor, State of	Date

VII. MARKING PLAN

A. Marker Design

Section 7(c) of the National Trails System Act directs the Secretary of the Interior to establish a uniform marker for the Lewis and Clark National Historic Trail, including thereon an appropriate and distinctive symbol. It also specifies requirements for the erection and maintenance of markers on Federal and non-Federal lands.

The design which appears on the cover of this Plan is the marker which the National Park Service, acting on behalf of the Secretary, proposes to adopt for the Lewis and Clark National Historic Trail. Adoption of the design was recommended by the Lewis and Clark National Historic Trail Advisory Council.

The proposed marker conforms exactly to the National Trails System marker design and incorporates the familiar figures of Lewis and Clark currently used by States to mark highways approximating the Expedition route. The figures would appear in "buckskin brown" just as on the existing highway signs. The proposed marker thus draws upon the familiarity of the Lewis and Clark figures (a symbol owned by the Department of the Interior under U.S. Patent Office Registration Number 877917), yet is sufficiently distinct in overall shape and design so as not to be confused with current highway signs.

B. Marking Guidelines

As described in detail in Section IV, "Significant Resources and Trail Development Plan," the Lewis and Clark National Historic Trail is not envisioned as primarily a system of marked highway routes. The Trail Development Plan reflects, to the extent possible, the actual route and mode of travel used by the Expedition. The major portion of the Trail is, therefore, recommended for development as a water trail with appropriate adjacent recreation sites and services and historic interpretation. Wherever practicable, land trails for foot and/or horse travel have been recommended along portions of the historic route which were on land. Marked highways (motor routes) have only been recommended when existing roads very closely follow the historic route or development of a land trail appears completely unfeasible. The following paragraphs describe guidelines for marking the three types of recommended trail developments.

1. Water Trails

It is not possible or desirable to mark the actual Trail route when it follows rivers and streams, be they small or large. Persons who wish to follow these portions of the Trail will have to "navigate" on the basis of available guide maps for the Trail. For this reason, early development of a brochure or series of brochures delineating the Lewis and Clark National Historic Trail is absolutely essential.

Placement of the official marker along water segments of the Trail will be limited to recreation and historic sites identified in the Plan which are within Federal protection components or become certified as non-Federal components of the Trail by the Secretary. Agencies or organizations administering certified sites will be encouraged to display the offical marker at entrances to the site. If possible, the official marker should also be placed on or near any Lewis and Clark interpretive signs, displays, exhibits, or visitor centers.

2. Land Trails

The official marker will be erected and maintained in accordance with cooperative agreements along all Federal and certified non-Federal segments of the Trail which are on land. Markers should be placed at appropriate intervals to facilitate use of the Trail. Posts of various sizes and material or other methods of erection may be used according to the standard trail marking practices of the administering agency or organization.

Land trails on or along existing roads that are unpaved and have a relatively low level of use could be established at several locations along the Trail route (see "Trail Development Plan" in Section IV). For example, land trails are recommended which follow the road over Gibbon Pass and portions of the Lolo Trail road in the Clearwater National Forest. It is intended that these be marked as land trails and not as motor routes (marked highways) as discussed below.

In addition to the actual land trail segments themselves, recreation and historic sites along these segments which become certified should use the marker at entrances and Lewis and Clark interpretive facilities.

3. Motor Routes

Some portions of the Expedition's route on land are followed so closely by primary and secondary highways that marking the roadway to facilitate retracement of the Expedition route seems appropriate. Along other portions, development of a land trail does not appear justified or feasible and marking of highways which approximate the route becomes the best approach to facilitating retracement. Such marking of highways is permitted by Section 7(c) of the National Trails System Act.

Roads and highways identified as motor routes in Section IV and on the maps should be signed with the official Trail marker. Signing should be in conformance with the Federal Highway Administration's Manual on Uniform Traffic Control Devices.

Some of the highways recommended as motor route segments in Section IV are already designated and signed as Lewis and Clark Trail highways by the respective States. It is not intended that the official Lewis and Clark National Historic Trail marker should replace the existing signage but rather that it be placed along the highways in addition to the existing

signs, perhaps below on the same post. A more complete discussion of existing State Lewis and Clark Trail highways and their relationship to the National Historic Trail is found below.

In addition to marking the motor route segments themselves, recreation and historic sites along those segments which become certified should use the marker at entrances and Lewis and Clark interpretive facilities.

4. Other Guidelines

A few sites included in the "Trail Development Plan" in Section IV are geographically separated from any of the Trail route segments. Those sites which become certified should use the marker at entrances and Lewis and Clark interpretive facilities.

Where the Lewis and Clark National Historic Trail intersects or coincides with another National Scenic, National Historic, or National Recreation Trail, or any other trail, the marking (and the development) of the two trails should be coordinated. The simplest way is to place both markers on a single post.

C. Responsibilities

According to Section 7(c) of the National Trails System Act, where the Trail crosses lands administrated by Federal agencies, the markers shall be erected and maintained by the Federal Agency administering the Trail segment or site in accordance with this Marking Plan. Where the Trail crosses non-Federal lands, the National Park Service will, through a written cooperative agreement, provide the initial set of markers for certified Trail segments and sites and require the administering Agency to erect and maintain them in accordance with this Marking Plan. Nothing in this Plan is intended to imply that markers should be erected in a manner inconsistent with the existing policy of the administering Agency.

The National Park Service shall provide for the production of sufficient quantities of appropriate sizes of the official marker.

D. Relationship of Existing State Designated Lewis and Clark Trail Highways to the National Historic Trail

Ten of the eleven "Lewis and Clark States" have designated Lewis and Clark Trail highways which generally follow the historic Expedition route. The designation and signing of these routes by the States was probably the most significant and tangible result of the work of the Lewis and Clark Trail Commission (1964-69).

This system of highways has served a valuable purpose in keeping the Lewis and Clark Expedition in the minds of the motoring and vacationing public and enabling approximate retracement of its route. Although the National Historic Trail will facilitate a more accurate retracement of the route and

often by the same mode of transportation used during the Expedition, the existing highways will continue to permit approximate retracement by those whose only transportation option is a motor vehicle.

It is not the intent of this Plan that the National Historic Trail replace or supersede the system of State Lewis and Clark Trail highways. On the contrary, at their option, the States are encouraged to continue to maintain and improve the designated system. Some States are building new scenic highways along the actual water route of Lewis and Clark. This is heartily encouraged.

The Lewis and Clark National Historic Trail and the State designated Lewis and Clark Trail highways are two complementary systems. They will serve different portions of the public; but they both have the objective of increasing public awareness of the events, the accomplishments, and the lasting national influence and importance of the Lewis and Clark Expedition.

As mentioned above, some highways recommended as motor route segments of the National Historic Trail are already designated and signed components of the State Lewis and Clark Trail highway system. It is recommended that the official National Historic Trail marker be placed along designated motor route segments of these highways in addition to, not in place of, existing markers.

VIII. IMPLEMENTATION PRIORITIES

This Comprehensive Plan for Management and Use of the Lewis and Clark National Historic Trail recommends the development of opportunities for retracement of nearly all portions of the historic Expedition route, either as a water trail, a land trail, or a motor route. Hundreds of existing and proposed recreational and historical sites would become an integral part of the Trail and facilitate interpretation and appreciation of the historic Expedition, as well as provide for public recreational use and enjoyment.

Implementation of the Plan will require the involvement and cooperation of many public and private interests. Federal agencies can develop and manage those sites and segments which lie within the exterior boundaries of Federal areas. Responsibility for other sites and segments will have to be assumed by State, local, and private interests if the Trail is ever to become fully operational.

As overall administrator of the Trail, on behalf of the Secretary of the Interior, it will be the responsibility of the National Park Service to coordinate the efforts of the many public and private interests. The Lewis and Clark National Historic Trail will be administered as a component of the National Park System.

In proceeding to administer the Lewis and Clark Trail and implement fully the recommendations in this Plan, those tasks which either are in most urgent need of accomplishment or which logically should be started first will receive priority. The tasks requiring early action by the National Park Service to implement the Plan are:

1. Publish the route of the Trail in the "Federal Register" as required by Section 7 of the National Trails System Act.

2. Appoint a qualified person within the National Park Service to function as full-time administrator of the Lewis and Clark National Historic Trail. Immediate appointment of an administrator is important so that no time will be lost in beginning to implement this Comprehensive Plan for Management and Use. Administration of the Trail will be through the Midwest Regional Office. Consideration will be given to the feasibility of other alternative long-term administrative arrangements, such as establishing a separate project office or establishing a joint project office for the Lewis and Clark, Mormon Pioneer, and Oregon National Historic Trails.

3. Prepare funding requests to cover (1) the annual cost of a full-time Trail administrator and support services, (2) the costs of marking the Trail as described in Section VII of this Plan, (3) the costs of publishing and distributing to the public a pamphlet or brochure about the Lewis and Clark National Historic Trail, (4) the annual operating costs of the Lewis and Clark National Historic Trail Advisory Council, and (5) the costs of technical assistance activities to managing agencies.

4. Prepare for publication and distribution a pamphlet or brochure about the Lewis and Clark National Historic Trail with a map showing the general route and recommended types of development. The purpose of the pamphlet should be two-fold: (1) meet the existing demand for information on historic interpretation and recreation opportunities which already exist along the Trail, and (2) generate involvement by private interests in establishing the Trail.

5. Execute memoranda of understanding or cooperative agreements with other Federal agencies having responsibility for segments and/or sites identified in the Plan. The suggested content of such agreements is outlined in Section VI.

6. Arrange for production of a sufficient quantity of the official trail marker to meet needs for the near future.

7. Incorporate information on the Lewis and Clark National Historic Trail into existing interpretive displays, programs, and literature available at existing National Park Service areas along the Trail.

8. Encourage the existing Lewis and Clark Trail Heritage Foundation, Inc. to formally adopt the implementation and establishment of the Lewis and Clark National Historic Trail as a primary organizational goal and thereby serve as a national focal point for those interested in the Trail.

Tasks which require active involvement by the entire range of public and private Trail interests, and which relate to the long-term effort required to implement this Plan and manage the Trail, are:

1. The National Park Service and the 11 Trail States should establish cooperative agreements covering the planning, implementation, and marking of the Trail sites and segments in each respective State. The suggested content of such agreements is outlined in Section VI.

2. The National Park Service and significant local jurisdictions and private interests should establish cooperative agreements covering the planning, implementation, and marking of Trail sites and segments. The suggested content of such agreements is outlined in Section VI.

3. All public jurisdictions and private interests should program funds necessary to carry out their responsibilities under the cooperative agreements.

4. Detailed planning for the protection and implementation of sites and segments identified in Section IV of this Plan should begin as soon as possible as a cooperative effort between the responsible managing entities and the National Park Service.

5. The Lewis and Clark National Historic Trail Advisory Council should meet semiannually to review the status of and advise the National Park Service on Trail implementation, administration, and maintenance.

6. The National Park Service should design and administer a program of technical assistance to aid all aspects of Lewis and Clark Trail planning, development, and maintenance such as construction standards, trail easements, volunteer involvement, and historic interpretation, etc.

7. The National Park Service should work closely with and monitor the efforts of public jurisdictions and private interests involved in developing, marking, protecting, managing, and interpreting Trail sites and segments.

8. The National Park Service should encourage support by State, local, and private interests regarding certification of non-Federal sites and segments as official components of the National Historic Trail.

9. The National Park Service should play an active role in exploring and arranging publication of guide books and sets of detailed maps for the Trail.

10. The National Park Service should prepare a slide show about the Trail to aid in promoting private sector involvement in establishing and maintaining the Trail.

11. The National Park Service should budget for and implement a project to inventory and document the entire Trail corridor by means of video tape.

12. The National Park Service should design and implement a data base computer program that itemizes, describes, and locates all recreation and interpretation facilities along the Trail.

IX. CERTIFICATION PROCEDURE

A. Introduction

Trail segments and historic sites on non-Federal property, under the management of State agencies, local governments, or private interests, may be officially included in the Lewis and Clark National Historic Trail through certification by the Secretary of the Interior. Development of a certification process and supplemental criteria is required by the National Trails System Act as part of the cooperative management and development of National Historic Trails.

The certification process for the Lewis and Clark Trail, contained in the following pages, is based on the present procedure for National Recreation Trails. It provides for a brief but comprehensive application that will document resources, management objectives, and responsibilities for each non-Federal site or segment. In the case of smaller additions to the trail, development of the application could replace the need for detailed management planning and formal cooperative agreements.

The applications will be reviewed and processed by the responsible Office of the National Park Service and forwarded to the Secretary for approval. It is recommended in this Plan that the National Park Service establish the capability to assist in the preparation of applications when requested by the non-Federal interest.

B. Supplemental Criteria for Certified Protected Sites and Segments

These planning criteria are used to evaluate potential Trail sites and segments and are supplementary to the criteria in Section 5(b)(11) of the National Trails System Act as amended.

Qualification

Certified protected sites and segments must have at least one facet of trail significance relating directly to the 1804-6 Lewis and Clark Expedition. The segment may also have one or more facets relating to secondary themes or to recreational use. Part of the recreational experience must be based on historic interpretation and appreciation.

Readiness

A site or segment must be ready for public use before it can be certified as a protected site or segment.

Availability

A certified protected site or segment must be reasonably accessible for public use. "Reasonably accessible" is interpreted to mean free and open to the public including areas restricted to day use only, accessible only

through guided tours, subject to payment of a fee, or subject to other similar restrictions.

Size

The size of a certified protected site or segment may vary depending on use and purpose but must be large enough to protect significant resources, or to offer an opportunity for interpreting some aspect of the Lewis and Clark National Historic Trail, or to accommodate recreational use based on historical interpretation and appreciation such as retracing the Expedition route.

Location

A certified protected segment must fall within the planning corridor identified in the Comprehensive Plan for the Lewis and Clark National Historic Trail published in the "Federal Register."

Administration and Management

The managing public agency or private entity must assure that the segment will be available for public use upon certification for a period of 10 years in the case of public agencies and for 5 years in the case of private interests.

The managing entity must identify how the certified protected segment's resources will be preserved, protected, and made available for public use. This can be done in a management plan or statement specifying such items as zoning or classifications of use, preserving historic features, maintenance, rules and regulations, interpretive program, existing and proposed facilities, use fees, and similar matters. Other permitted uses, such as motor vehicle use, livestock grazing, and similar uses should be addressed in relation to protection of resources and visitor safety.

C. Sample

Application Format for
Lewis and Clark National Historic Trail
Protected Segment Certification

I. Name of Site or Segment

II. Agency or Organization or Individual Responsible For:

A. Submitting Application

B. Operation and Maintenance

III. Location

Attach maps showing the general location of the site or segment and its accessibility to public use.

IV. Description

A. Indicate the size of the site or segment and enclose a detailed map of the site or segment.

B. Describe the site or segment and related features including such items as vegetation, terrain, recreation facilities, significant natural features, environmental intrusions, historical relationship to the Lewis and Clark Trail, other historical features, etc.

C. Describe ownership. If under lease, give tenure and any special terms of the lease. Include a copy of supporting documents, citations, or references. In the case of private lands, agreements for public access must be documented. (Note: The segment must be in existence and available to the public for use at least 10 consecutive years after certification in the case of public lands and for 5 years in the case of private lands.)

D. Briefly describe the developed facilities on the site or segment including buildings, recreational facilities, interpretive markers and displays, and Trail segments or designated roads (specify width of right-of-way and Trail tread or road surface width).

V. Use

Discuss the types of uses allowed. At least part of the recreation use must be based on historical interpretation and appreciation. If appropriate, discuss incompatible use and possible changes in use.

VI. Administration and Management

A. Indicate if a user fee is charged and, if so, state the amount of the fee.

B. Describe the management plan (e.g., land use classification or zoning, maintenance, fire protection, police surveillance, rules and regulations, etc.).

C. Discuss major existing or potential impacts or problems, including probable solutions.

VII. Other

Include a sampling of glossy photographs, preferably 8- by 10-inch depicting the site or segment and its use by the public.

VIII. Affirmation

Include the following:

I hereby affirm that: (1) I am duly authorized to represent the Agency or organization noted below; (2) the site or segment is in existence and will be available for public use regardless of race, color, or creed for at least 10 consecutive years in the case of public lands and 5 years in the case of private lands beyond the date that it is certified as a protected segment of the Lewis and Clark National Historic Trail; (3) that the lands will be administered without expense to the United States; and (4) that the site or segment will be identified by the official Lewis and Clark National Historic Trail marker, such marker(s) to be initially supplied by the Secretary of the Interior.

Applicant (Agency).....Date.....

By.....
Title

Address.....

.....

IX. Certification

On behalf of the Secretary of the Interior, I certify that the lands described in the above application (1) meet the criteria for National Historic Trails as given in Section 5(b)(11) of the National Trails System Act, as amended; (2) meet the supplemental criteria prescribed in the Comprehensive Plan for the Lewis and Clark National Historic Trail; and (3) will be administered without expense to the United States. The lands so described are hereby certified as a protected site or segment of the Lewis and Clark National Historic Trail.

By..... .....
Signature Title

.....
Date

COMPREHENSIVE PLAN FOR MANAGEMENT AND USE

MAP SUPPLEMENT

LEWIS AND CLARK NATIONAL HISTORIC TRAIL

COMPREHENSIVE PLAN

FOR

MANAGEMENT AND USE

MAP SUPPLEMENT

National Park Service

United States Department of the Interior

January 1982

LEGEND

EXPEDITION ROUTE — PROPOSED DEVELOPMENT
●●●●●●●●●●●●●●●● WATER TRAIL
▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ LAND TRAIL
MOTOR ROUTE

EXPEDITION ROUTE — NO PROPOSED DEVELOPMENT
— — — — — —

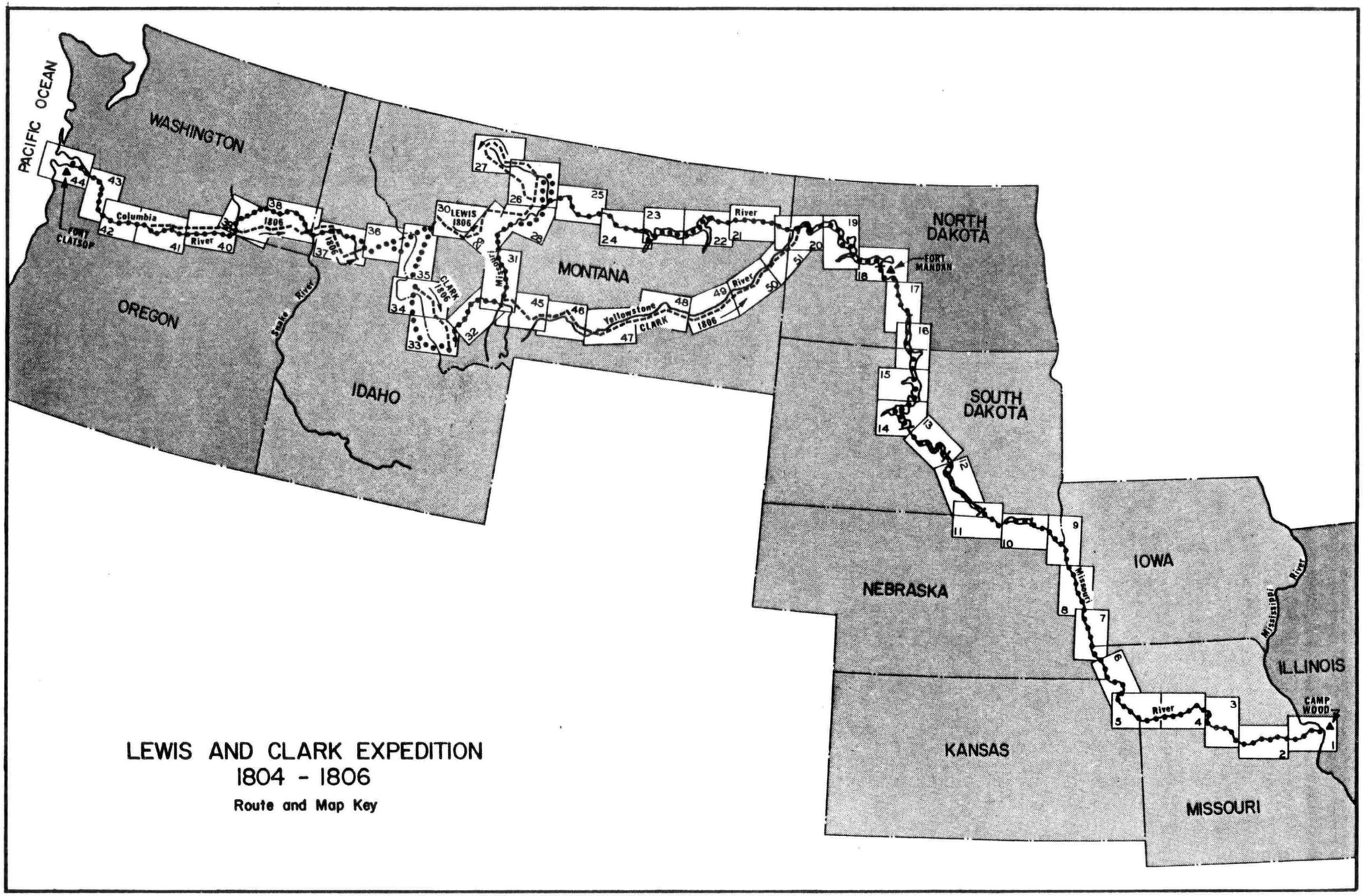
OTHER TRAILS

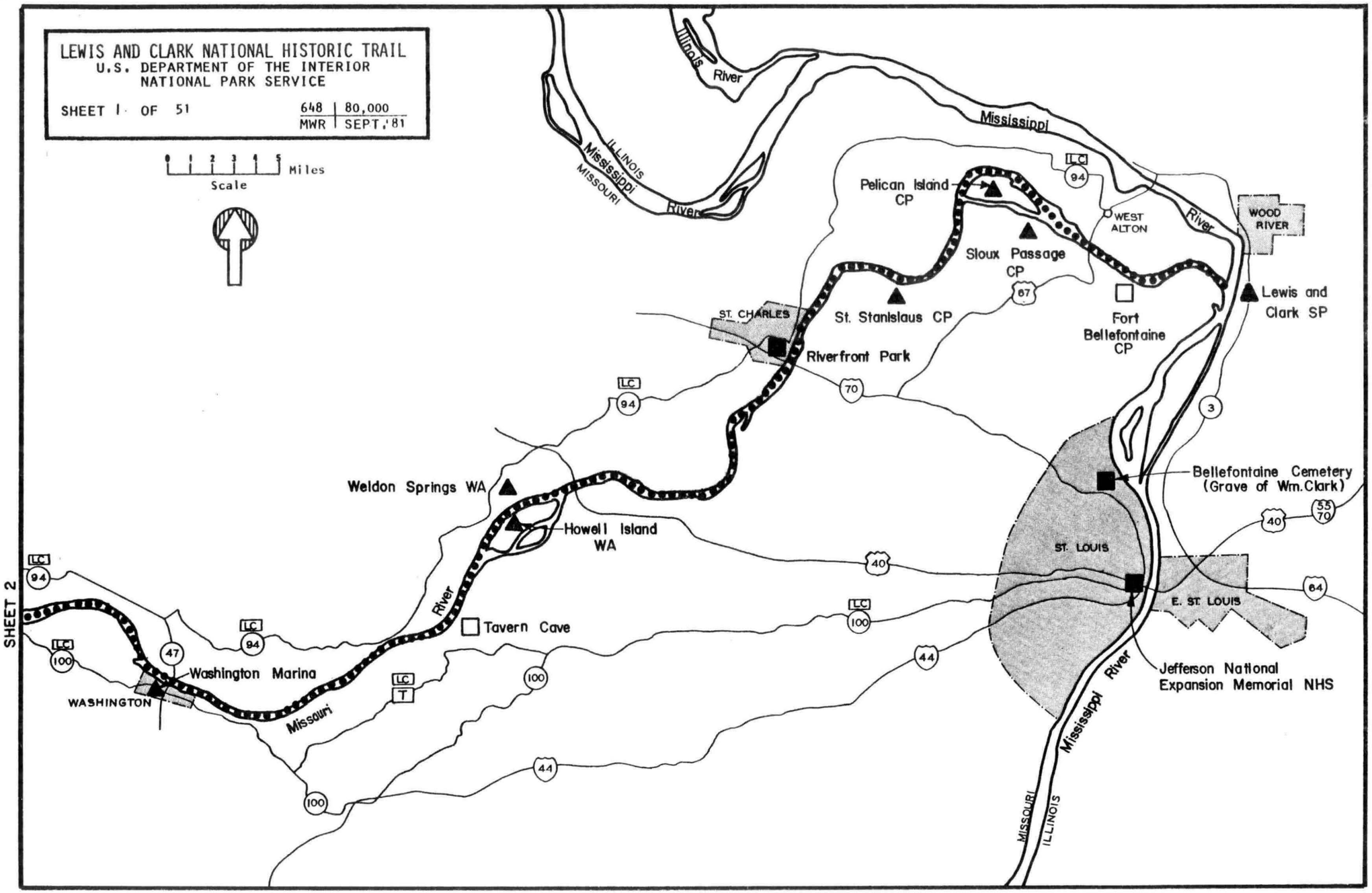
STATE DESIGNATED LEWIS AND CLARK HIGHWAYS

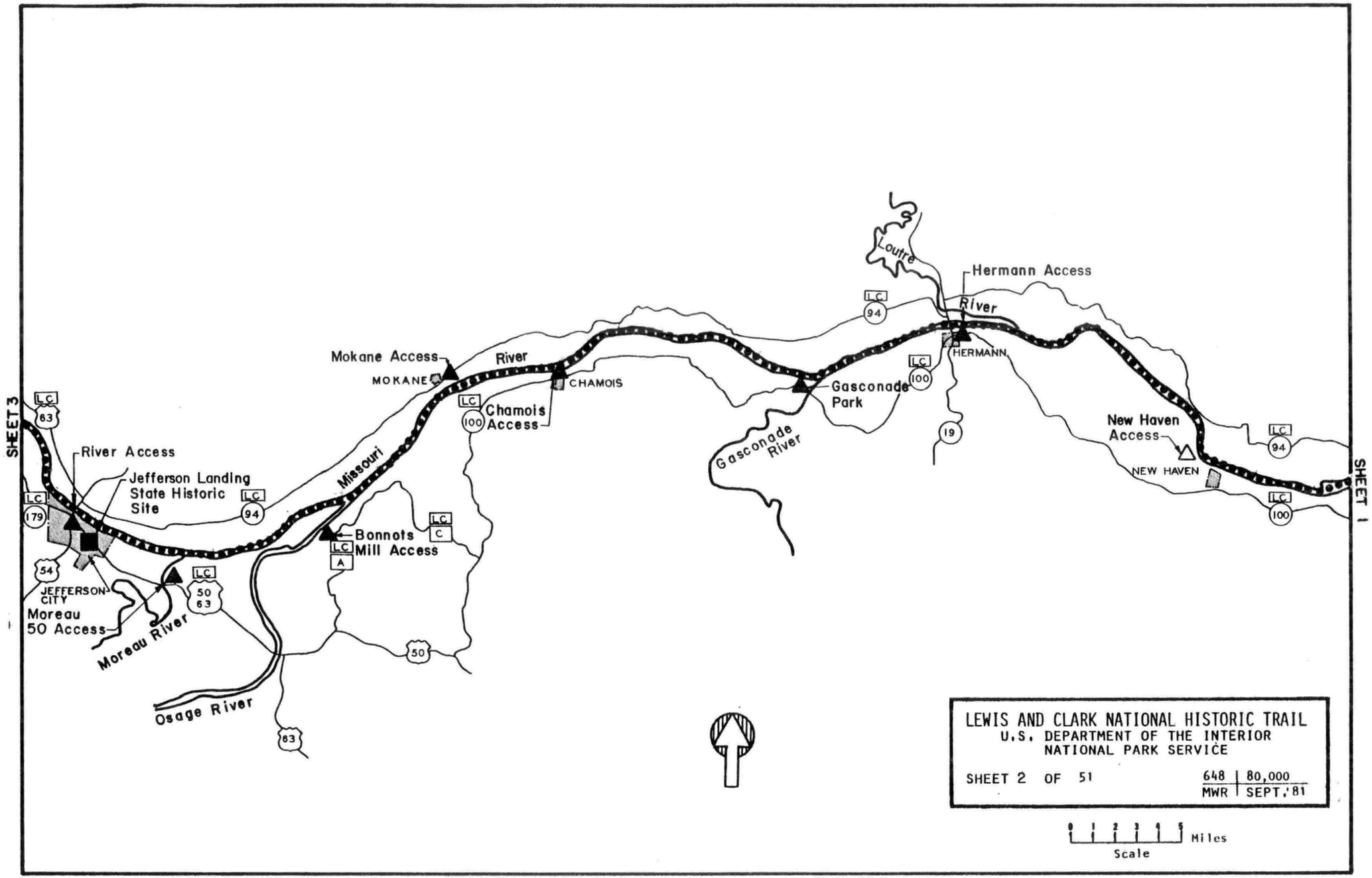
RECREATION OR NATURAL AREA
▲ EXISTING
△ PROPOSED

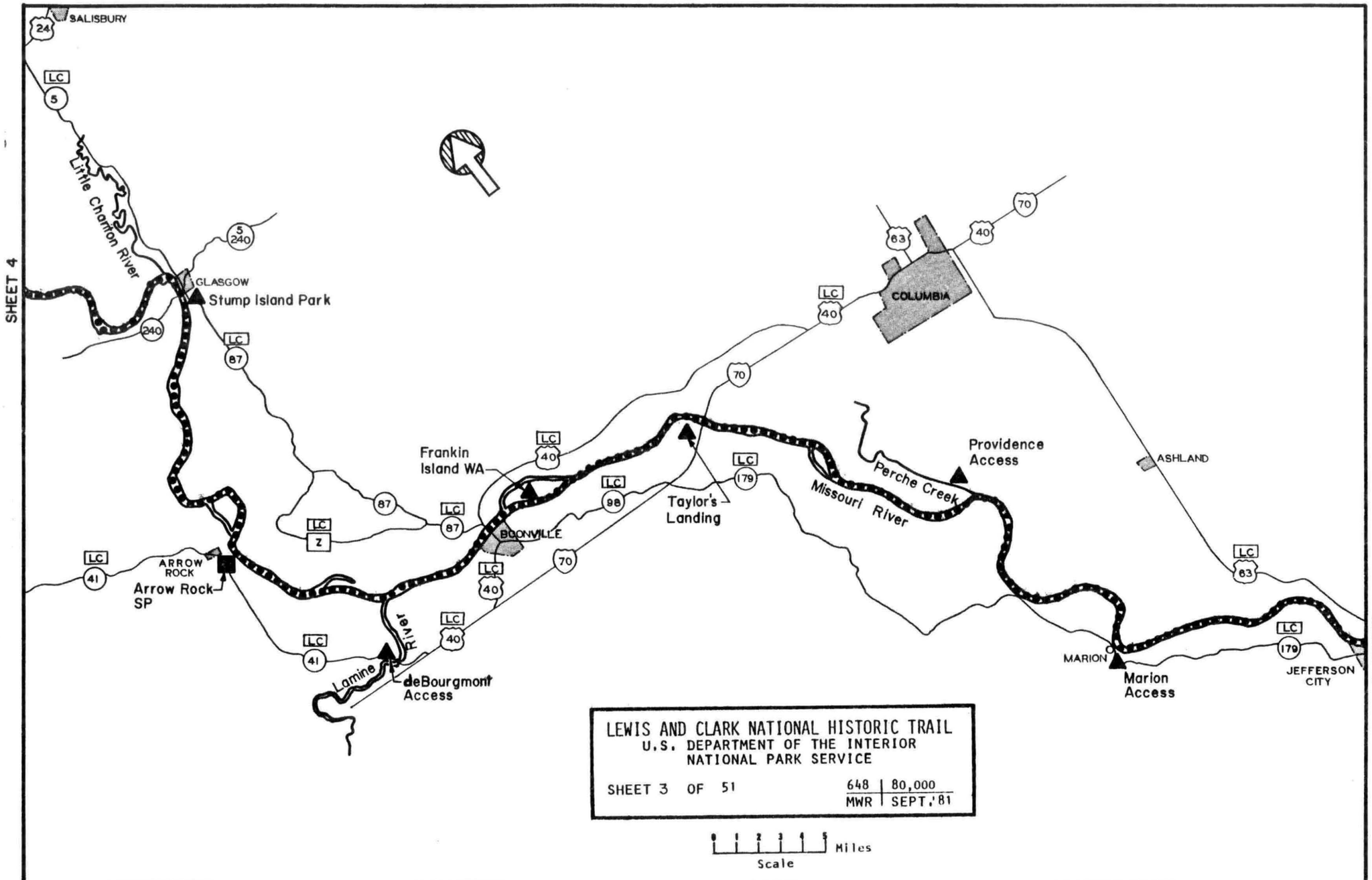
HISTORIC SITE
■ DEVELOPED
□ UNDEVELOPED

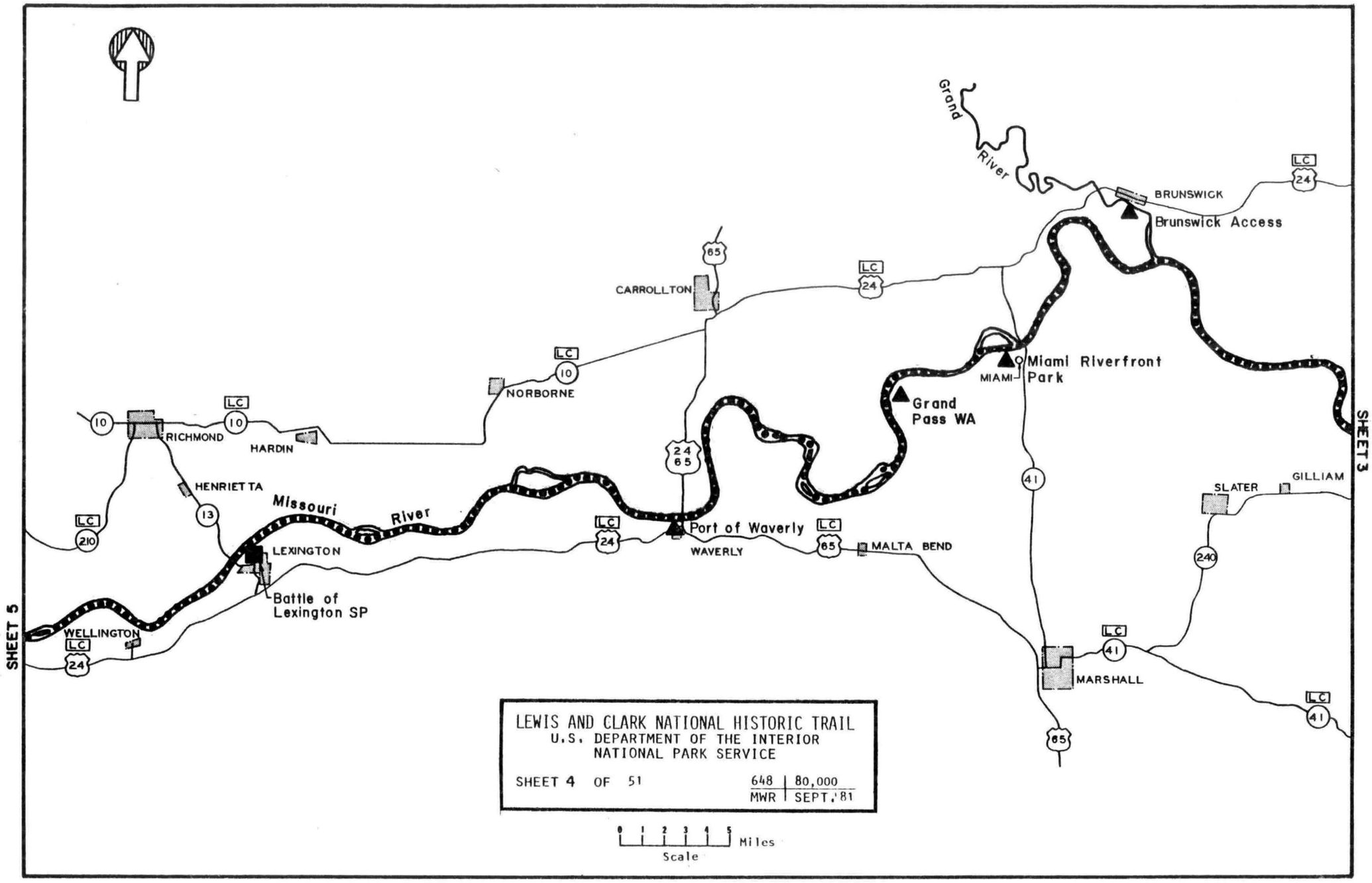
RA	RECREATION AREA
CP	COUNTY PARK
SP	STATE PARK
NHP	NATIONAL HISTORICAL PARK
NHS	NATIONAL HISTORIC SITE
NWR	NATIONAL WILDLIFE REFUGE
WA	WILDLIFE AREA
CG	CAMPGROUND


PACIFIC OCEAN
WASHINGTON
OREGON
IDAHO
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
IOWA
ILLINOIS
KANSAS
MISSOURI
Columbia River
Snake River
Yellowstone River
Missouri River
Mississippi River
FORT CLATSOP
FORT MANDAN
CAMP WOOD
LEWIS 1806
CLARK 1806
1806
1806


LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 1 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale
SHEET 2
Illinois River
Mississippi River
ILLINOIS
MISSOURI
Pelican Island CP
Sioux Passage CP
St. Stanislaus CP
Fort Bellefontaine CP
Riverfront Park
ST. CHARLES
WEST ALTON
WOOD RIVER
Lewis and Clark SP
Weldon Springs WA
Howell Island WA
Tavern Cave
Washington Marina
WASHINGTON
Missouri River
Bellefontaine Cemetery (Grave of Wm. Clark)
ST. LOUIS
E. ST. LOUIS
Jefferson National Expansion Memorial NHS
LC 94
LC 100
LC T
67
70
40
55
64
44
47
3


SHEET 3
SHEET 1
River Access
Jefferson Landing
State Historic
Site
JEFFERSON
CITY
Moreau
50 Access
Moreau River
Osage River
Missouri
River
Mokane Access
MOKANE
Bonnots
Mill Access
Chamois
Access
CHAMOIS
Gasconade
Park
Gasconade
River
Loutre
Hermann Access
River
HERMANN
New Haven
Access
NEW HAVEN
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 2 OF 51
648 | 80,000
MWR | SEPT. '81
0 1 2 3 4 5 Miles
Scale


SALISBURY
24
LC
5
Little Chariton River
5
240
GLASGOW
Stump Island Park
240
LC
87
SHEET 4
LC
Z
87
87
LC
41
ARROW ROCK
Arrow Rock SP
LC
41
Lamine River
LC
40
Frankin Island WA
LC
40
BOONVILLE
70
LC
40
LC
98
Taylor's Landing
LC
179
Missouri River
Perche Creek
Providence Access
63
70
40
COLUMBIA
LC
40
70
ASHLAND
LC
63
MARION
Marion Access
LC
179
JEFFERSON CITY
SHEET 2
deBourgmont Access
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 3 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale

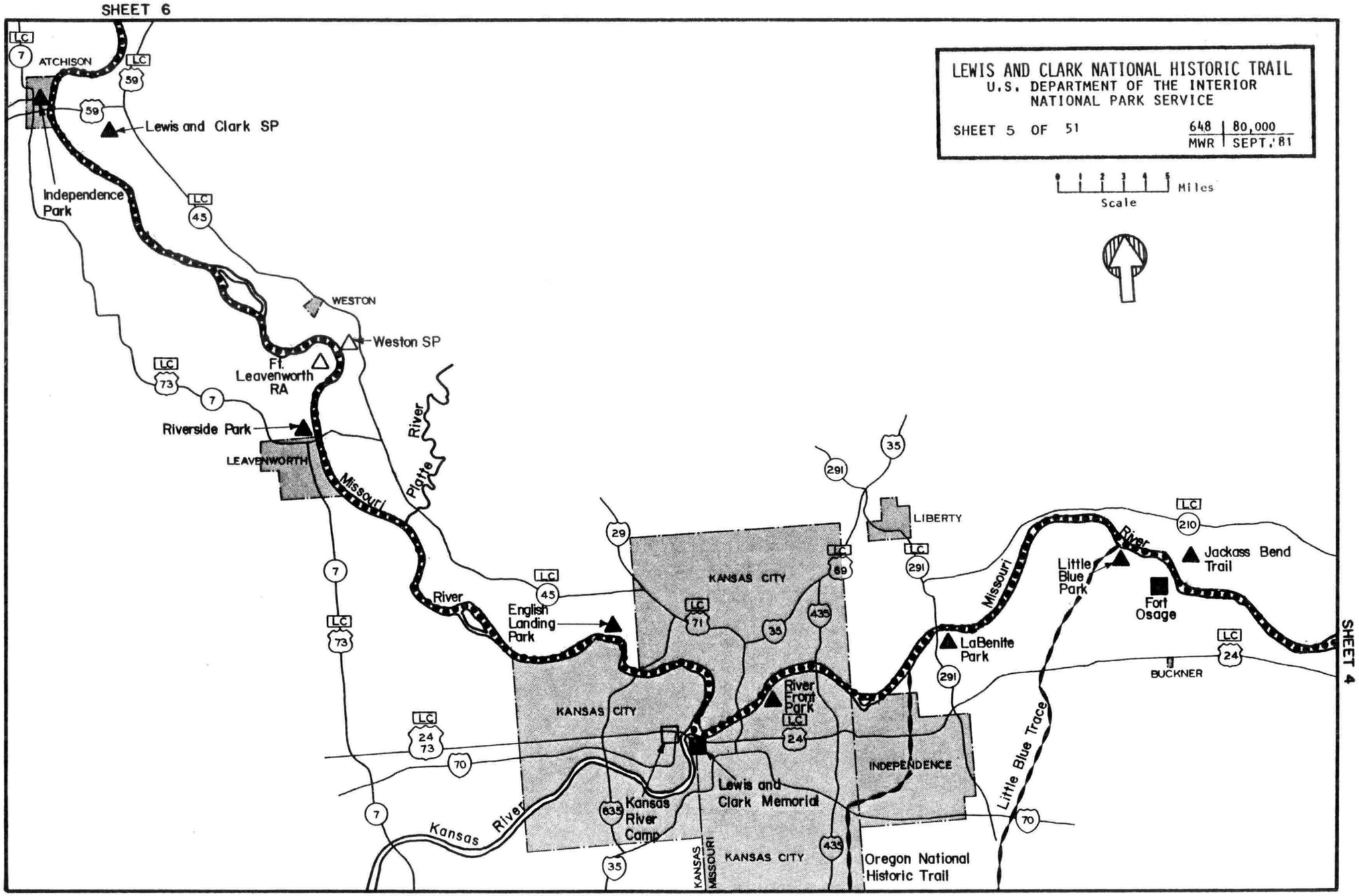


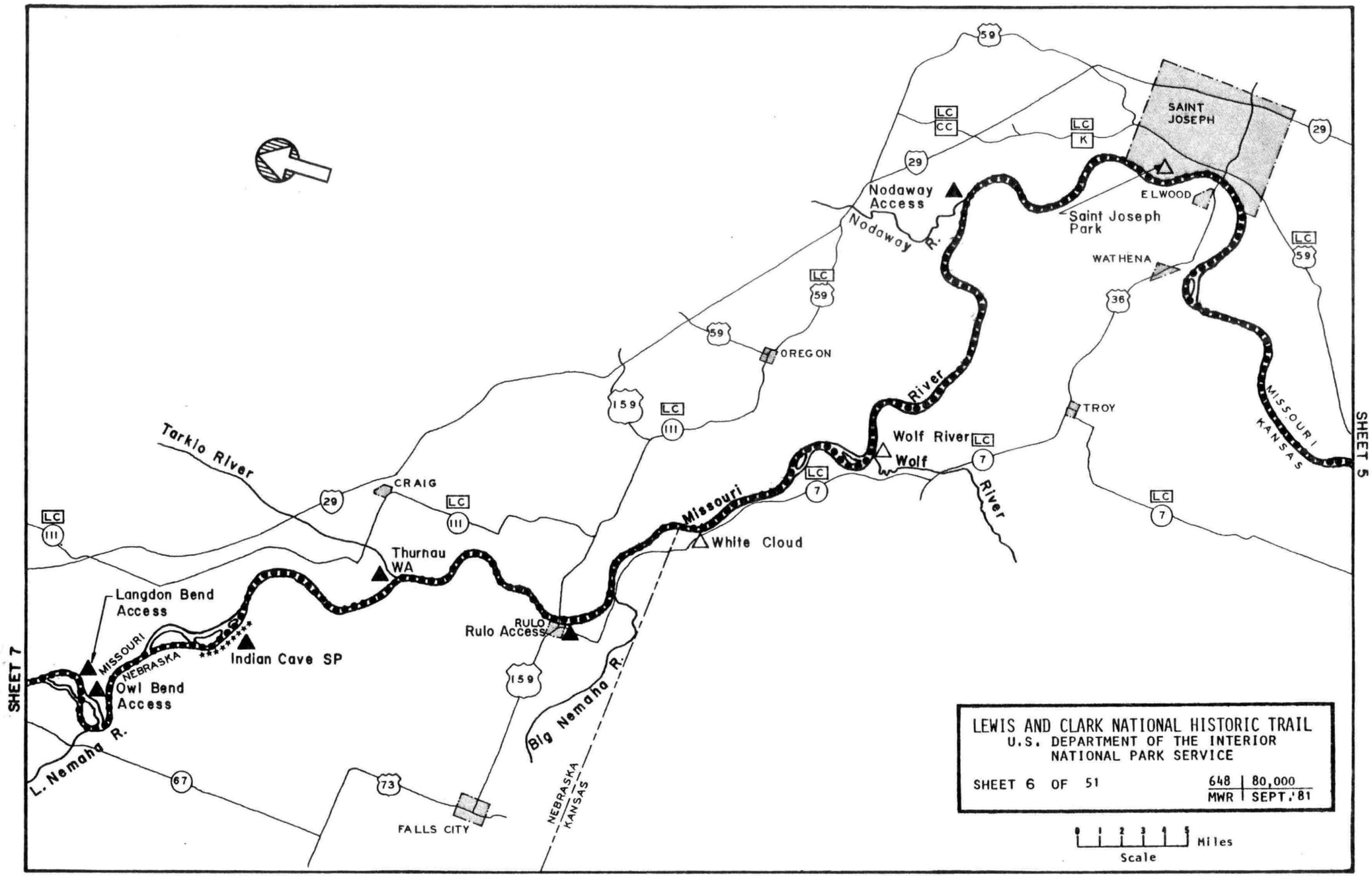
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

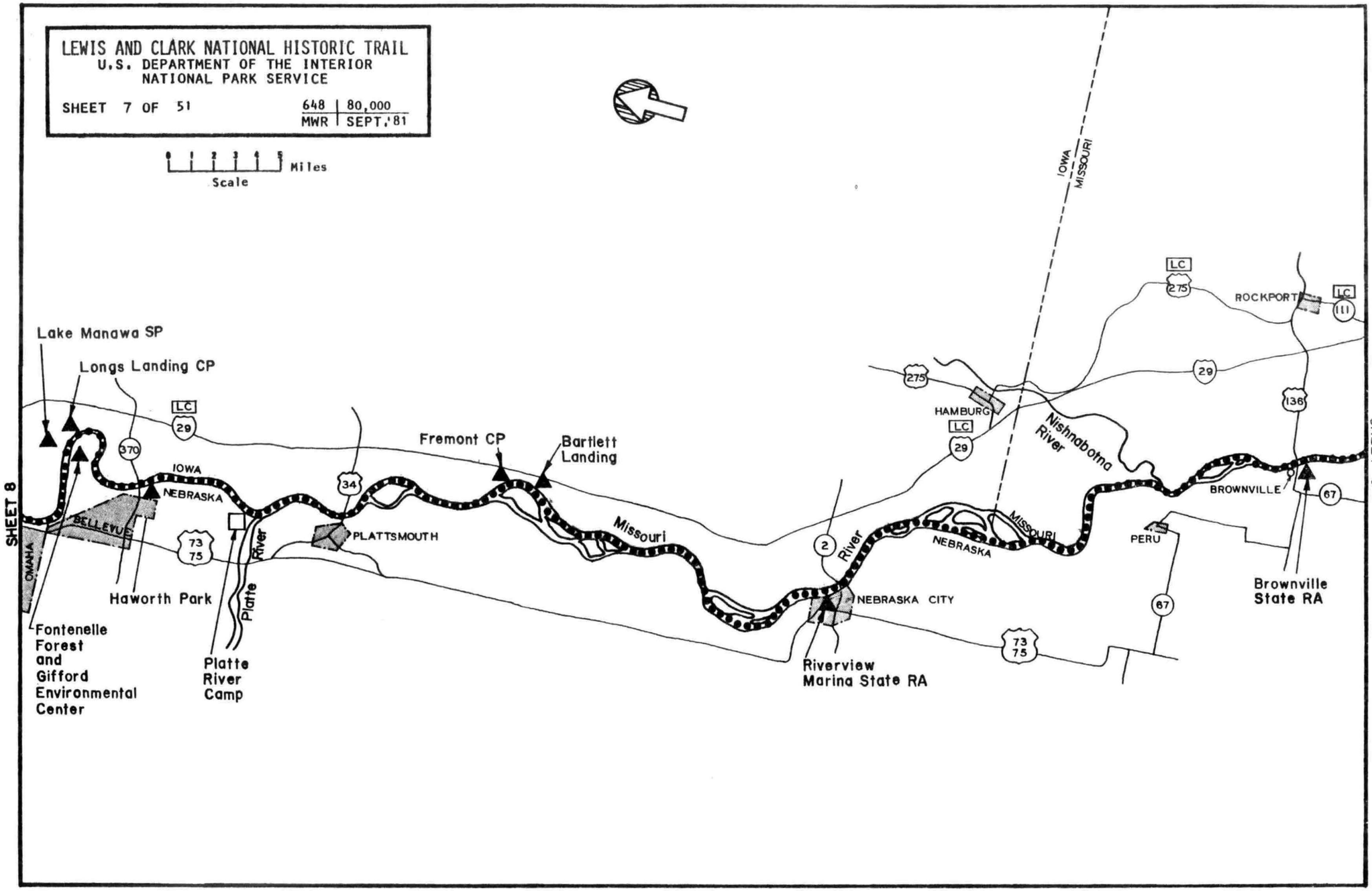
SHEET 4 OF 51

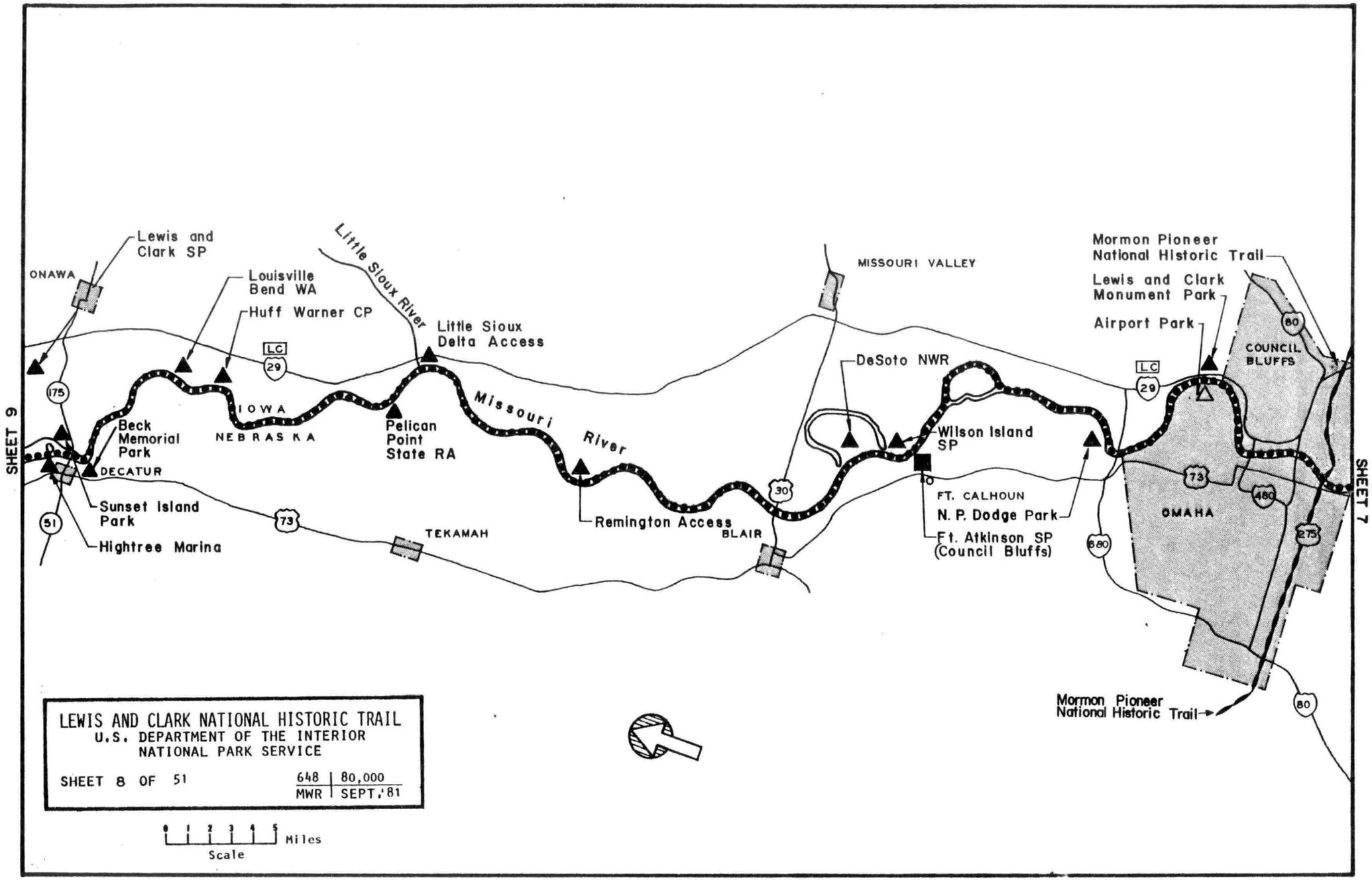
648	80,000
MWR	SEPT.'81

0 1 2 3 4 5 Miles
Scale


SHEET 6
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 5 OF 51
648 | 80,000
MWR | SEPT.'81
Miles
Scale
ATCHISON
Lewis and Clark SP
Independence Park
WESTON
Weston SP
Ft. Leavenworth RA
Riverside Park
LEAVENWORTH
Missouri River
Platte River
English Landing Park
KANSAS CITY
LIBERTY
River Front Park
Lewis and Clark Memorial
Kansas River Camp
Kansas River
INDEPENDENCE
Oregon National Historic Trail
Little Blue Trace
Little Blue Park
Jackass Bend Trail
Fort Osage
LaBenite Park
BUCKNER
SHEET 4


SAINT JOSEPH
Nodaway Access
Nodaway R.
Saint Joseph Park
ELWOOD
WATHENA
OREGON
TROY
Missouri River
MISSOURI
KANSAS
Wolf River
Wolf River
White Cloud
Tarkio River
CRAIG
Thurnau WA
Langdon Bend Access
MISSOURI
NEBRASKA
Indian Cave SP
Owl Bend Access
L. Nemaha R.
RULO
Rulo Access
Big Nemaha R.
NEBRASKA
KANSAS
FALLS CITY
SHEET 7
SHEET 5
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 6 OF 51
648 | 80,000
MWR | SEPT. '81
Miles
Scale


LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 7 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale
SHEET 8
SHEET 6
IOWA
MISSOURI
Lake Manawa SP
Longs Landing CP
LC
29
370
IOWA
NEBRASKA
BELLEVUE
OMAHA
Haworth Park
Fontenelle Forest and Gifford Environmental Center
73
75
Platte River
Platte River Camp
34
PLATTSMOUTH
Fremont CP
Bartlett Landing
Missouri
2
River
NEBRASKA CITY
Riverview Marina State RA
275
HAMBURG
LC
29
Nishnabotna River
MISSOURI
NEBRASKA
PERU
67
73
75
LC
275
ROCKPORT
LC
111
29
136
BROWNVILLE
67
Brownville State RA

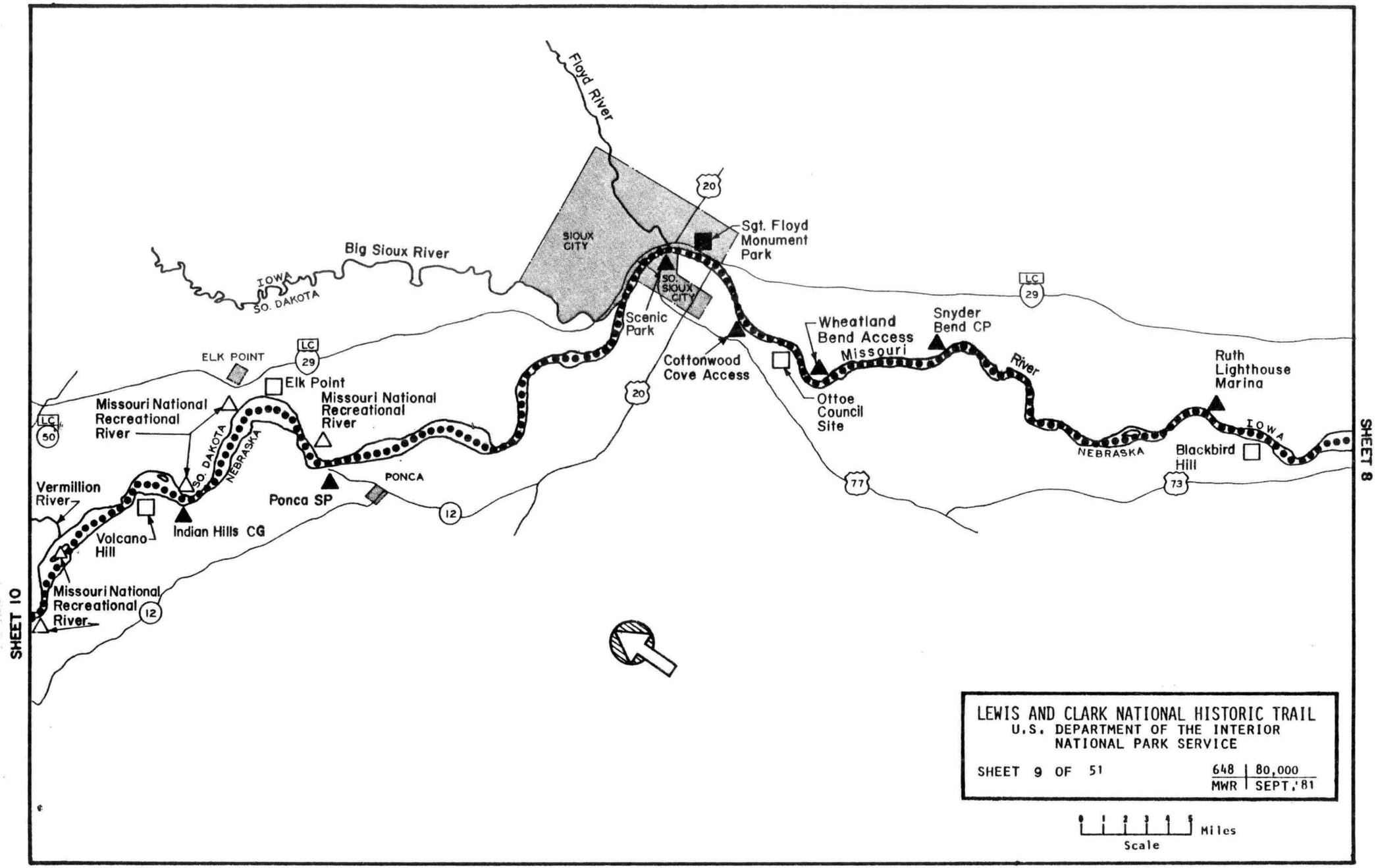


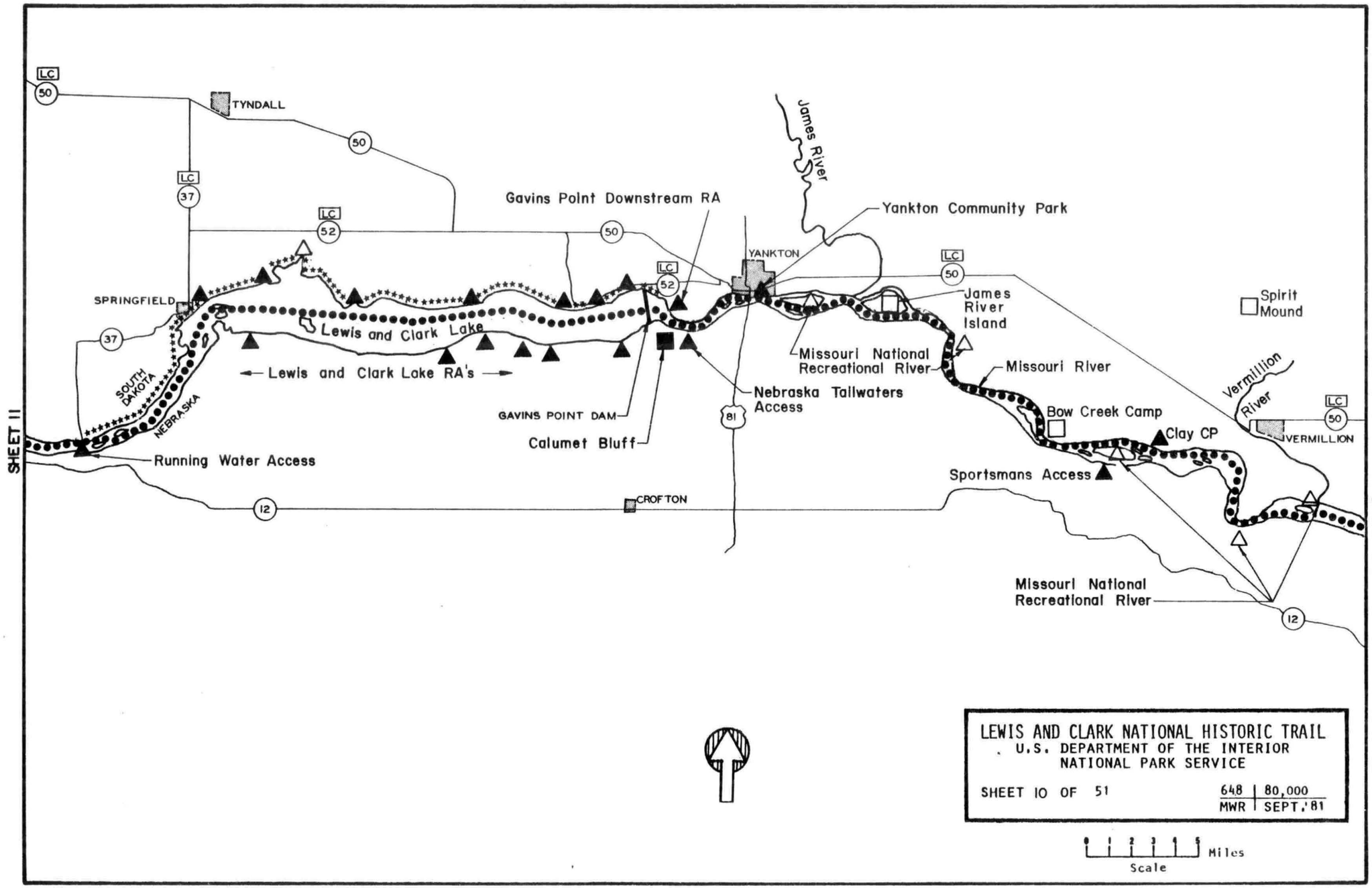
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

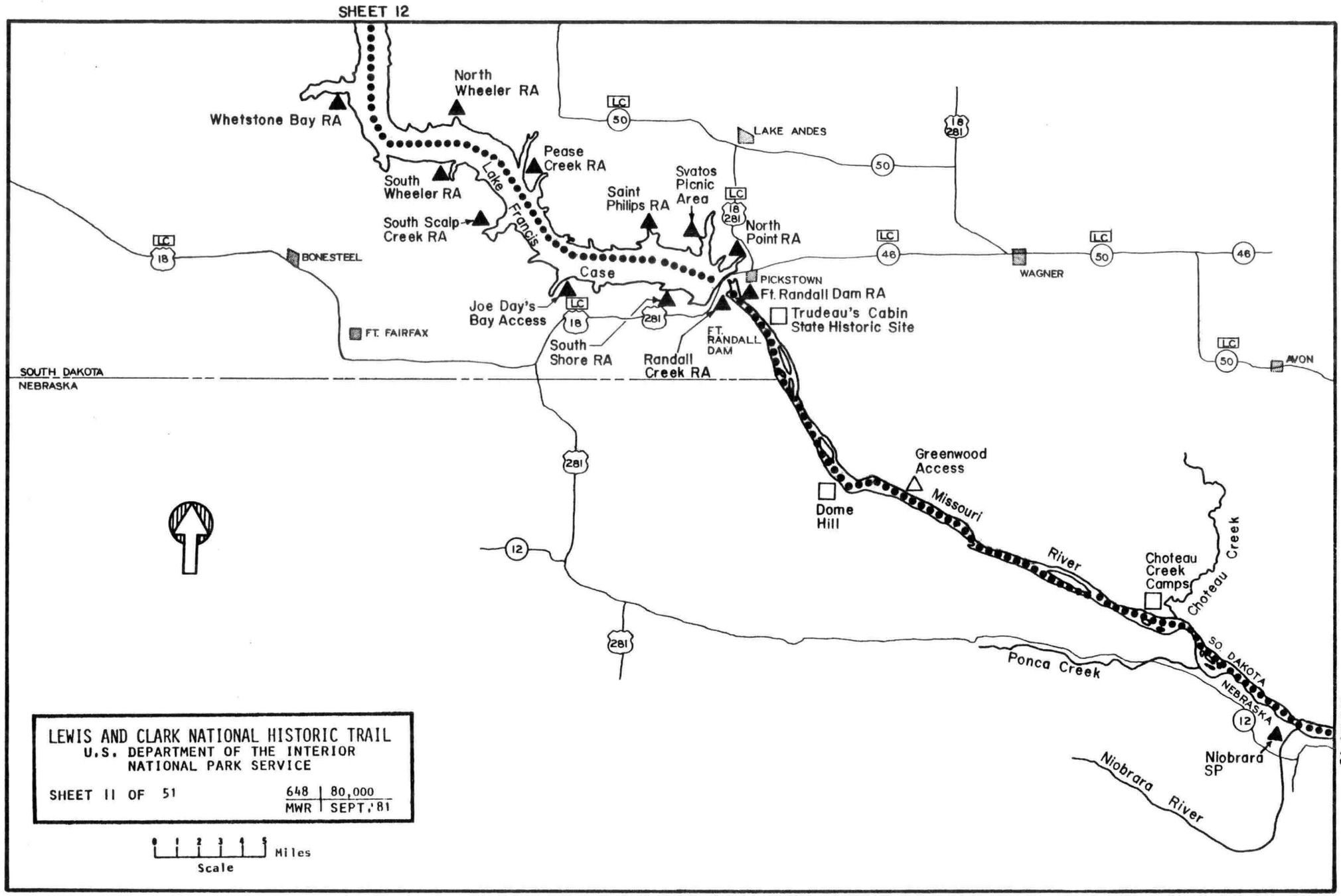
SHEET 8 OF 51

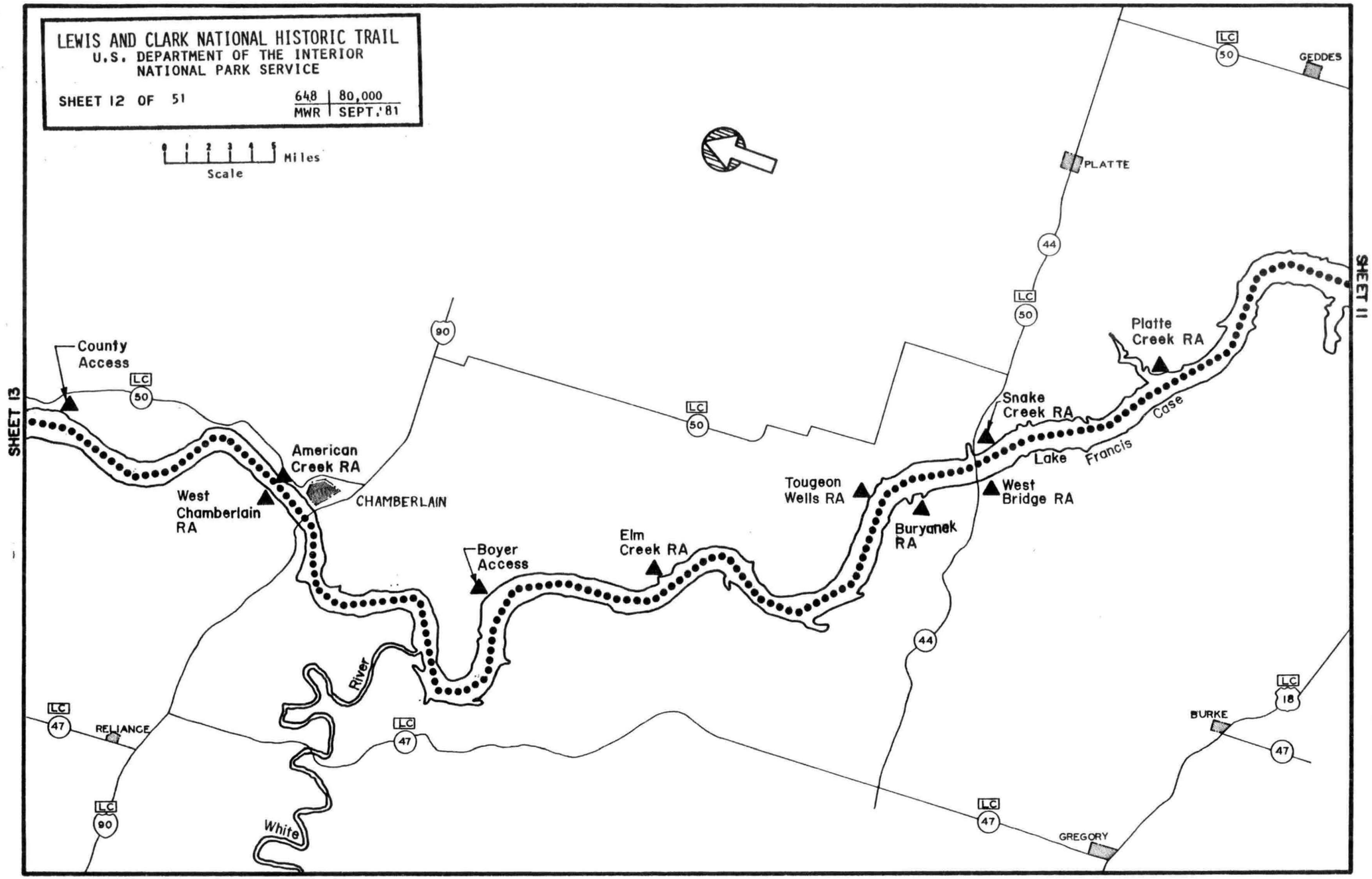
648 | 80,000
MWR | SEPT.'81

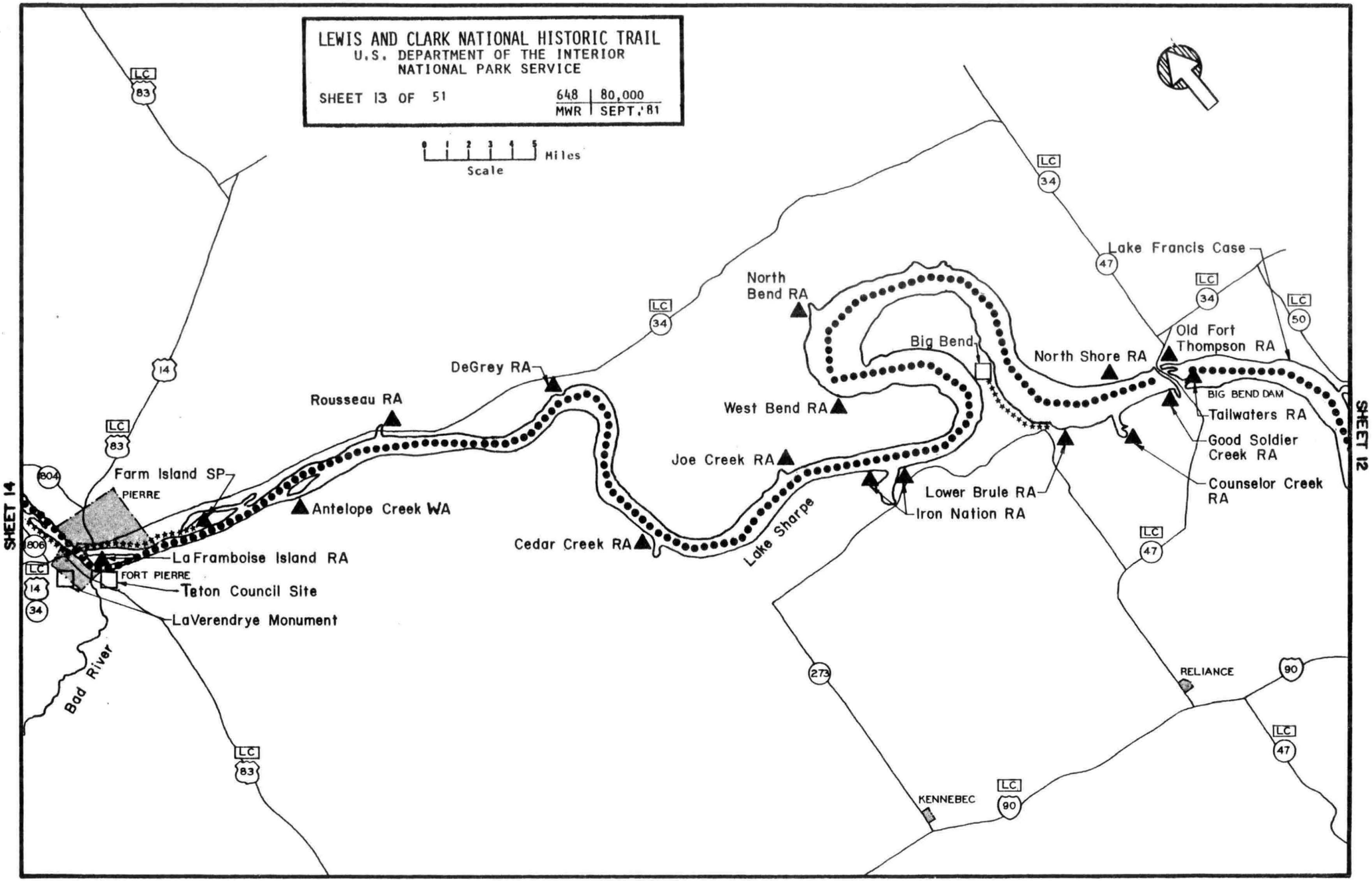
0 1 2 3 4 5 Miles
Scale

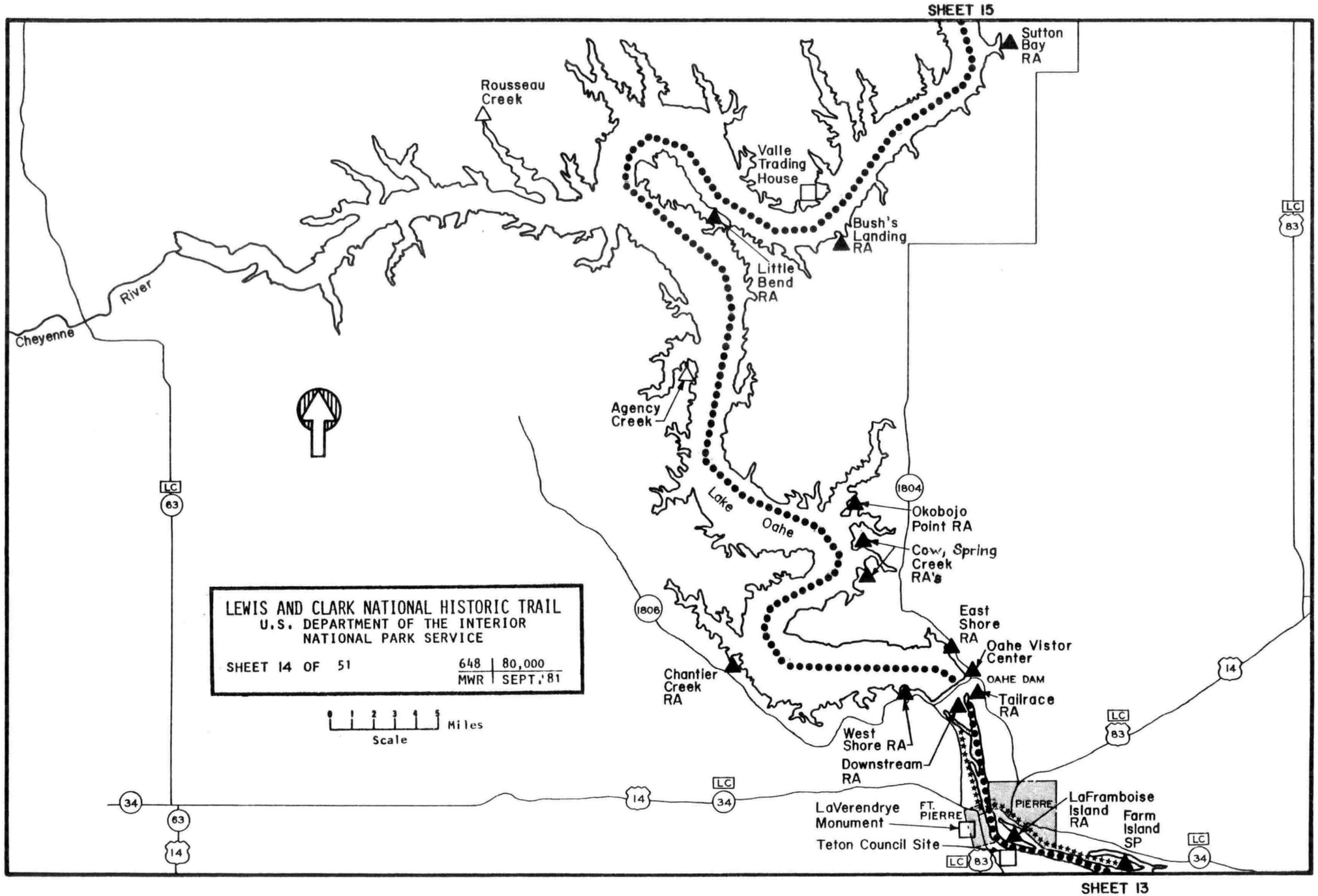

Floyd River
Big Sioux River
IOWA
SO. DAKOTA
SIOUX CITY
Sgt. Floyd Monument Park
SO. SIOUX CITY
Scenic Park
Cottonwood Cove Access
Wheatland Bend Access
Missouri River
Snyder Bend CP
Ruth Lighthouse Marina
Ottoe Council Site
NEBRASKA
IOWA
Blackbird Hill
ELK POINT
Elk Point
Missouri National Recreational River
Missouri National Recreational River
SO. DAKOTA
NEBRASKA
PONCA
Ponca SP
Vermillion River
Volcano Hill
Indian Hills CG
Missouri National Recreational River
SHEET 10
SHEET 8
LC 29
LC 50
20
12
77
73
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 9 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale

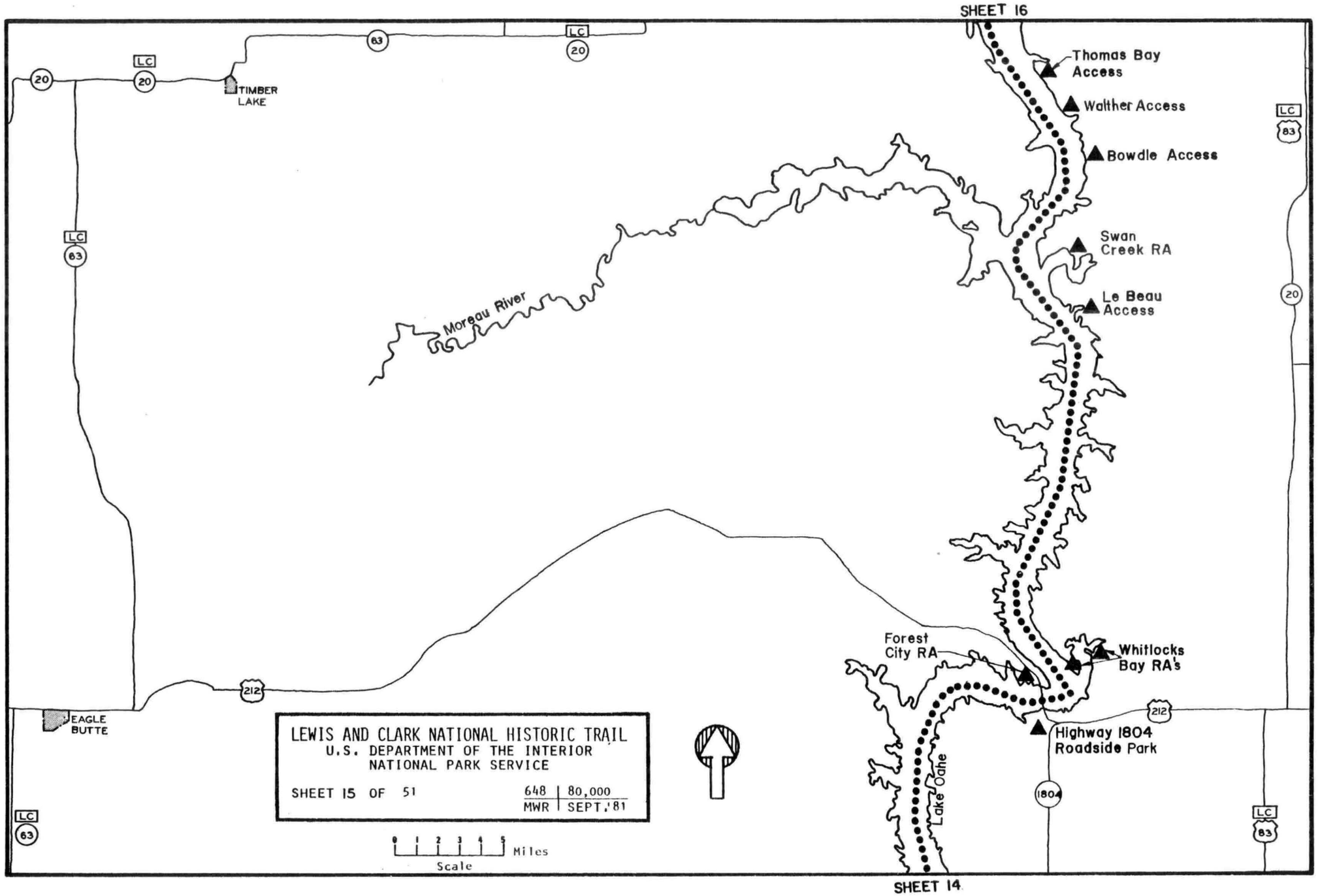

LC
50
TYNDALL
50
LC
37
LC
52
Gavins Point Downstream RA
50
James River
Yankton Community Park
YANKTON
LC
52
LC
50
SPRINGFIELD
37
Lewis and Clark Lake
Lewis and Clark Lake RA's
James River Island
Spirit Mound
Missouri National Recreational River
Missouri River
SOUTH DAKOTA
NEBRASKA
GAVINS POINT DAM
Calumet Bluff
81
Nebraska Tailwaters Access
Vermillion River
LC
50
Bow Creek Camp
Clay CP
VERMILLION
Running Water Access
Sportsmans Access
CROFTON
12
Missouri National Recreational River
12
SHEET 11
SHEET 9
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 10 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale

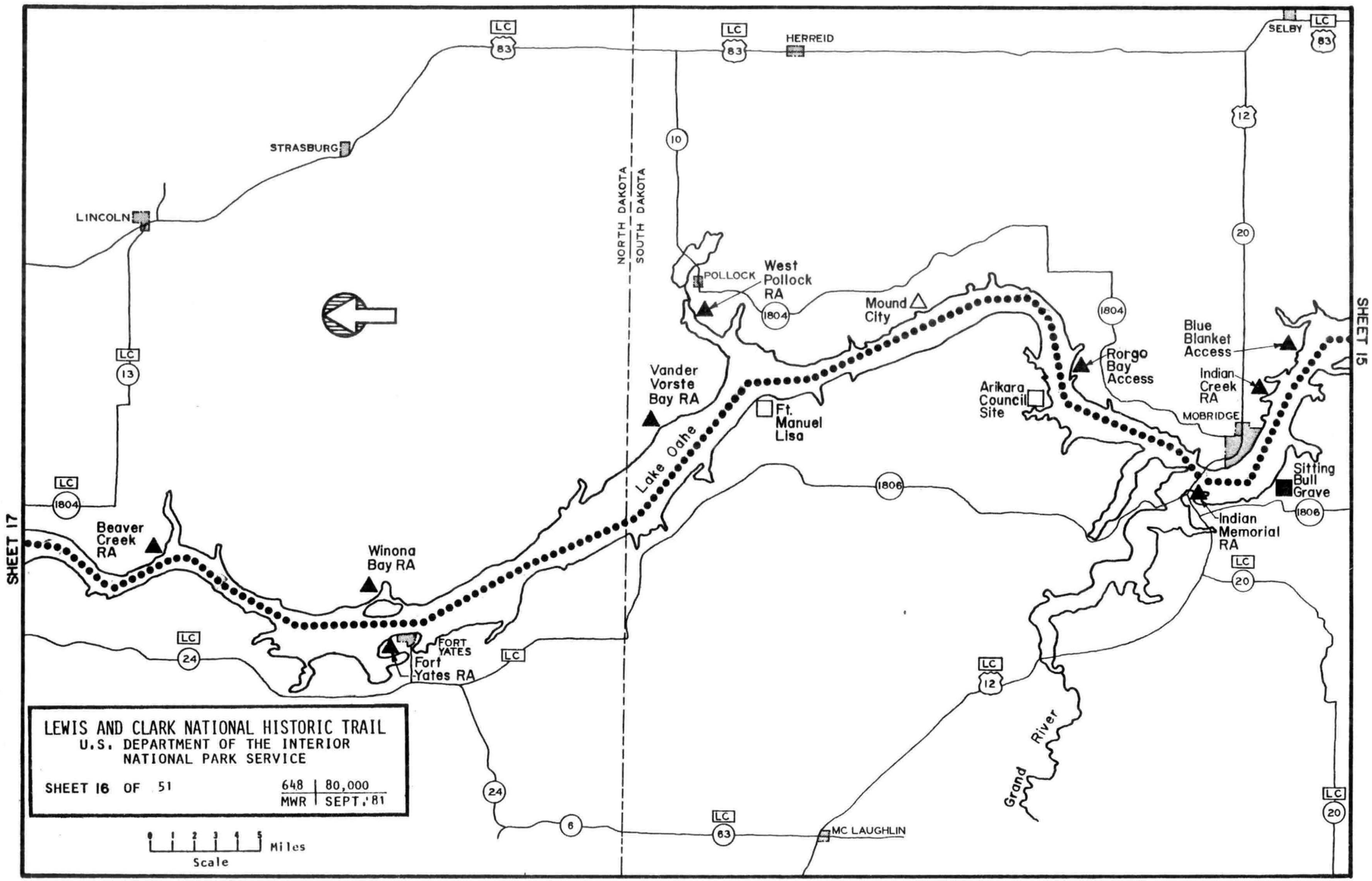

SHEET 12
North Wheeler RA
Whetstone Bay RA
Pease Creek RA
South Wheeler RA
Lake Francis Case
Saint Philips RA
Svatos Picnic Area
South Scalp Creek RA
North Point RA
LAKE ANDES
BONESTEEL
PICKSTOWN
Ft. Randall Dam RA
Trudeau's Cabin State Historic Site
WAGNER
AVON
Joe Day's Bay Access
South Shore RA
Randall Creek RA
FT. RANDALL DAM
FT. FAIRFAX
SOUTH DAKOTA
NEBRASKA
Greenwood Access
Dome Hill
Missouri River
Choteau Creek
Choteau Creek Camps
SO. DAKOTA
NEBRASKA
Ponca Creek
Niobrara SP
Niobrara River
SHEET 10
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 11 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale

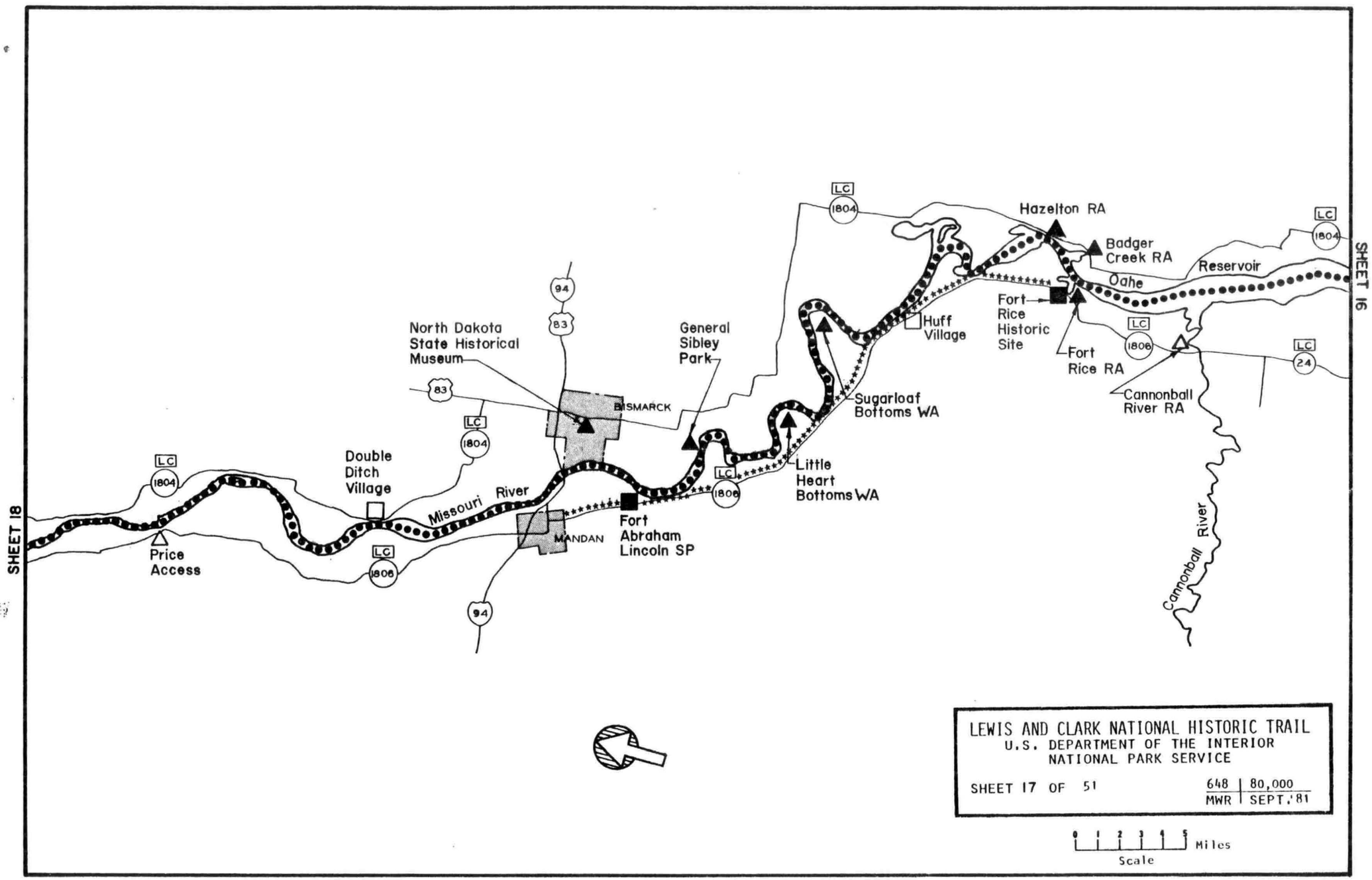

LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 12 OF 51
648 | 80,000
MWR | SEPT. '81
0 1 2 3 4 5 Miles
Scale
SHEET 13
SHEET 11
County Access
American Creek RA
West Chamberlain RA
CHAMBERLAIN
Boyer Access
Elm Creek RA
Tougeon Wells RA
Buryanek RA
West Bridge RA
Snake Creek RA
Lake Francis Case
Platte Creek RA
PLATTE
GEDDES
RELIANCE
BURKE
GREGORY
White River
LC 50
LC 47
LC 90
LC 18
44

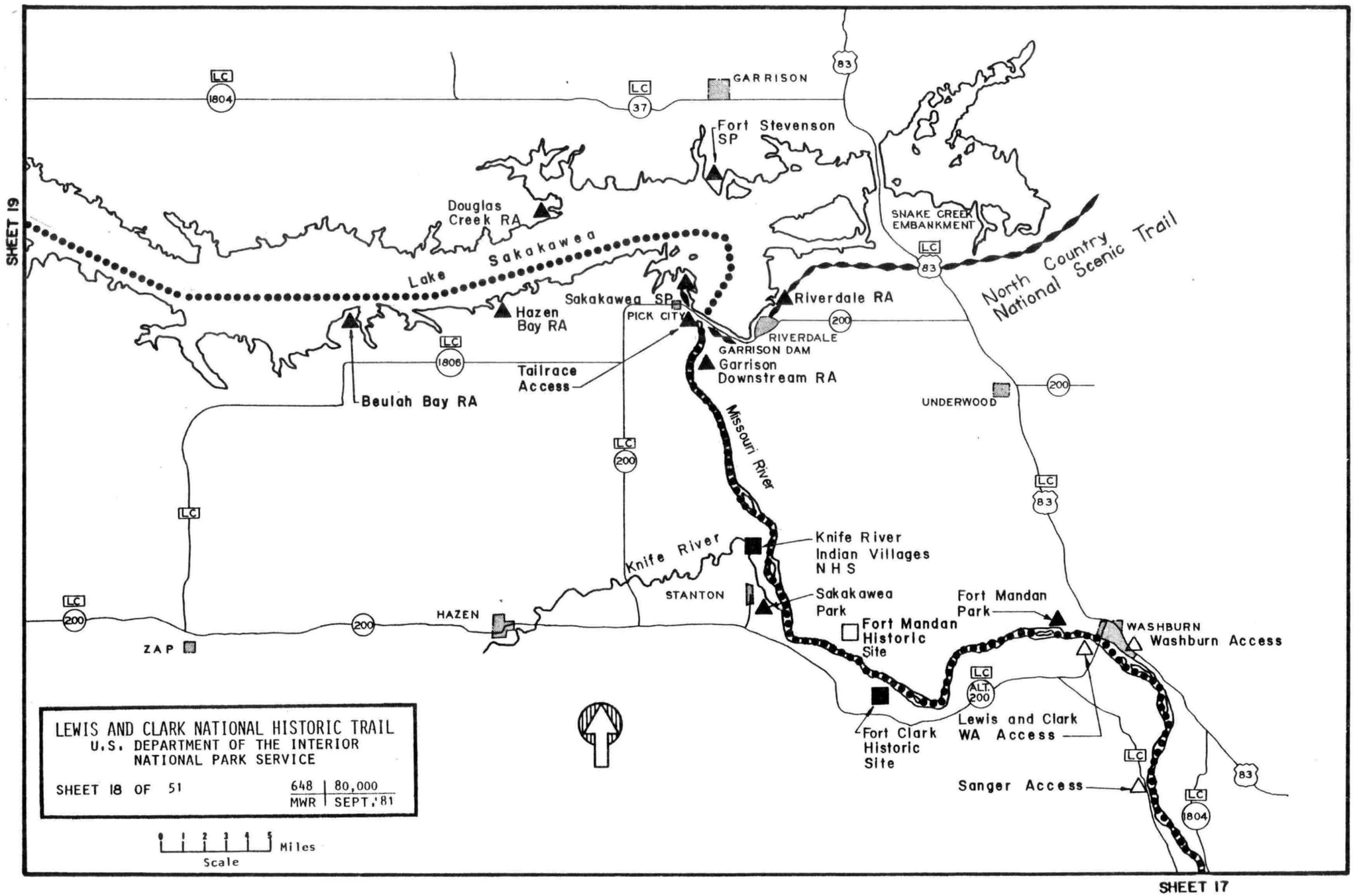

LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 13 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale
SHEET 14
SHEET 12
LC 83
14
804
806
LC 14 34
PIERRE
FORT PIERRE
Farm Island SP
Antelope Creek WA
La Framboise Island RA
Teton Council Site
LaVerendrye Monument
Bad River
LC 83
Rousseau RA
DeGrey RA
LC 34
Cedar Creek RA
Joe Creek RA
West Bend RA
North Bend RA
Big Bend
Lake Sharpe
Lower Brule RA
Iron Nation RA
LC 34
Lake Francis Case
47
LC 34
LC 50
Old Fort Thompson RA
North Shore RA
BIG BEND DAM
Tailwaters RA
Good Soldier Creek RA
Counselor Creek RA
LC 47
273
RELIANCE
90
LC 47
KENNEBEC
LC 90

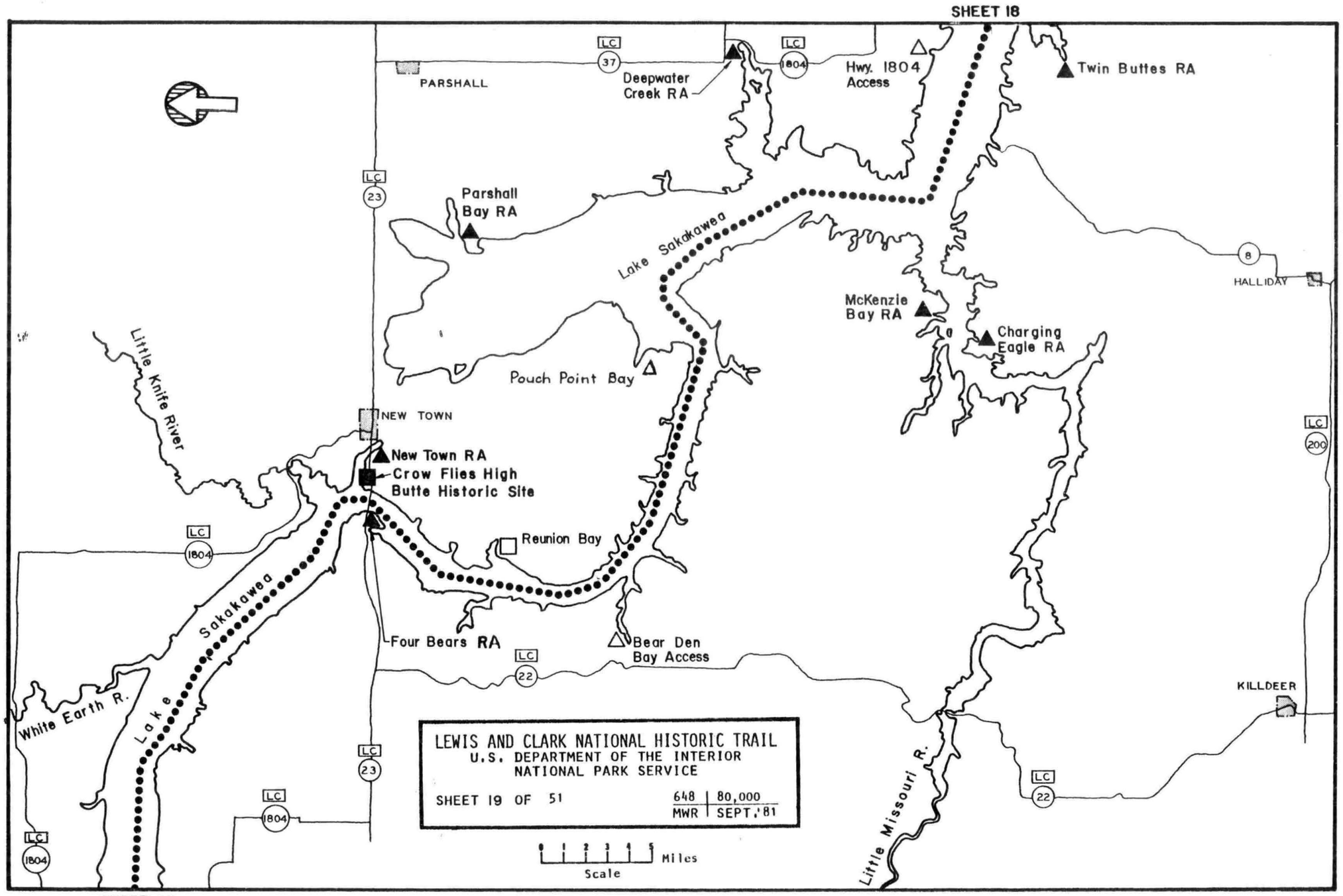

SHEET 15
Sutton Bay RA
Rousseau Creek
Valle Trading House
Bush's Landing RA
Little Bend RA
Cheyenne River
Agency Creek
Lake Oahe
1804
Okobojo Point RA
Cow, Spring Creek RA's
1806
East Shore RA
Oahe Vistor Center
OAHE DAM
Tailrace RA
Chantier Creek RA
West Shore RA
Downstream RA
LaVerendrye Monument
FT. PIERRE
PIERRE
LaFramboise Island RA
Farm Island SP
Teton Council Site
LC 83
LC 63
14
34
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 14 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale
SHEET 13

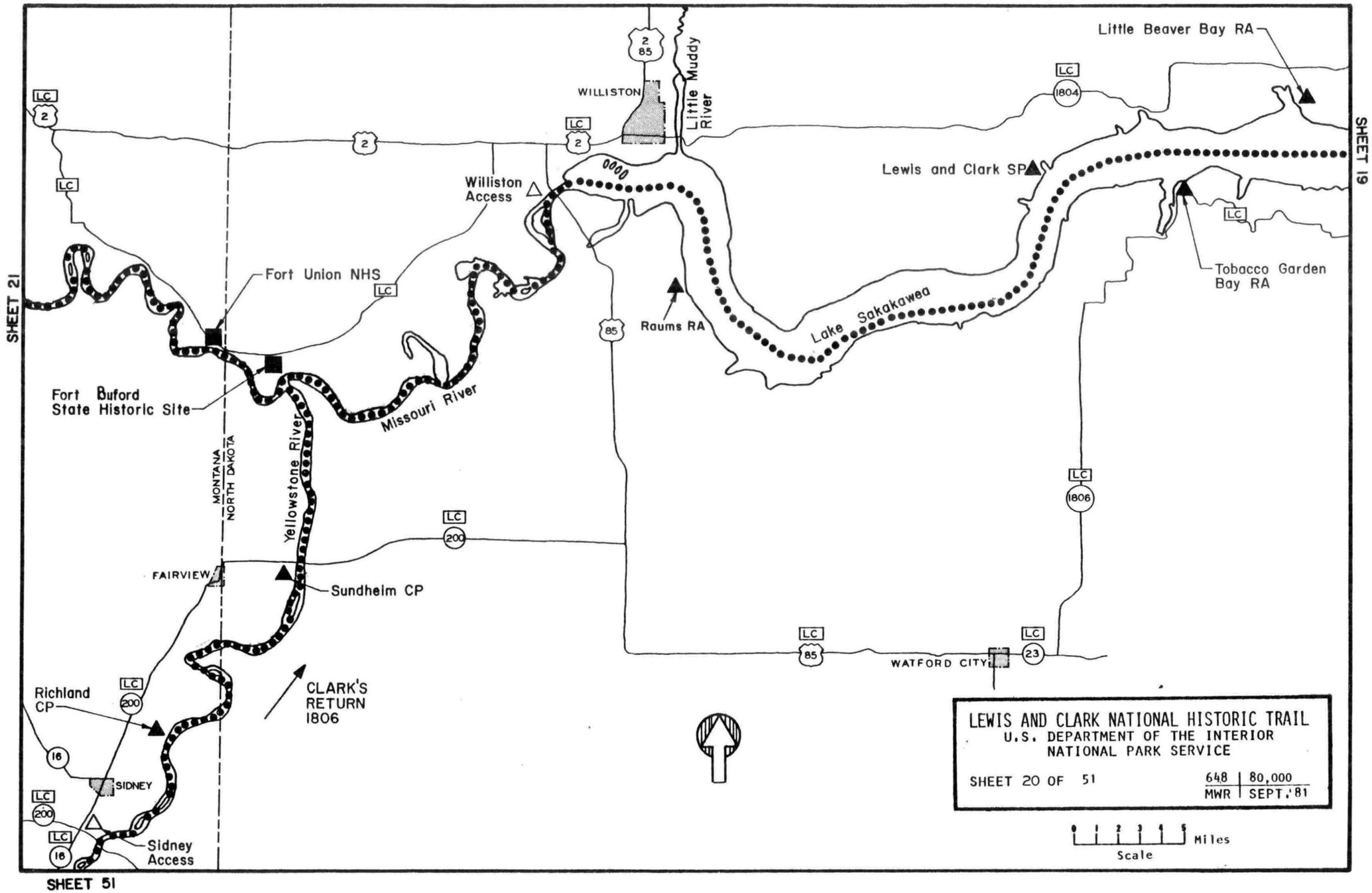

SHEET 16
Thomas Bay Access
Walther Access
Bowdle Access
Swan Creek RA
Le Beau Access
Moreau River
TIMBER LAKE
EAGLE BUTTE
Forest City RA
Whitlocks Bay RA's
Highway 1804 Roadside Park
Lake Oahe
SHEET 14
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 15 OF 51
648 | 80,000
MWR | SEPT. '81
Scale
Miles

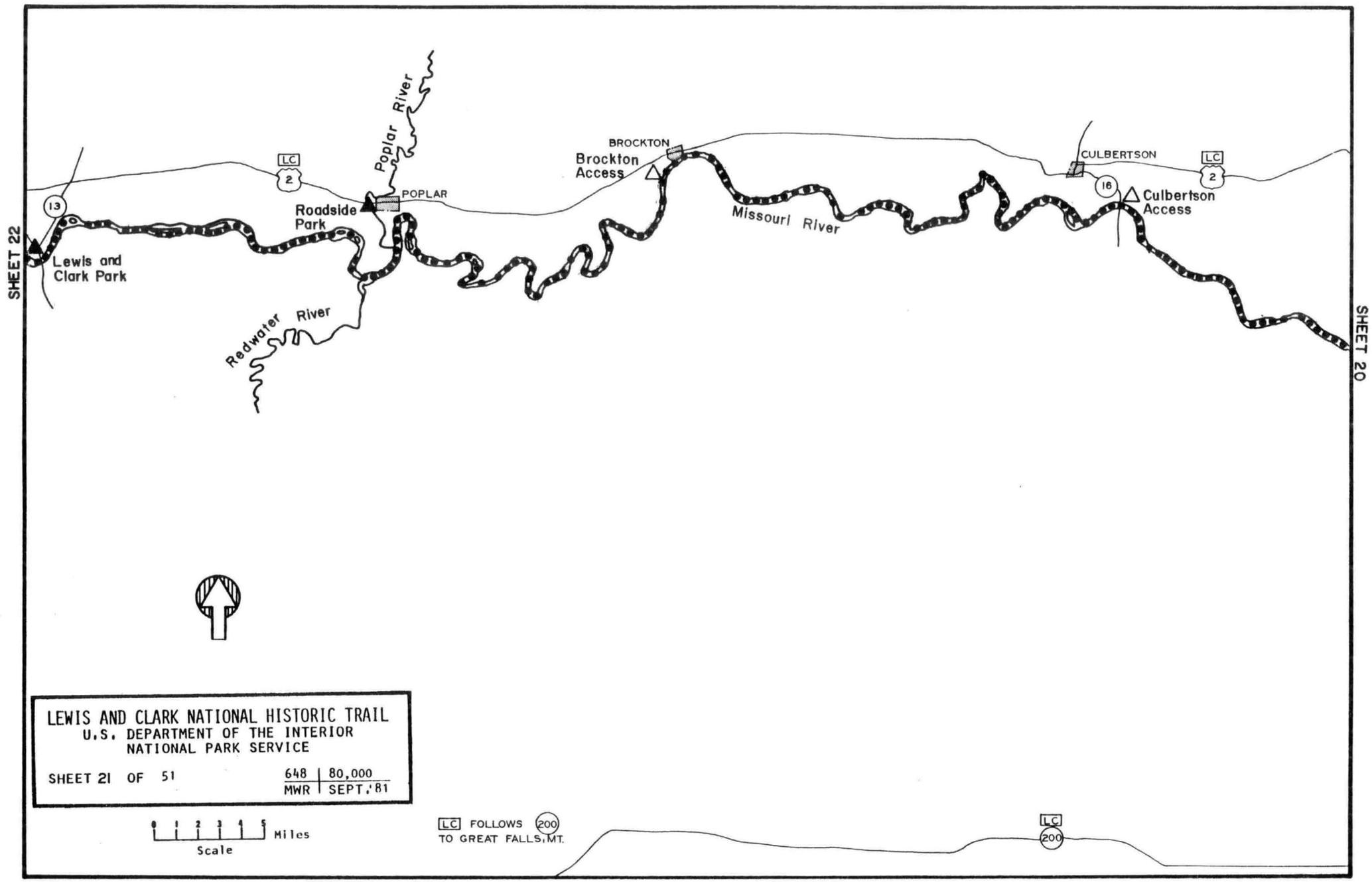

LC 83
HERREID
SELBY
STRASBURG
LINCOLN
NORTH DAKOTA
SOUTH DAKOTA
10
12
20
POLLOCK
West Pollock RA
1804
Mound City
Rorgo Bay Access
Blue Blanket Access
Indian Creek RA
MOBRIDGE
Arikara Council Site
Vander Vorste Bay RA
Ft. Manuel Lisa
Lake Oahe
LC 13
LC 1804
1806
Sitting Bull Grave
Indian Memorial RA
Beaver Creek RA
Winona Bay RA
FORT YATES
Fort Yates RA
LC 24
LC 12
LC 20
Grand River
6
LC 63
MC LAUGHLIN
SHEET 17
SHEET 15
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 16 OF 51
648 | 80,000
MWR | SEPT. '81
0 1 2 3 4 5 Miles
Scale

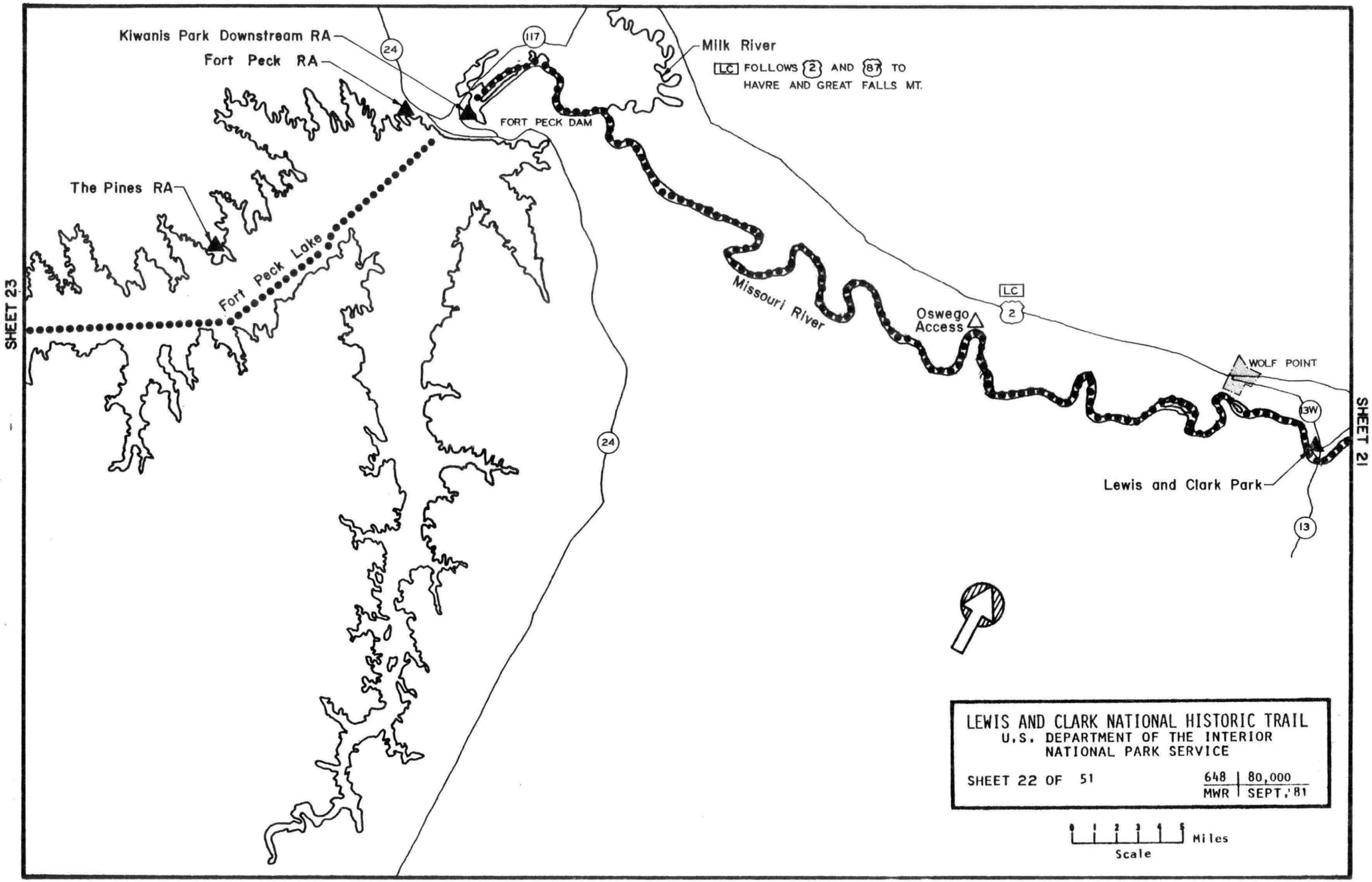

SHEET 18
SHEET 16
Price Access
Double Ditch Village
Missouri River
North Dakota State Historical Museum
BISMARCK
MANDAN
General Sibley Park
Fort Abraham Lincoln SP
Little Heart Bottoms WA
Sugarloaf Bottoms WA
Huff Village
Fort Rice Historic Site
Hazelton RA
Badger Creek RA
Oahe Reservoir
Fort Rice RA
Cannonball River RA
Cannonball River
LC 1804
LC 1806
94
83
24
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 17 OF 51
648 | 80,000
MWR | SEPT. '81
0 1 2 3 4 5 Miles
Scale

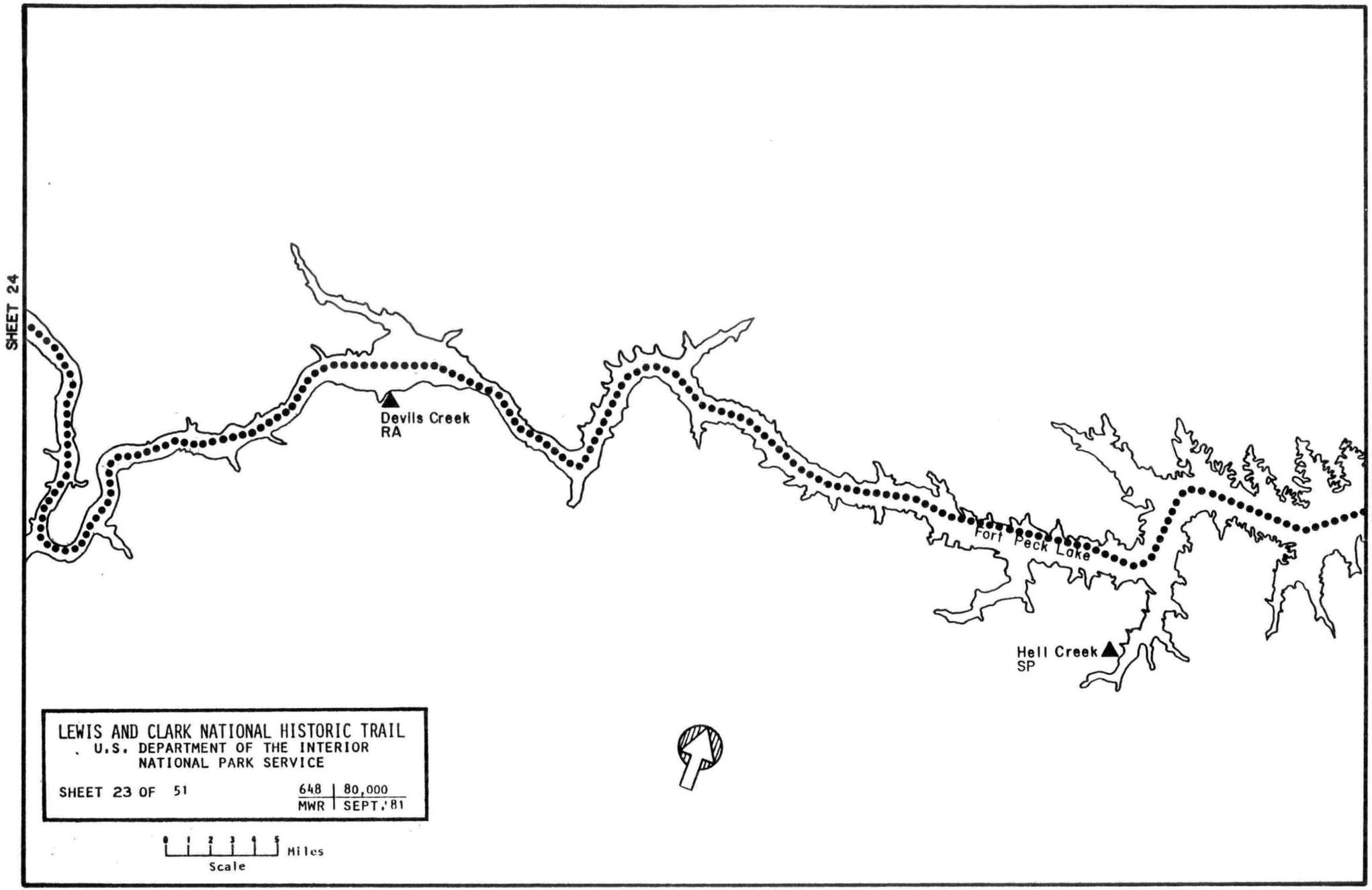

SHEET 19
LC 1804
LC 37
GARRISON
83
Fort Stevenson SP
Douglas Creek RA
SNAKE CREEK EMBANKMENT
LC 83
North Country National Scenic Trail
Lake Sakakawea
Sakakawea SP
Riverdale RA
PICK CITY
200
RIVERDALE
GARRISON DAM
Hazen Bay RA
LC 1806
Tailrace Access
Garrison Downstream RA
Beulah Bay RA
UNDERWOOD
200
Missouri River
LC 200
LC 83
Knife River
Knife River Indian Villages N H S
STANTON
Sakakawea Park
Fort Mandan Park
LC 200
HAZEN
Fort Mandan Historic Site
WASHBURN
Washburn Access
ZAP
LC ALT. 200
Lewis and Clark WA Access
Fort Clark Historic Site
LC
Sanger Access
83
LC 1804
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 18 OF 51
648 MWR
80,000 SEPT.'81
0 1 2 3 4 5 Miles
Scale
SHEET 17

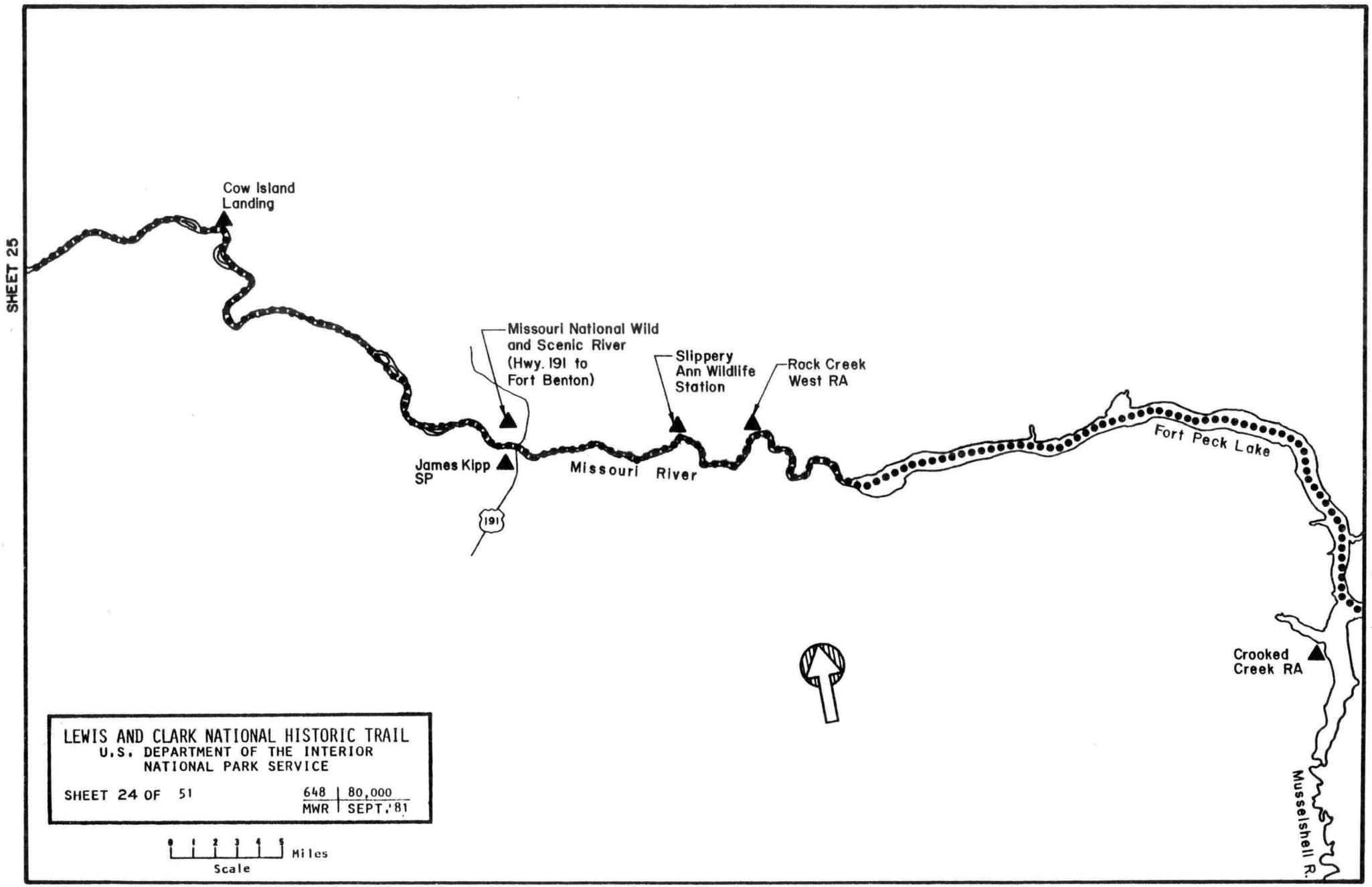

SHEET 18
PARSHALL
LC 37
Deepwater Creek RA
LC 1804
Hwy. 1804 Access
Twin Buttes RA
LC 23
Parshall Bay RA
Lake Sakakawea
8
HALLIDAY
McKenzie Bay RA
Charging Eagle RA
Pouch Point Bay
Little Knife River
NEW TOWN
New Town RA
Crow Flies High Butte Historic Site
LC 200
LC 1804
Reunion Bay
Four Bears RA
Bear Den Bay Access
LC 22
KILLDEER
White Earth R.
Lake Sakakawea
LC 23
LC 1804
LC 1804
LC 22
Little Missouri R.
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 19 OF 51
648 MWR
80,000 SEPT.'81
0 1 2 3 4 5 Miles
Scale
SHEET 20

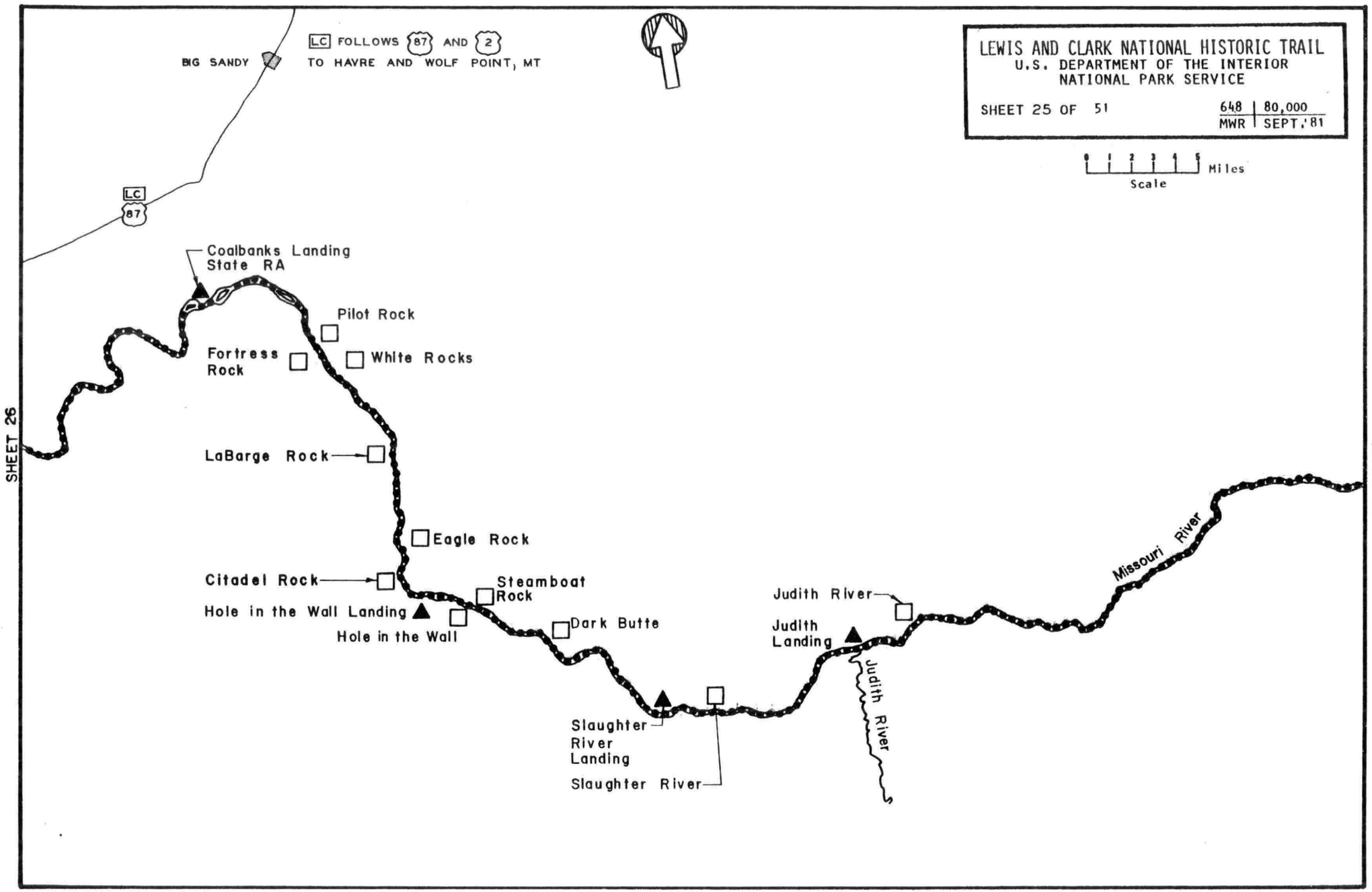

SHEET 21
SHEET 19
SHEET 51
WILLISTON
Little Muddy River
Little Beaver Bay RA
Lewis and Clark SP
Williston Access
Fort Union NHS
Fort Buford State Historic Site
Missouri River
Yellowstone River
MONTANA
NORTH DAKOTA
Raums RA
Lake Sakakawea
Tobacco Garden Bay RA
FAIRVIEW
Sundheim CP
CLARK'S RETURN 1806
Richland CP
SIDNEY
Sidney Access
WATFORD CITY
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 20 OF 51
648 | 80,000
MWR | SEPT. '81
0 1 2 3 4 5 Miles
Scale

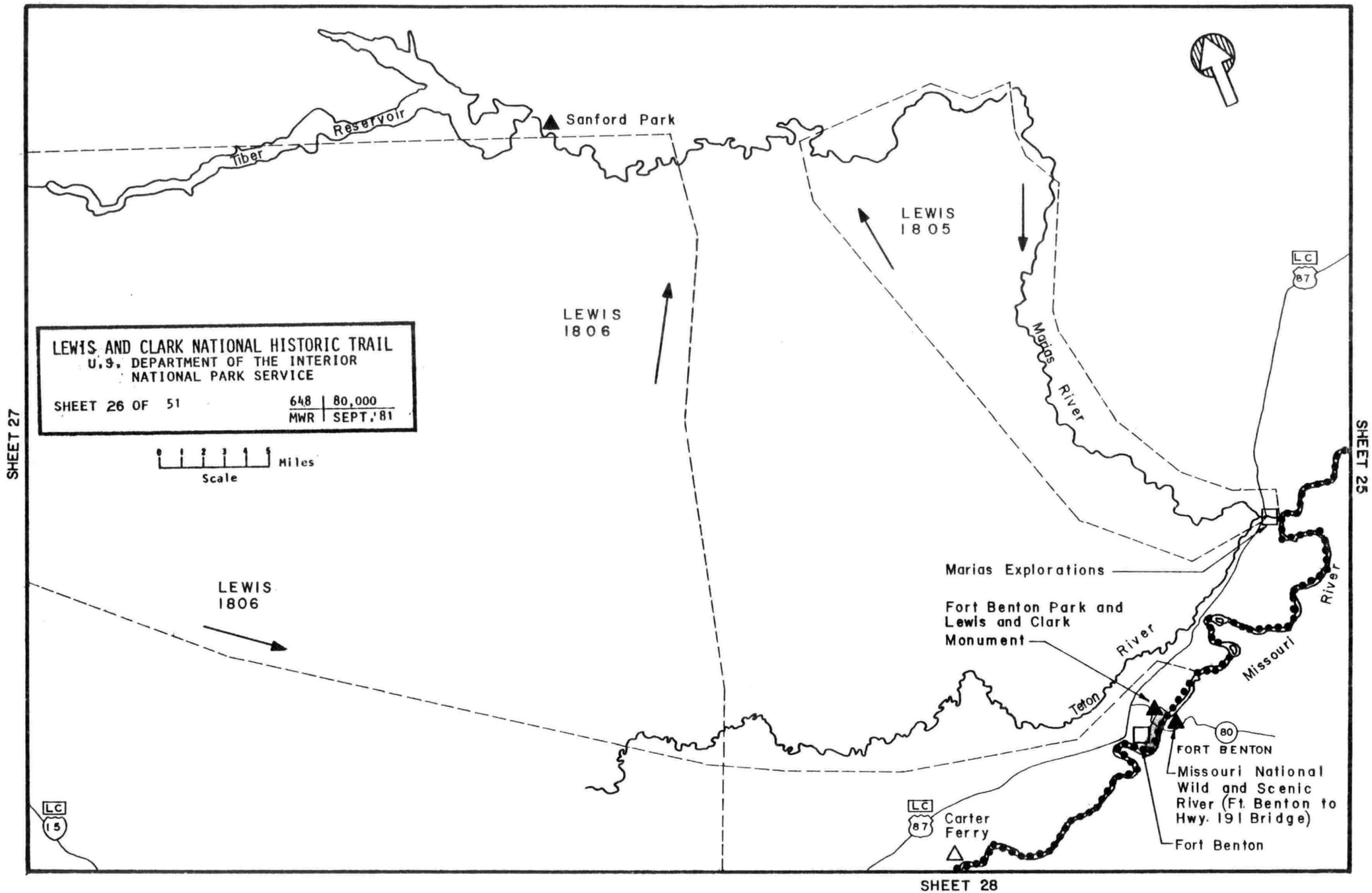

SHEET 22
SHEET 20
Poplar River
LC
2
13
POPLAR
Roadside Park
Lewis and Clark Park
Redwater River
BROCKTON
Brockton Access
Missouri River
CULBERTSON
LC
2
16
Culbertson Access
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 21 OF 51
648 | 80,000
MWR | SEPT. '81
0 1 2 3 4 5 Miles
Scale
LC FOLLOWS 200
TO GREAT FALLS, MT.
LC
200

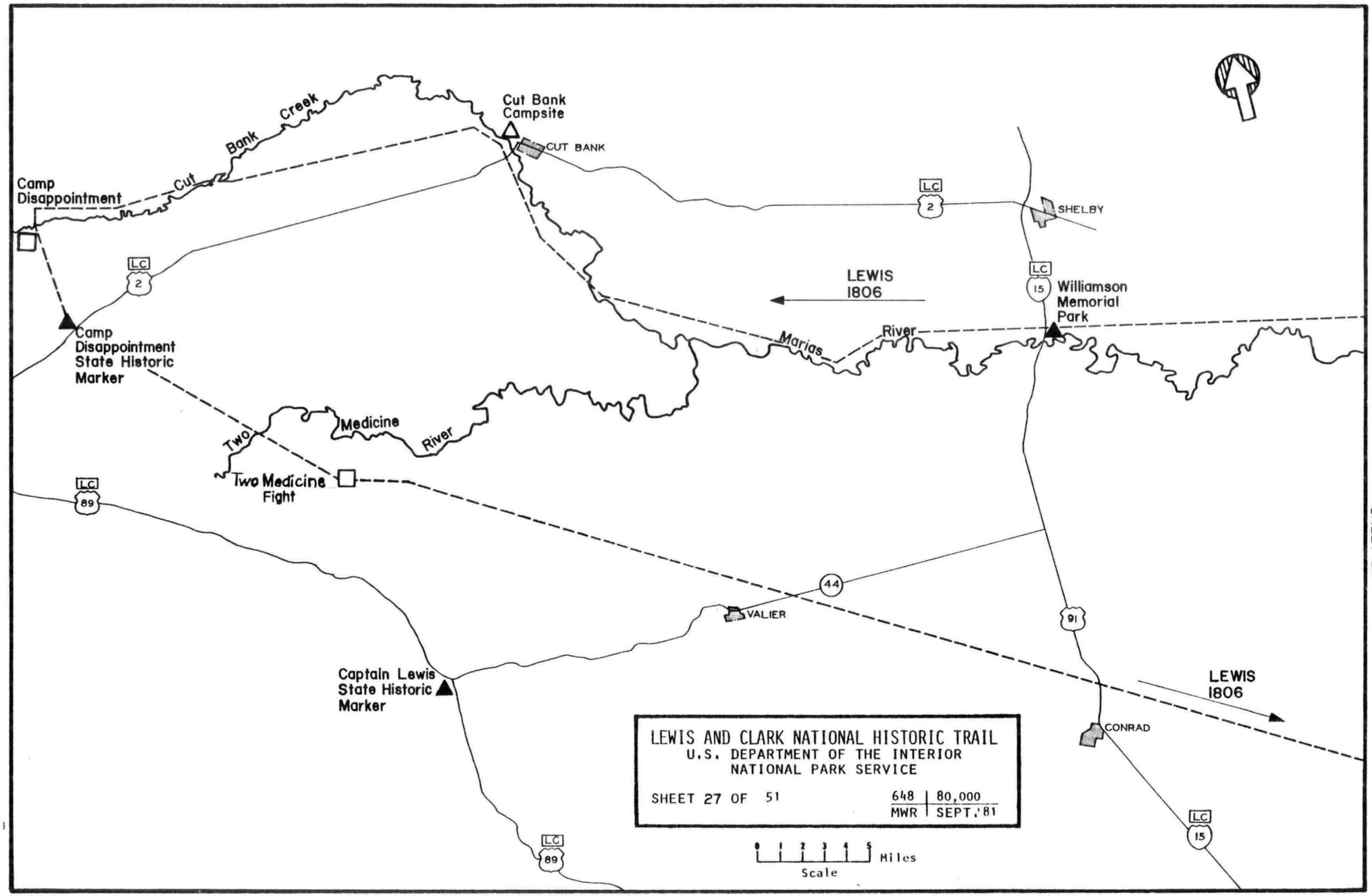

Kiwanis Park Downstream RA
Fort Peck RA
The Pines RA
Fort Peck Lake
FORT PECK DAM
Milk River
LC FOLLOWS 2 AND 87 TO HAVRE AND GREAT FALLS MT.
Missouri River
Oswego Access
WOLF POINT
Lewis and Clark Park
SHEET 23
SHEET 21
24
117
LC
2
3W
13
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 22 OF 51
648 | 80,000
MWR | SEPT.'81
Miles
Scale


SHEET 24
SHEET 22
Devils Creek
RA
Fort Peck Lake
Hell Creek
SP
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 23 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale

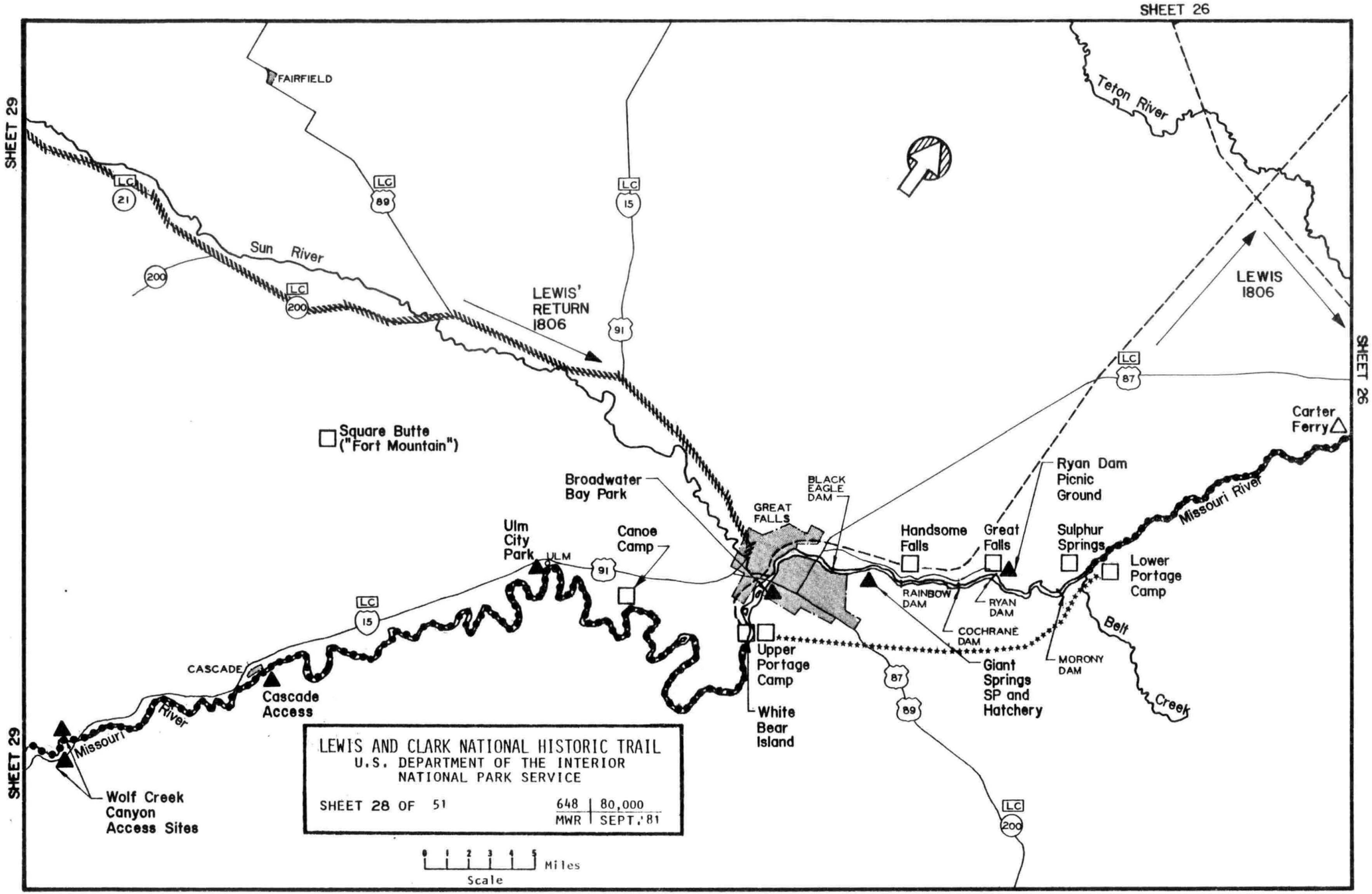

SHEET 25
Cow Island Landing
Missouri National Wild and Scenic River (Hwy. 191 to Fort Benton)
Slippery Ann Wildlife Station
Rock Creek West RA
James Kipp SP
191
Missouri River
Fort Peck Lake
Crooked Creek RA
Musselshell R.
SHEET 23
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 24 OF 51
648 | 80,000
MWR | SEPT.'81
Miles
Scale

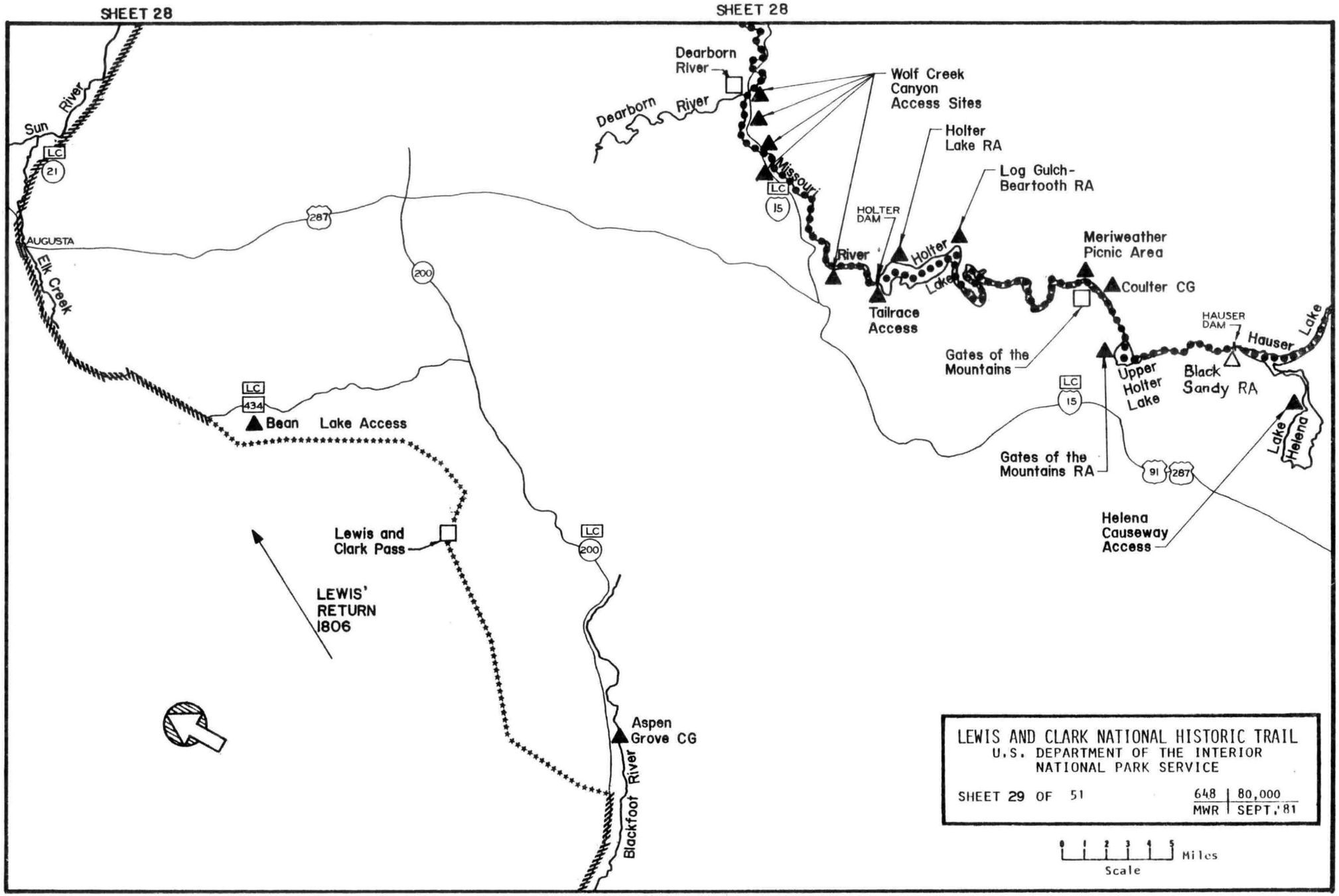

LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 25 OF 51
648 | 80,000
MWR | SEPT.'81
Miles
Scale
LC FOLLOWS 87 AND 2
TO HAVRE AND WOLF POINT, MT
BIG SANDY
LC 87
Coalbanks Landing State RA
Pilot Rock
Fortress Rock
White Rocks
LaBarge Rock
Eagle Rock
Citadel Rock
Steamboat Rock
Hole in the Wall Landing
Hole in the Wall
Dark Butte
Slaughter River Landing
Slaughter River
Judith River
Judith Landing
Judith River
Missouri River
SHEET 26
SHEET 24

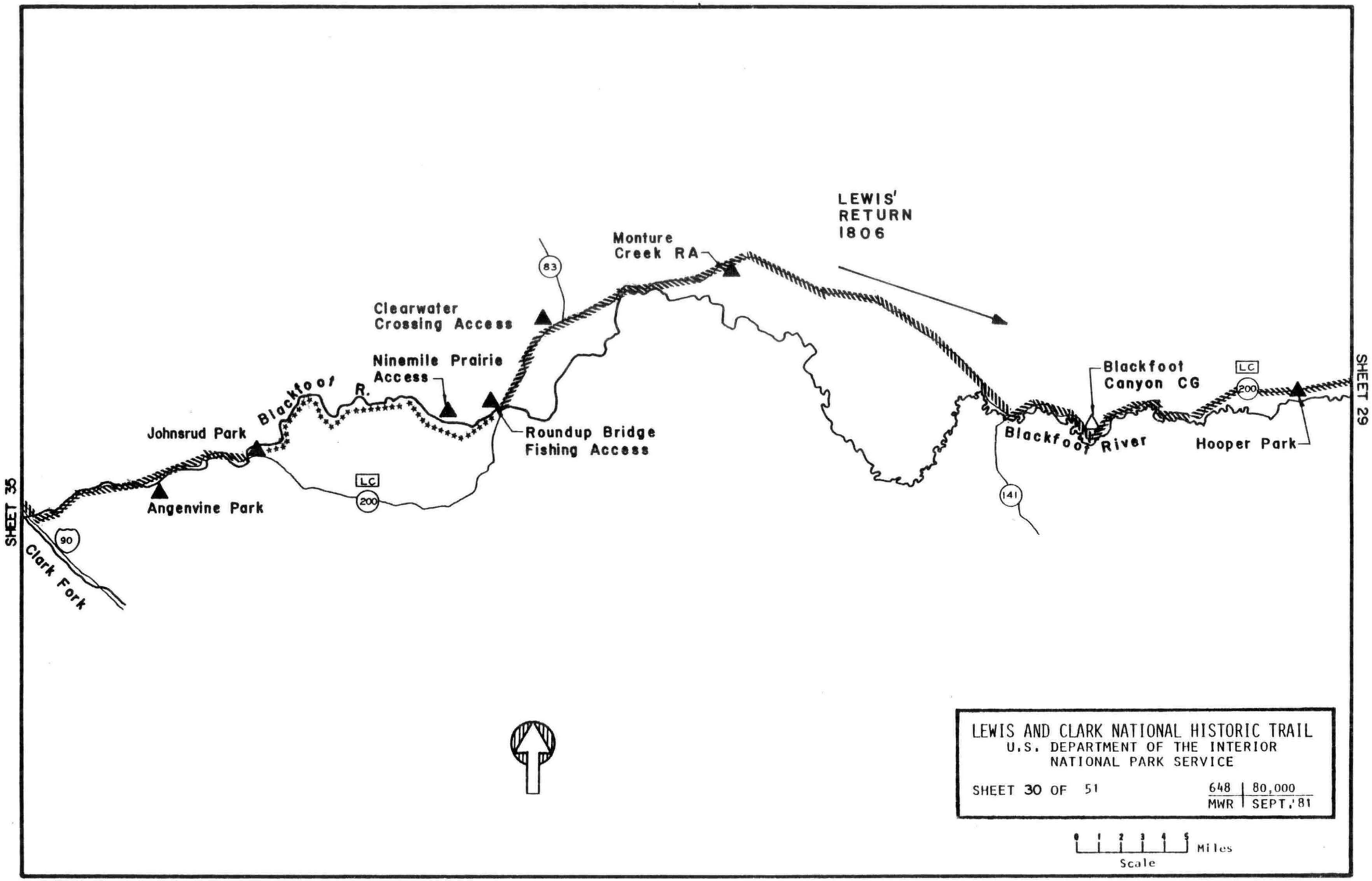

LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 26 OF 51
648 | 80,000
MWR | SEPT.,'81
Scale
Miles
Tiber Reservoir
Sanford Park
LEWIS 1805
LEWIS 1806
LEWIS 1806
Marias River
Marias Explorations
Fort Benton Park and Lewis and Clark Monument
Teton River
Missouri River
FORT BENTON
Missouri National Wild and Scenic River (Ft. Benton to Hwy. 191 Bridge)
Fort Benton
Carter Ferry
LC 87
LC 15
80
SHEET 27
SHEET 25
SHEET 28

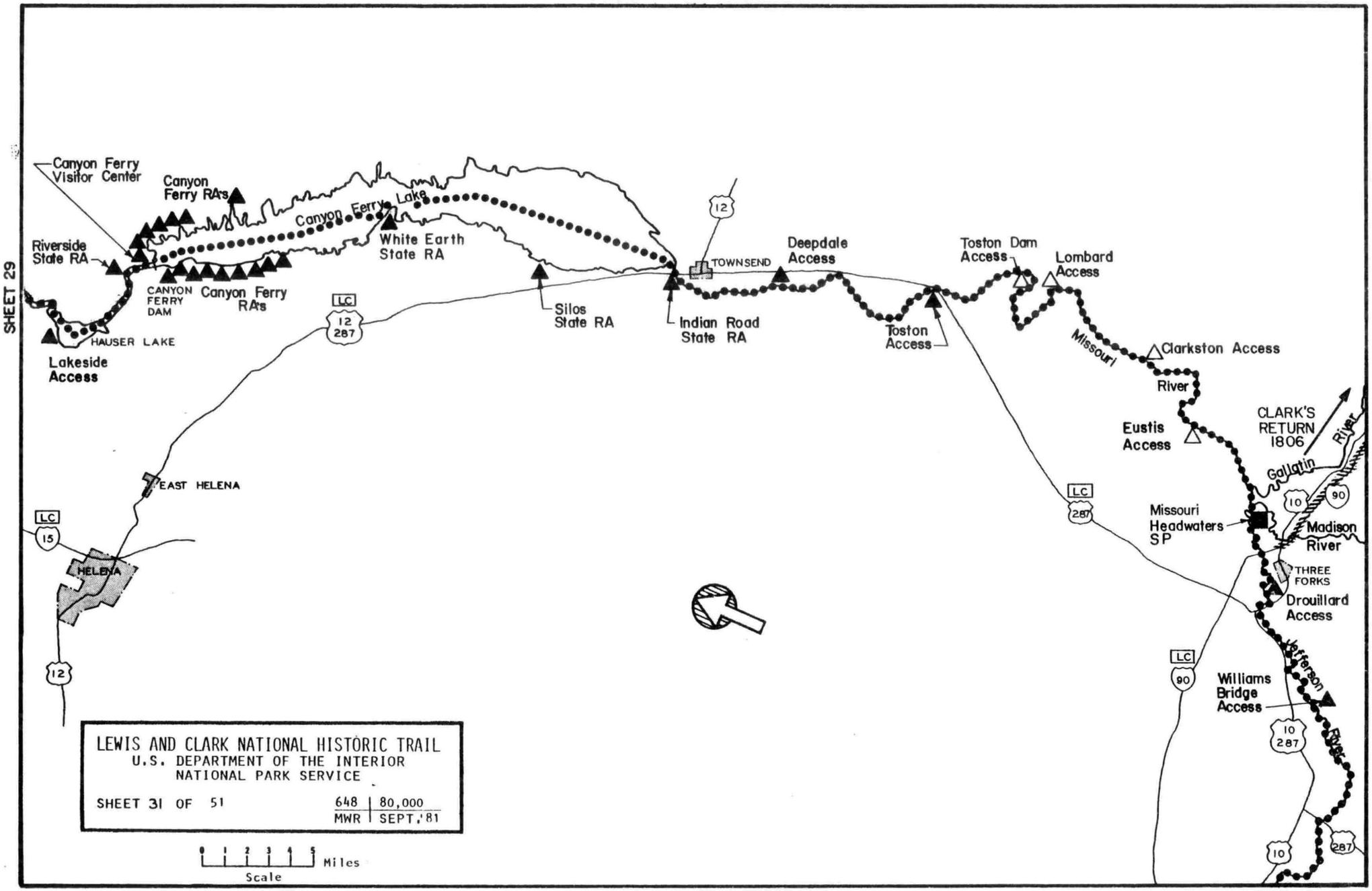

Cut Bank Creek
Cut Bank Campsite
CUT BANK
Camp Disappointment
LC 2
SHELBY
LEWIS 1806
LC 15
Williamson Memorial Park
Marias River
Camp Disappointment State Historic Marker
Two Medicine River
Two Medicine Fight
LC 89
44
VALIER
91
Captain Lewis State Historic Marker
LEWIS 1806
CONRAD
LC 15
LC 89
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 27 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale

SHEET 26


SHEET 26
SHEET 29
SHEET 29
SHEET 26
FAIRFIELD
Teton River
LC 21
LC 89
LC 15
Sun River
200
LC 200
LEWIS' RETURN 1806
91
LEWIS 1806
LC 87
Square Butte ("Fort Mountain")
Carter Ferry
Broadwater Bay Park
BLACK EAGLE DAM
GREAT FALLS
Ryan Dam Picnic Ground
Missouri River
Ulm City Park
ULM
Canoe Camp
91
Handsome Falls
Great Falls
Sulphur Springs
Lower Portage Camp
RAINBOW DAM
RYAN DAM
COCHRANE DAM
MORONY DAM
Belt Creek
LC 15
CASCADE
Upper Portage Camp
Giant Springs SP and Hatchery
87
89
Cascade Access
Missouri River
White Bear Island
LC 200
Wolf Creek Canyon Access Sites
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 28 OF 51
648 | 80,000
MWR | SEPT. '81
0 1 2 3 4 5 Miles
Scale


SHEET 28
SHEET 28
Dearborn River
Wolf Creek Canyon Access Sites
Dearborn River
Holter Lake RA
Log Gulch-Beartooth RA
Missouri River
LC 15
HOLTER DAM
Holter Lake
Meriweather Picnic Area
Coulter CG
Tailrace Access
HAUSER DAM
Hauser Lake
Gates of the Mountains
Upper Holter Lake
Black Sandy RA
LC 15
Lake Helena
Gates of the Mountains RA
91
287
Helena Causeway Access
Sun River
LC 21
AUGUSTA
287
200
Elk Creek
LC 434
Bean Lake Access
Lewis and Clark Pass
LC 200
LEWIS' RETURN 1806
Aspen Grove CG
Blackfoot River
SHEET 30
SHEET 31
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 29 OF 51
648 | 80,000
MWR | SEPT. '81
0 1 2 3 4 5 Miles
Scale


LEWIS'
RETURN
1806
Monture
Creek RA
83
Clearwater
Crossing Access
Ninemile Prairie
Access
Blackfoot R.
Johnsrud Park
Roundup Bridge
Fishing Access
Angenvine Park
LC
200
90
Clark Fork
SHEET 35
Blackfoot
Canyon CG
LC
200
Blackfoot River
141
Hooper Park
SHEET 29
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 30 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale

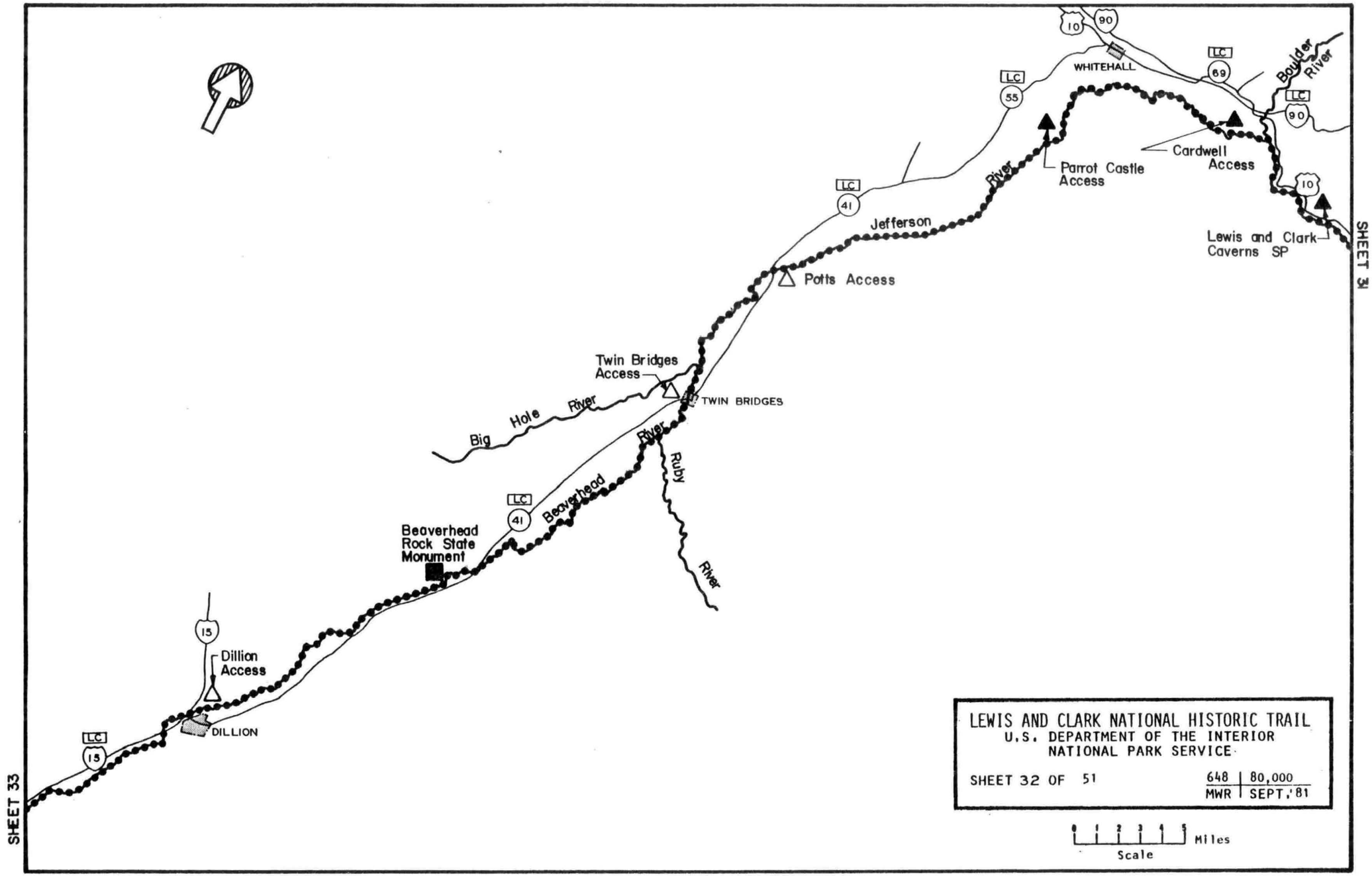


LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

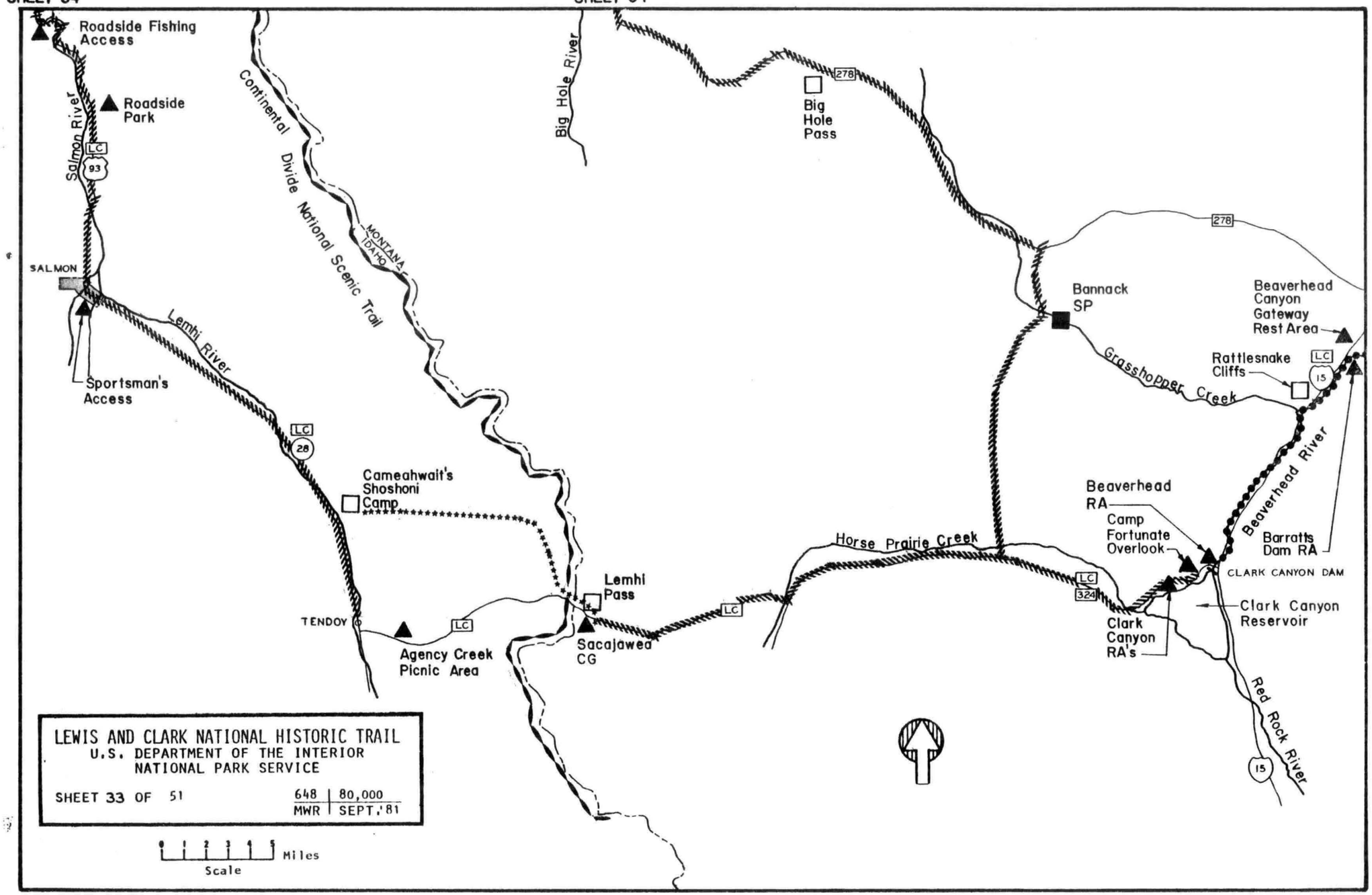
SHEET 31 OF 51

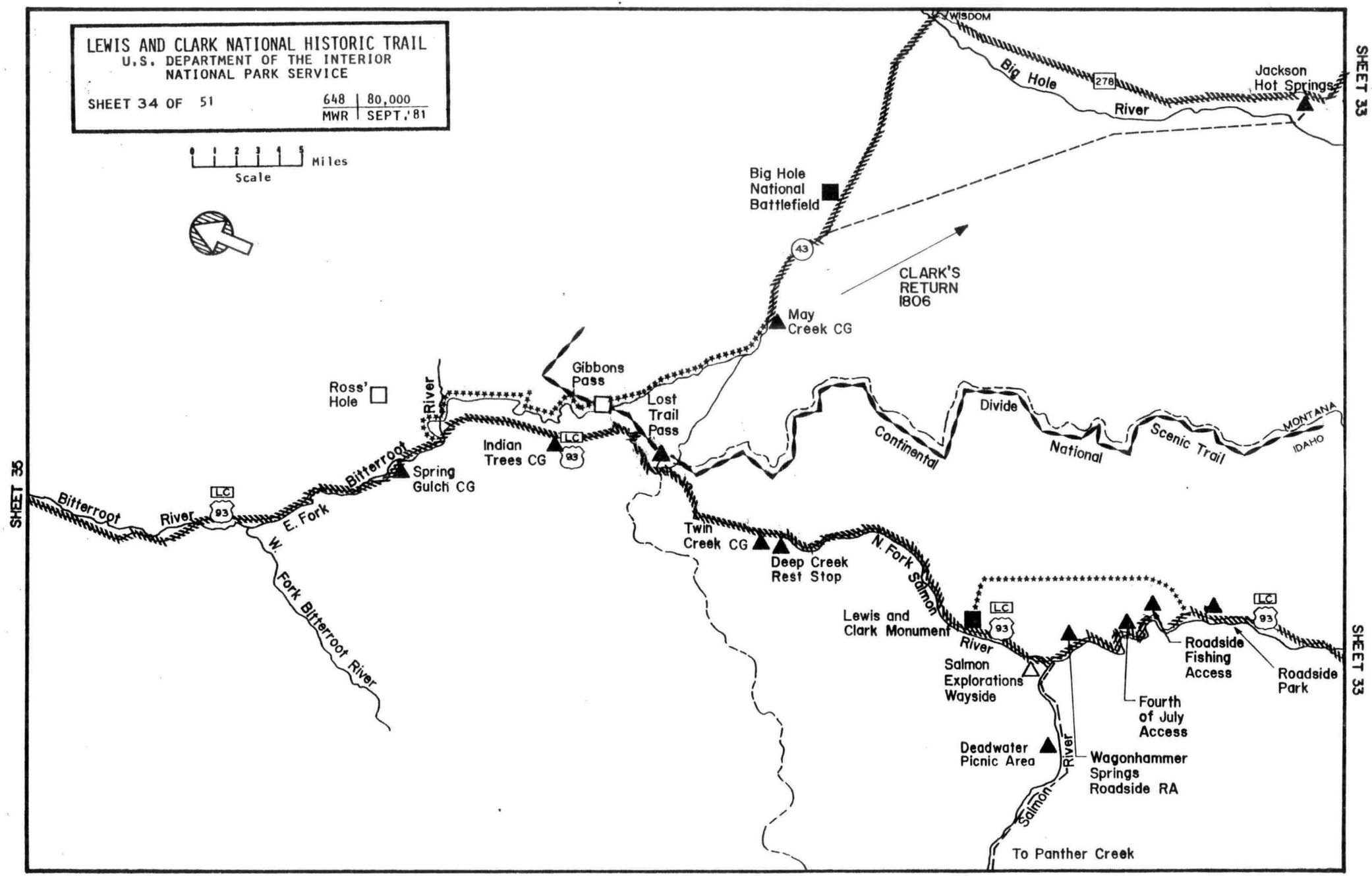
648	80,000
MWR	SEPT, '81

0 1 2 3 4 5 Miles
Scale

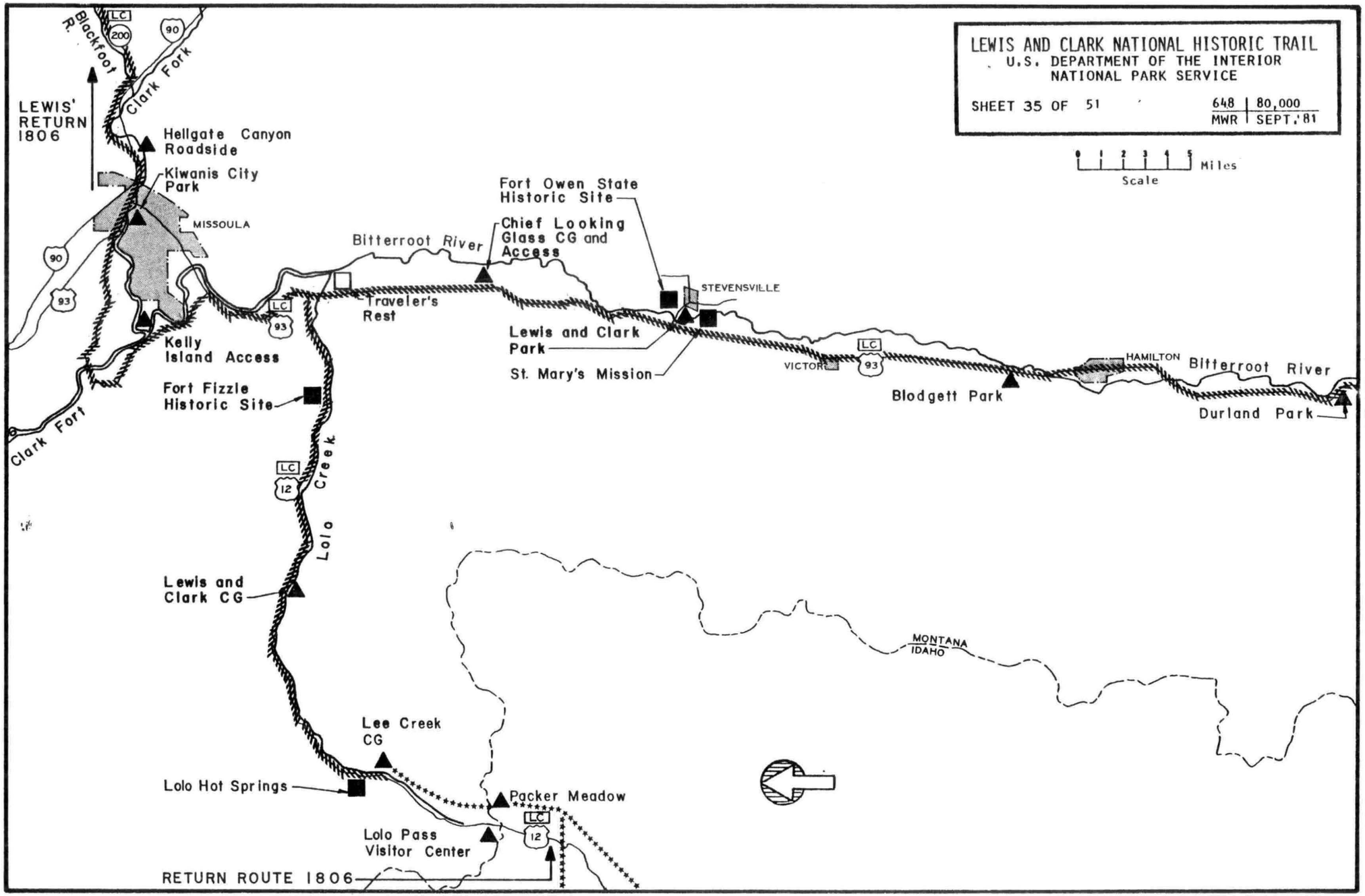

10
90
WHITEHALL
LC
55
LC
69
Boulder River
LC
90
Parrot Castle Access
Cardwell Access
10
Lewis and Clark Caverns SP
SHEET 34
LC
41
Jefferson River
Potts Access
Twin Bridges Access
TWIN BRIDGES
Big Hole River
Ruby River
LC
41
Beaverhead River
Beaverhead Rock State Monument
15
Dillion Access
DILLION
LC
15
SHEET 33
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 32 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale

SHEET 34


Roadside Fishing Access
Roadside Park
Salmon River
LC 93
SALMON
Sportsman's Access
Lemhi River
LC 28
TENDOY
Agency Creek Picnic Area
Continental Divide National Scenic Trail
MONTANA
IDAHO
Cameahwait's Shoshoni Camp
Big Hole River
278
Big Hole Pass
Lemhi Pass
Sacajawea CG
LC
Horse Prairie Creek
Bannack SP
278
Grasshopper Creek
Rattlesnake Cliffs
LC 15
Beaverhead Canyon Gateway Rest Area
Beaverhead River
Beaverhead RA
Camp Fortunate Overlook
Barratts Dam RA
CLARK CANYON DAM
LC 324
Clark Canyon Reservoir
Clark Canyon RA's
Red Rock River
15
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 33 OF 51
648 MWR | 80,000 SEPT.'81
0 1 2 3 4 5 Miles
Scale

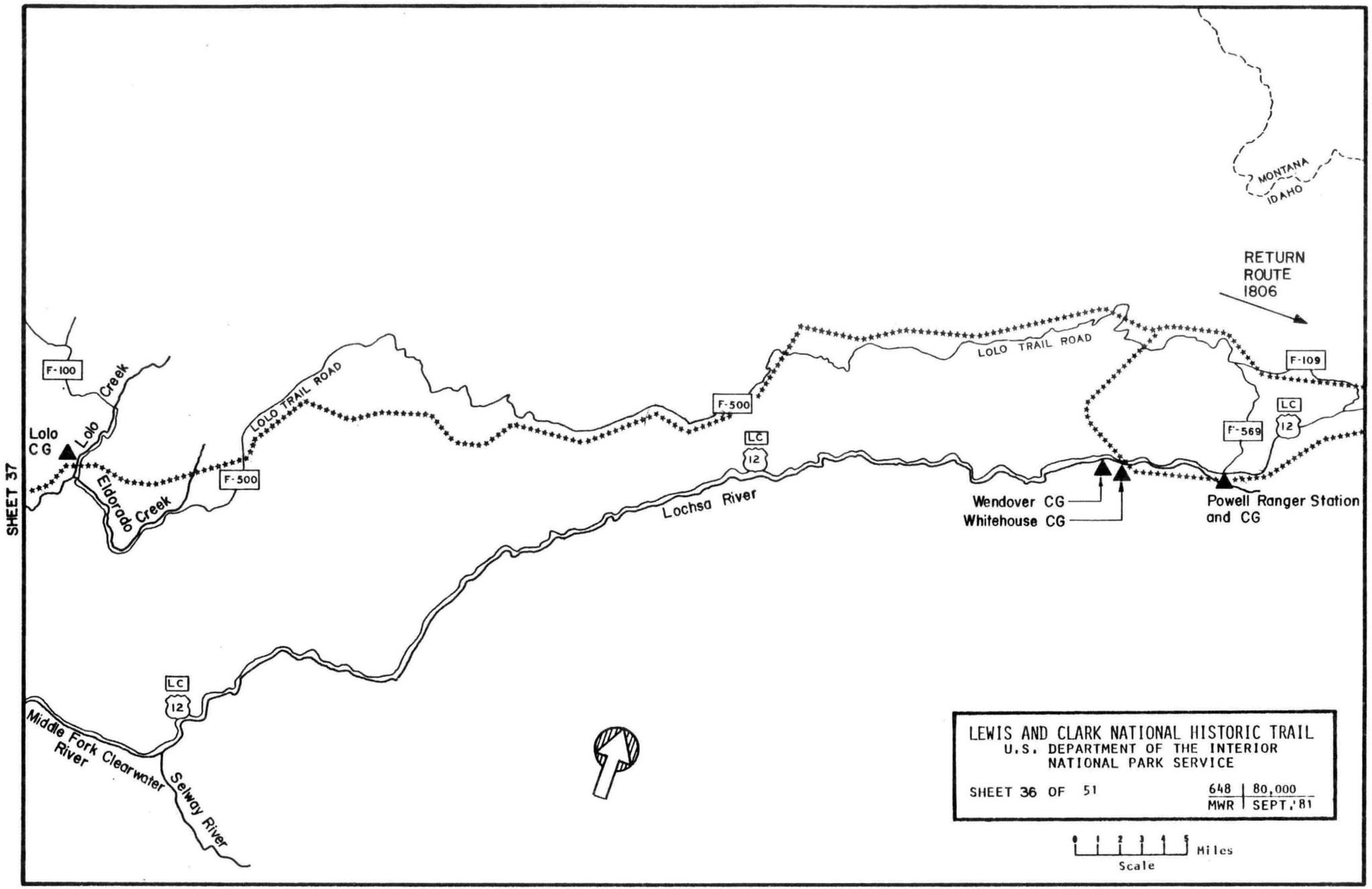

LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 34 OF 51
648 | 80,000
MWR | SEPT.'81
Miles
Scale
WISDOM
Big Hole
278
River
Jackson
Hot Springs
SHEET 33
Big Hole
National
Battlefield
43
CLARK'S
RETURN
1806
May
Creek CG
Gibbons
Pass
Ross'
Hole
River
Lost
Trail
Pass
Indian
Trees CG
LC
93
Continental
Divide
National
Scenic Trail
MONTANA
IDAHO
SHEET 35
Bitterroot
River
Bitterroot
Spring
Gulch CG
E. Fork
W. Fork Bitterroot River
Twin
Creek CG
Deep Creek
Rest Stop
N. Fork Salmon
River
Lewis and
Clark Monument
Salmon
Explorations
Wayside
Roadside
Fishing
Access
Roadside
Park
Fourth
of July
Access
Deadwater
Picnic Area
Wagonhammer
Springs
Roadside RA
Salmon River
To Panther Creek

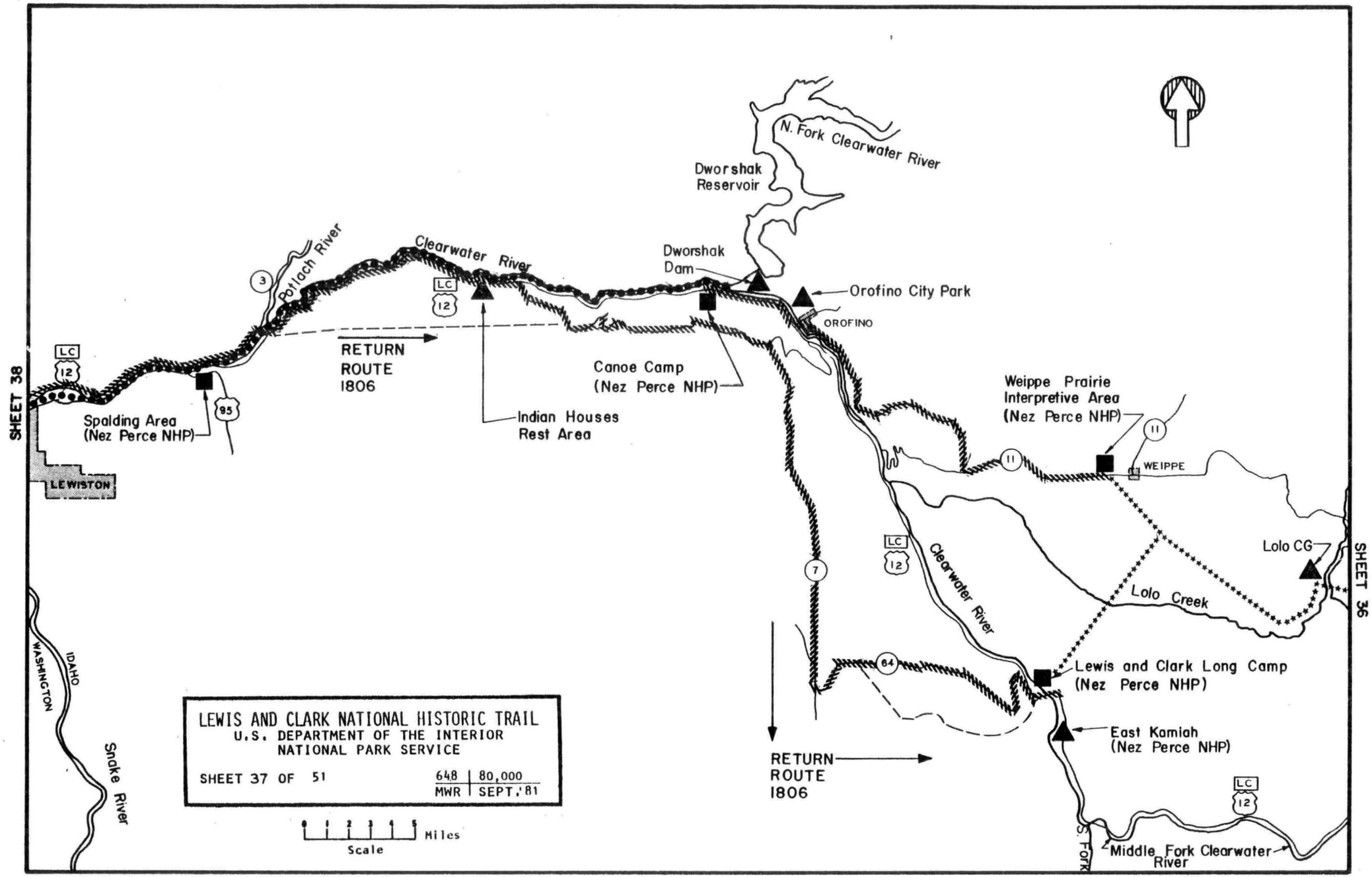
SHEET 30

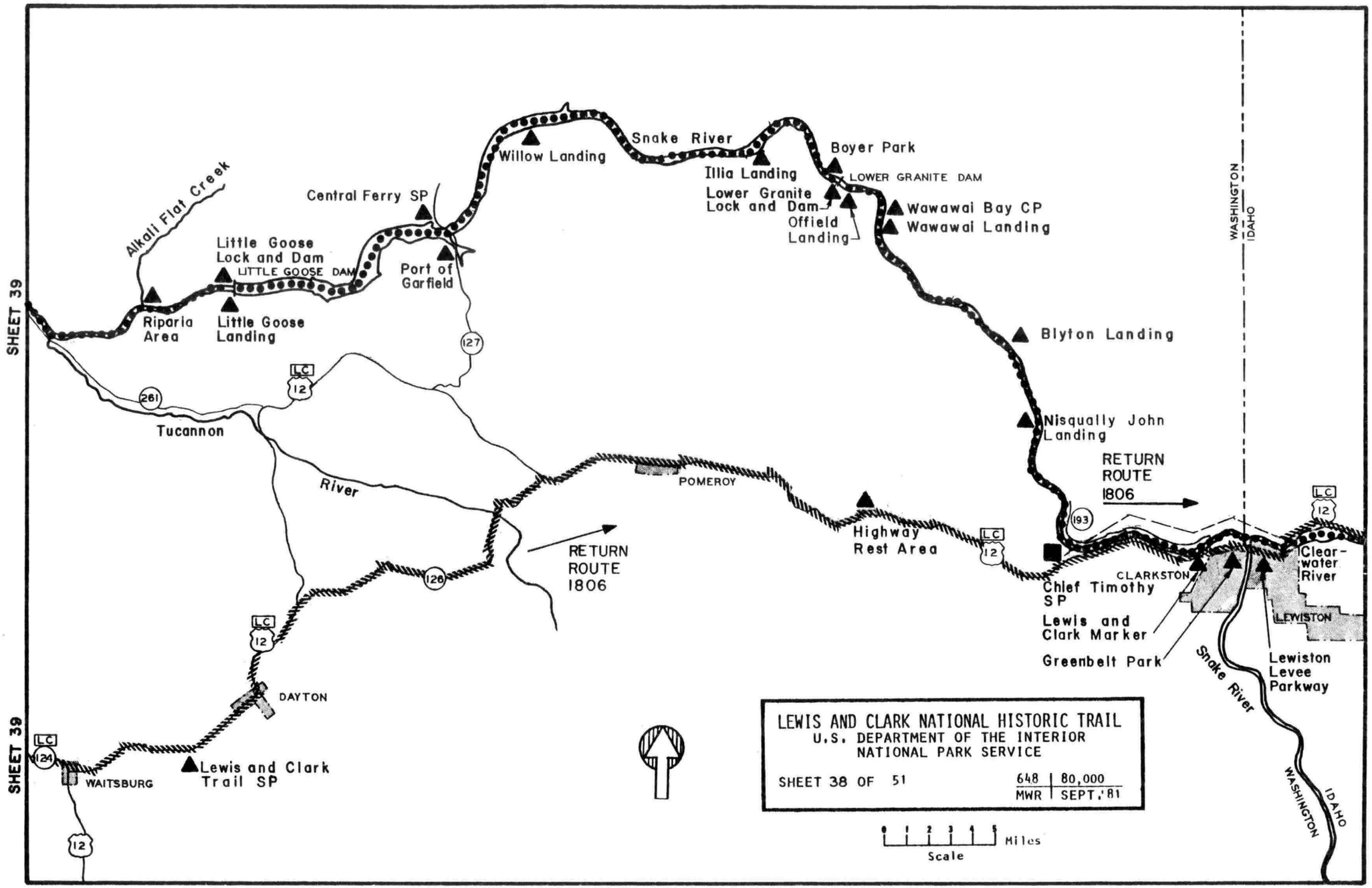


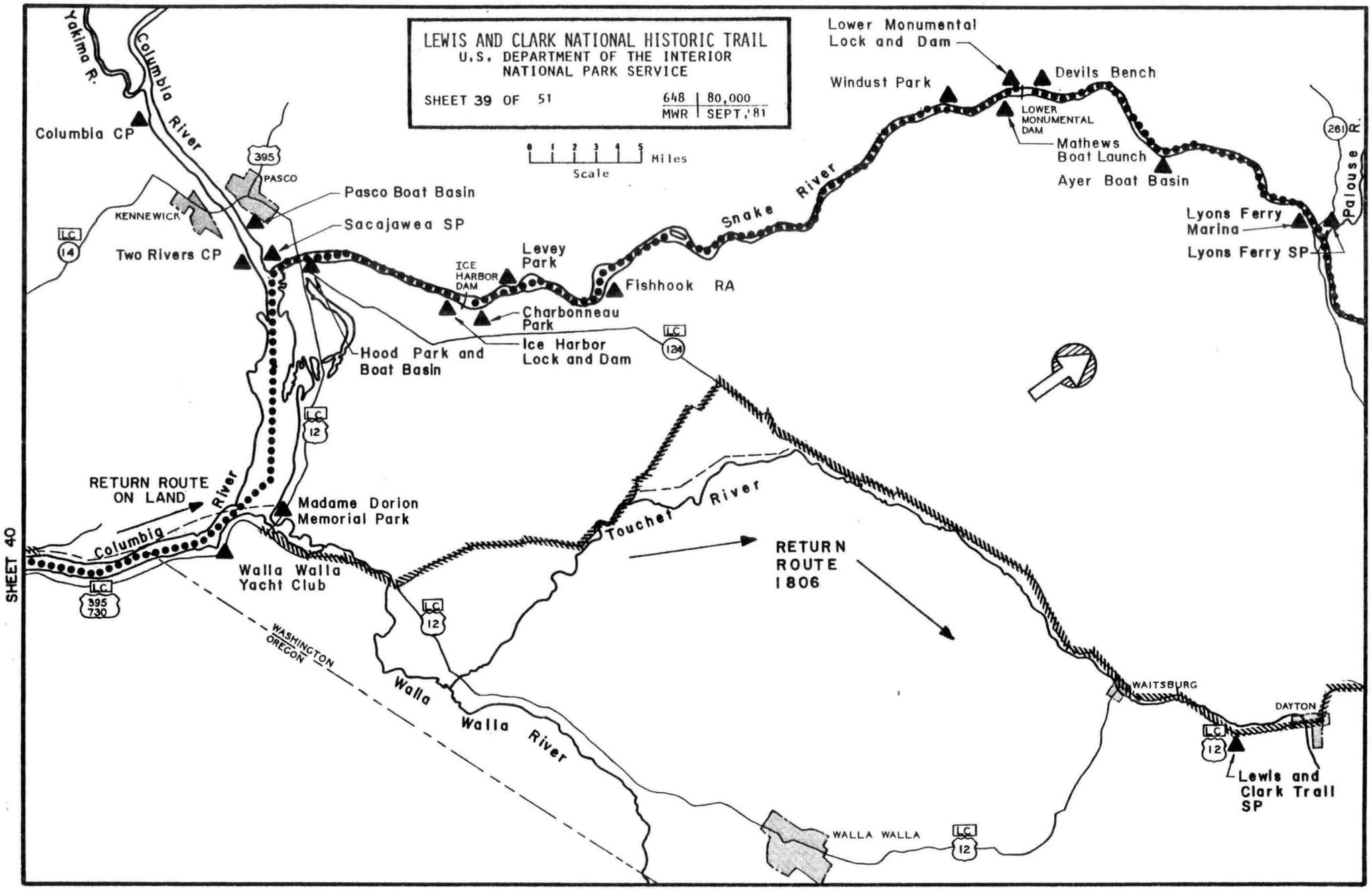
SHEET 34

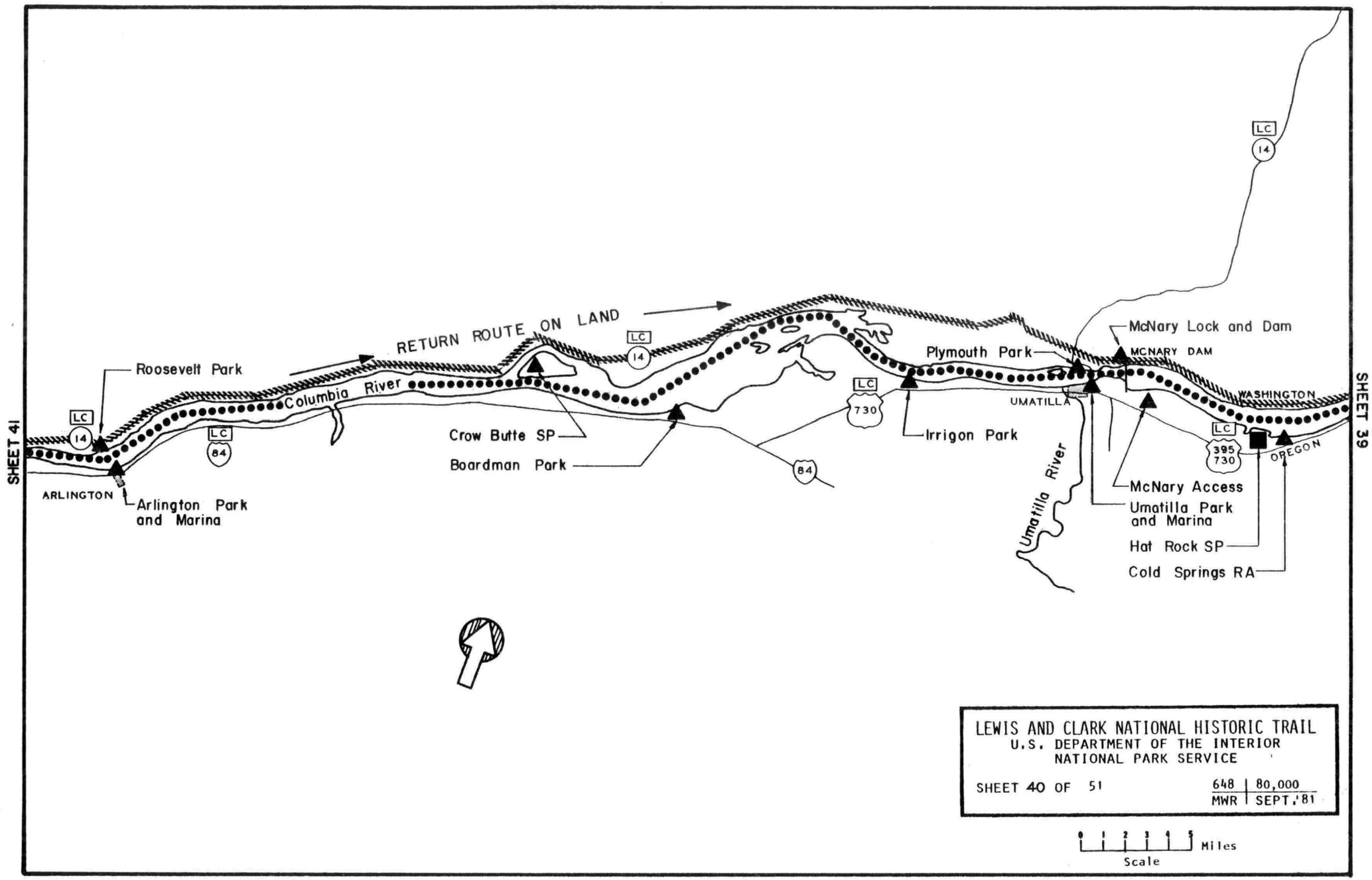
SHEET 36

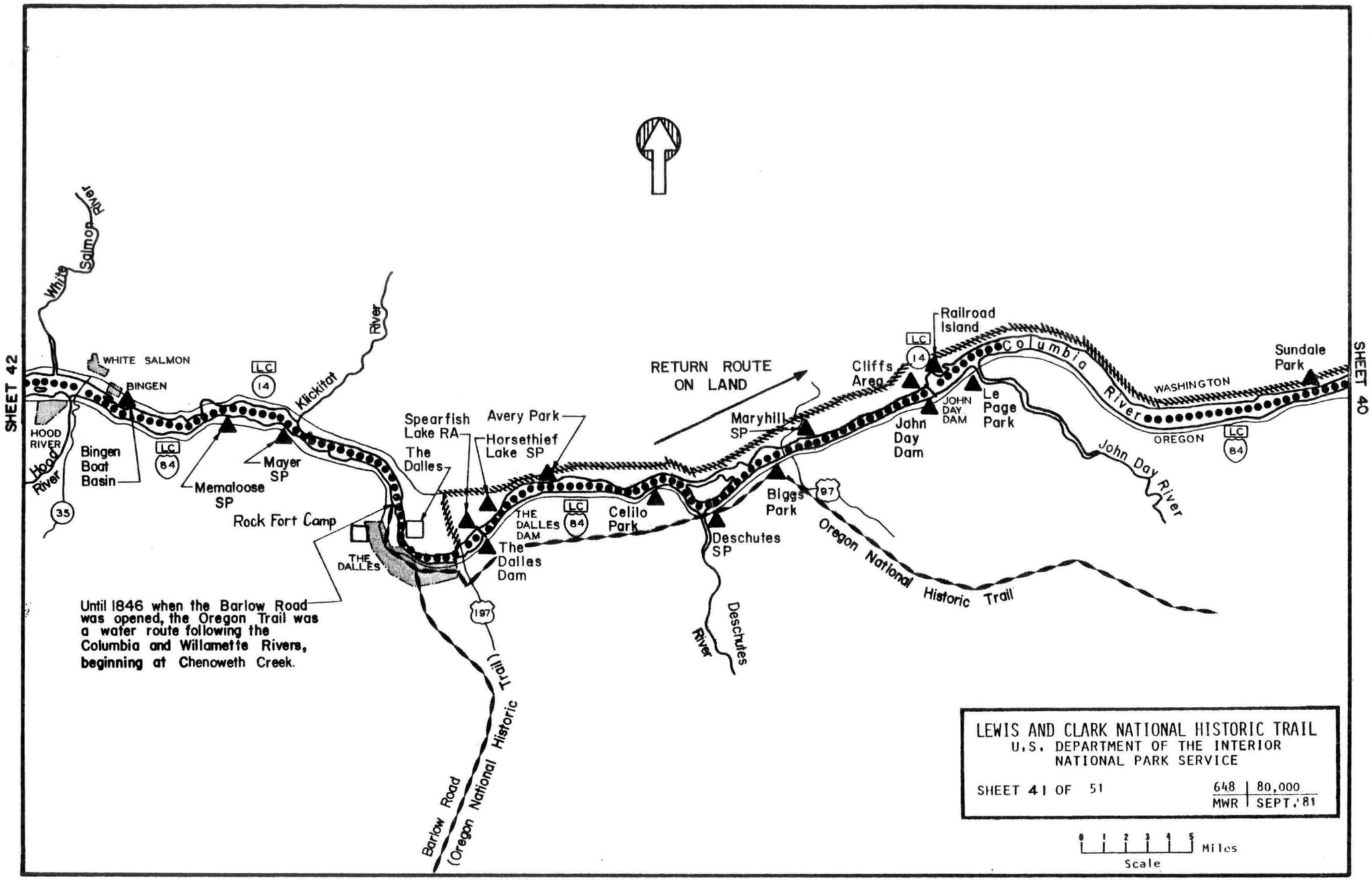

MONTANA
IDAHO
RETURN
ROUTE
1806
LOLO TRAIL ROAD
LOLO TRAIL ROAD
F-109
F-569
F-500
F-500
F-100
LC
12
LC
12
LC
12
Lolo
C G
Lolo Creek
Eldorado Creek
Lochsa River
Wendover CG
Whitehouse CG
Powell Ranger Station
and CG
Middle Fork Clearwater
River
Selway River
SHEET 37
SHEET 35
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 36 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale

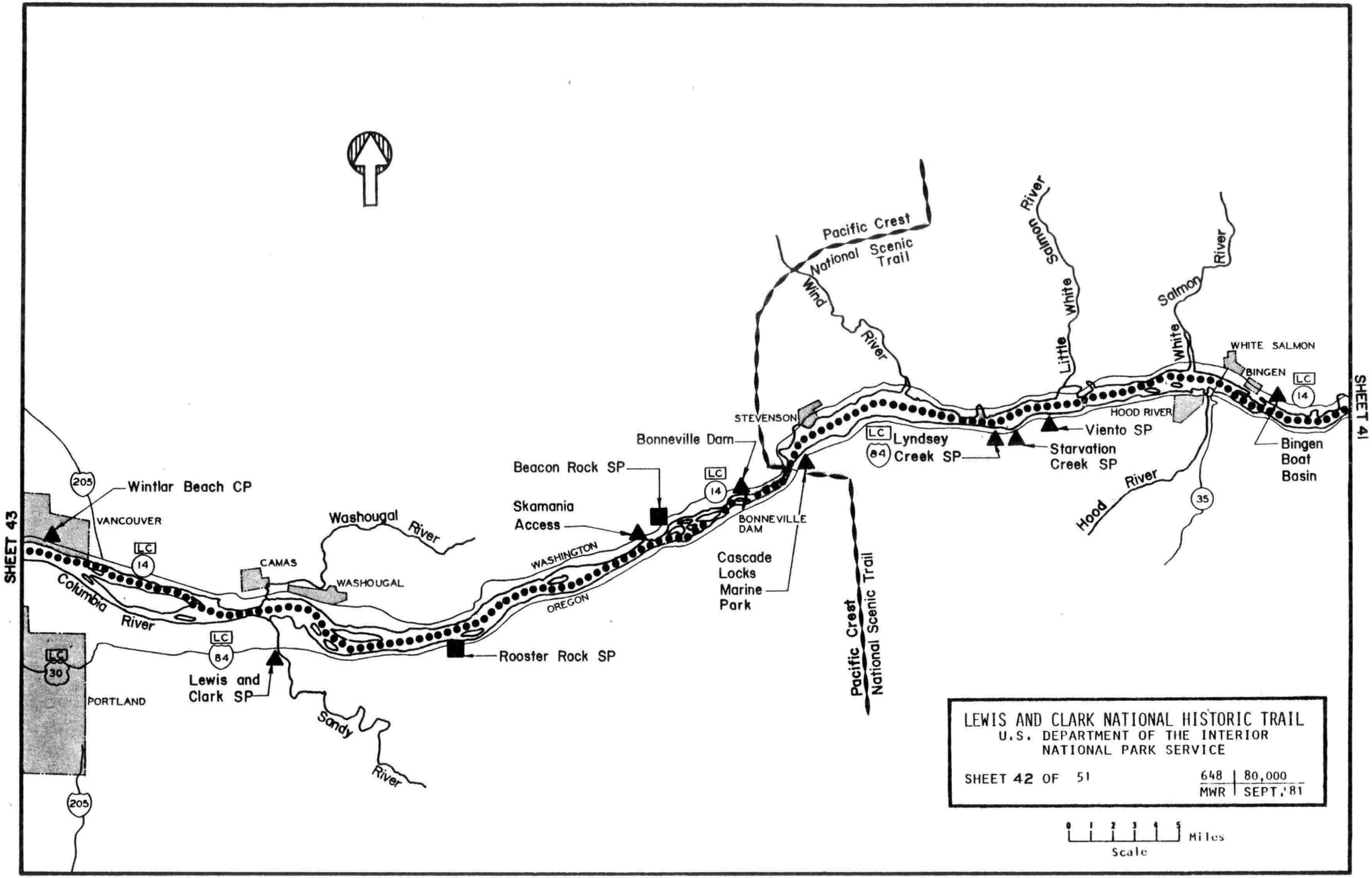

N. Fork Clearwater River
Dworshak Reservoir
Dworshak Dam
Orofino City Park
OROFINO
Clearwater River
Potlach River
3
LC 12
RETURN ROUTE 1806
Canoe Camp (Nez Perce NHP)
Indian Houses Rest Area
Spalding Area (Nez Perce NHP)
95
LEWISTON
SHEET 38
Weippe Prairie Interpretive Area (Nez Perce NHP)
11
WEIPPE
Lolo CG
Lolo Creek
Clearwater River
7
64
Lewis and Clark Long Camp (Nez Perce NHP)
East Kamiah (Nez Perce NHP)
RETURN ROUTE 1806
S. Fork
Middle Fork Clearwater River
SHEET 36
WASHINGTON
IDAHO
Snake River
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 37 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale


SHEET 39
SHEET 39
SHEET 37
Alkali Flat Creek
Central Ferry SP
Willow Landing
Snake River
Illia Landing
Boyer Park
LOWER GRANITE DAM
Lower Granite Lock and Dam
Offield Landing
Wawawai Bay CP
Wawawai Landing
WASHINGTON
IDAHO
Little Goose Lock and Dam
LITTLE GOOSE DAM
Port of Garfield
Riparia Area
Little Goose Landing
Blyton Landing
Nisqually John Landing
RETURN ROUTE 1806
Tucannon River
POMEROY
Highway Rest Area
RETURN ROUTE 1806
CLARKSTON
Chief Timothy SP
Lewis and Clark Marker
Greenbelt Park
LEWISTON
Clear-water River
Lewiston Levee Parkway
Snake River
DAYTON
WAITSBURG
Lewis and Clark Trail SP
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 38 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale


LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 39 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale
Yakima R.
Columbia River
Columbia CP
395
PASCO
Pasco Boat Basin
KENNEWICK
Sacajawea SP
LC 14
Two Rivers CP
ICE HARBOR DAM
Levey Park
Snake River
Fishhook RA
Charbonneau Park
Ice Harbor Lock and Dam
Hood Park and Boat Basin
LC 124
LC 12
RETURN ROUTE ON LAND
Columbia River
Madame Dorion Memorial Park
Walla Walla Yacht Club
LC 395 730
WASHINGTON OREGON
Walla Walla River
Touchet River
RETURN ROUTE 1806
Lower Monumental Lock and Dam
Windust Park
Devils Bench
LOWER MONUMENTAL DAM
Mathews Boat Launch
Ayer Boat Basin
261
Palouse R.
Lyons Ferry Marina
Lyons Ferry SP
SHEET 38
SHEET 40
SHEET 38
WAITSBURG
DAYTON
LC 12
Lewis and Clark Trail SP
WALLA WALLA
LC 12


SHEET 41
SHEET 39
RETURN ROUTE ON LAND
Columbia River
Roosevelt Park
ARLINGTON
Arlington Park and Marina
Crow Butte SP
Boardman Park
Irrigon Park
Plymouth Park
McNary Lock and Dam
MCNARY DAM
UMATILLA
WASHINGTON
OREGON
McNary Access
Umatilla Park and Marina
Hat Rock SP
Cold Springs RA
Umatilla River
LC 14
LC 84
LC 730
LC 395 730
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 40 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale


SHEET 42
SHEET 40
White Salmon River
WHITE SALMON
BINGEN
Klickitat River
HOOD RIVER
Hood River
Bingen Boat Basin
Memaloose SP
Mayer SP
Rock Fort Camp
THE DALLES
Spearfish Lake RA
The Dalles
Avery Park
Horsethief Lake SP
THE DALLES DAM
The Dalles Dam
Celilo Park
RETURN ROUTE ON LAND
Maryhill SP
Cliffs Area
Railroad Island
JOHN DAY DAM
John Day Dam
Le Page Park
Columbia River
WASHINGTON
OREGON
Sundale Park
John Day River
Biggs Park
Deschutes SP
Deschutes River
Oregon National Historic Trail
Barlow Road (Oregon National Historic Trail)
LC 14
LC 84
35
97
197
Until 1846 when the Barlow Road was opened, the Oregon Trail was a water route following the Columbia and Willamette Rivers, beginning at Chenoweth Creek.
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 41 OF 51
648 | 80,000
MWR | SEPT. '81
0 1 2 3 4 5 Miles
Scale



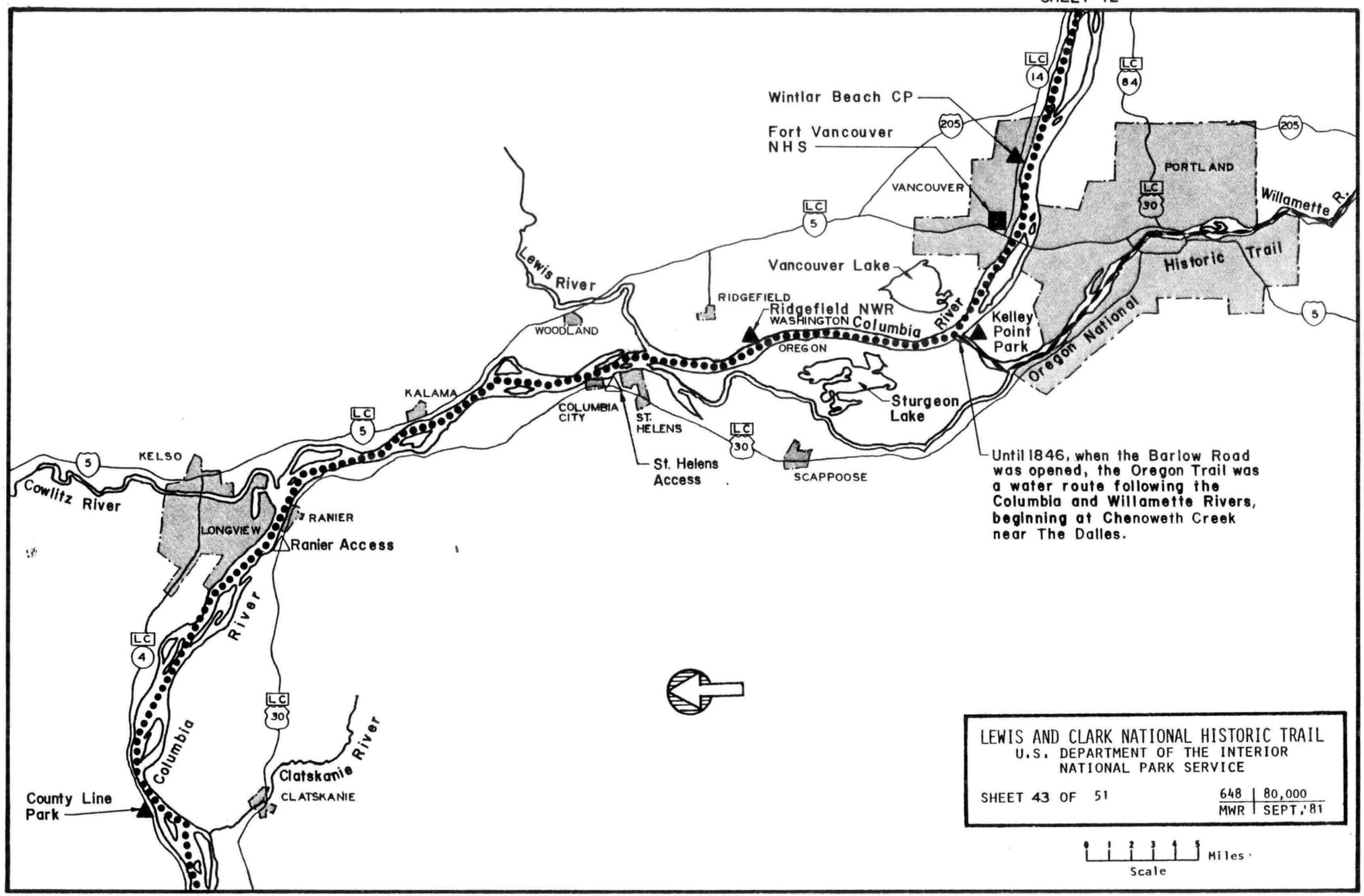
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

SHEET 42 OF 51

648	80,000
MWR	SEPT. '81

0 1 2 3 4 5 Miles
Scale

SHEET 42



Until 1846, when the Barlow Road was opened, the Oregon Trail was a water route following the Columbia and Willamette Rivers, beginning at Chenoweth Creek near The Dalles.

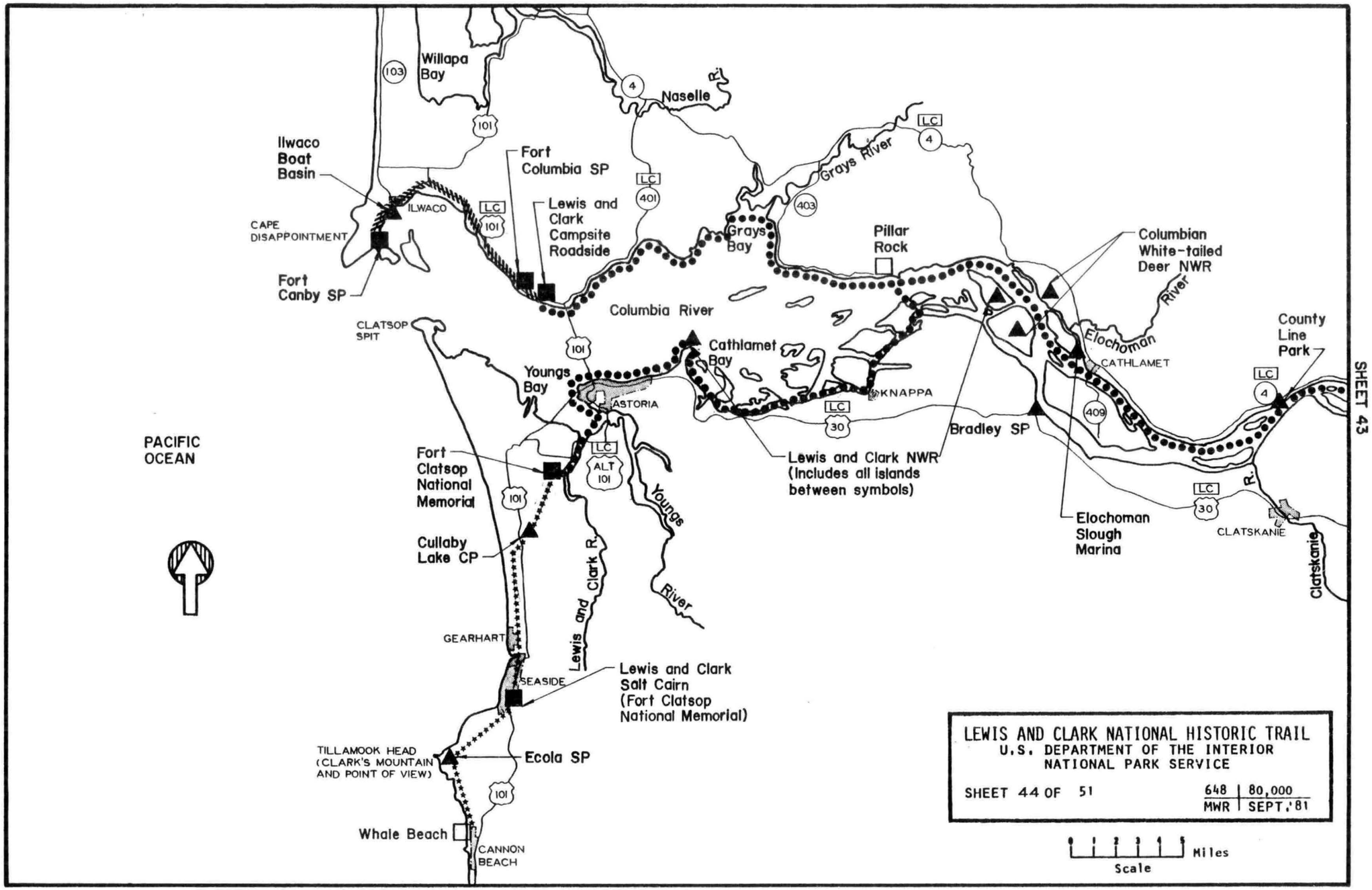
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

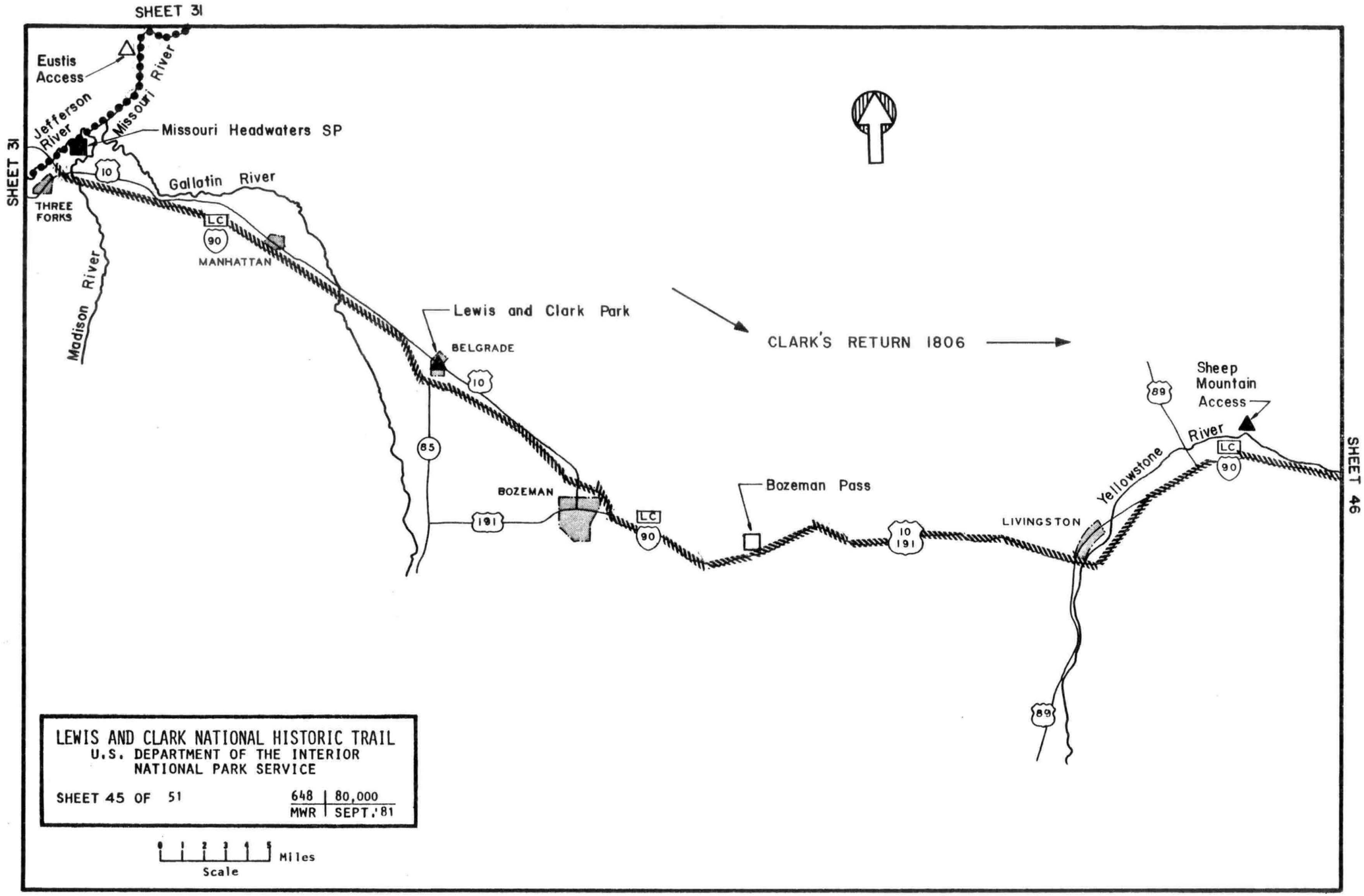
SHEET 43 OF 51

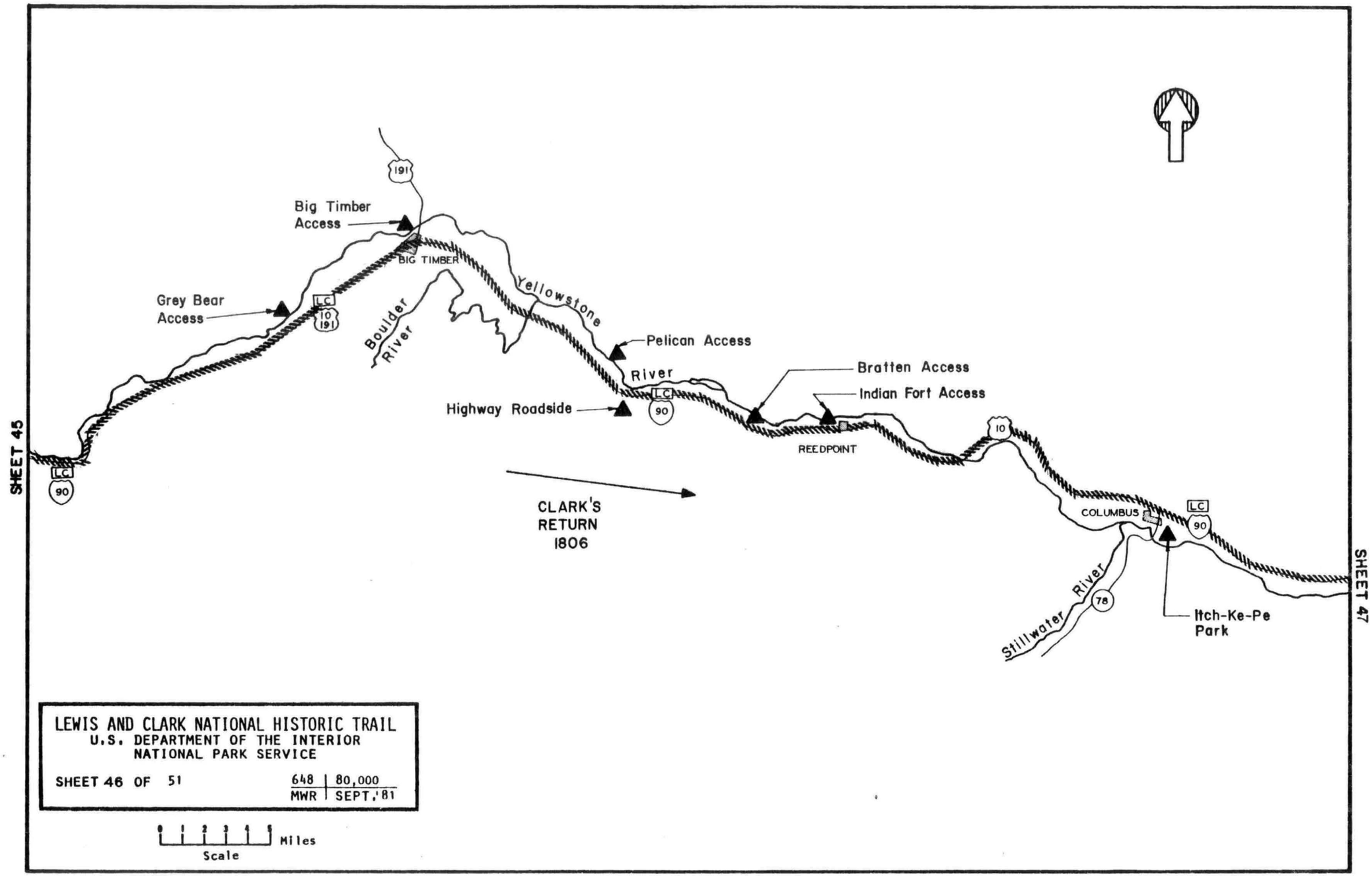
648	80,000
MWR	SEPT.'81

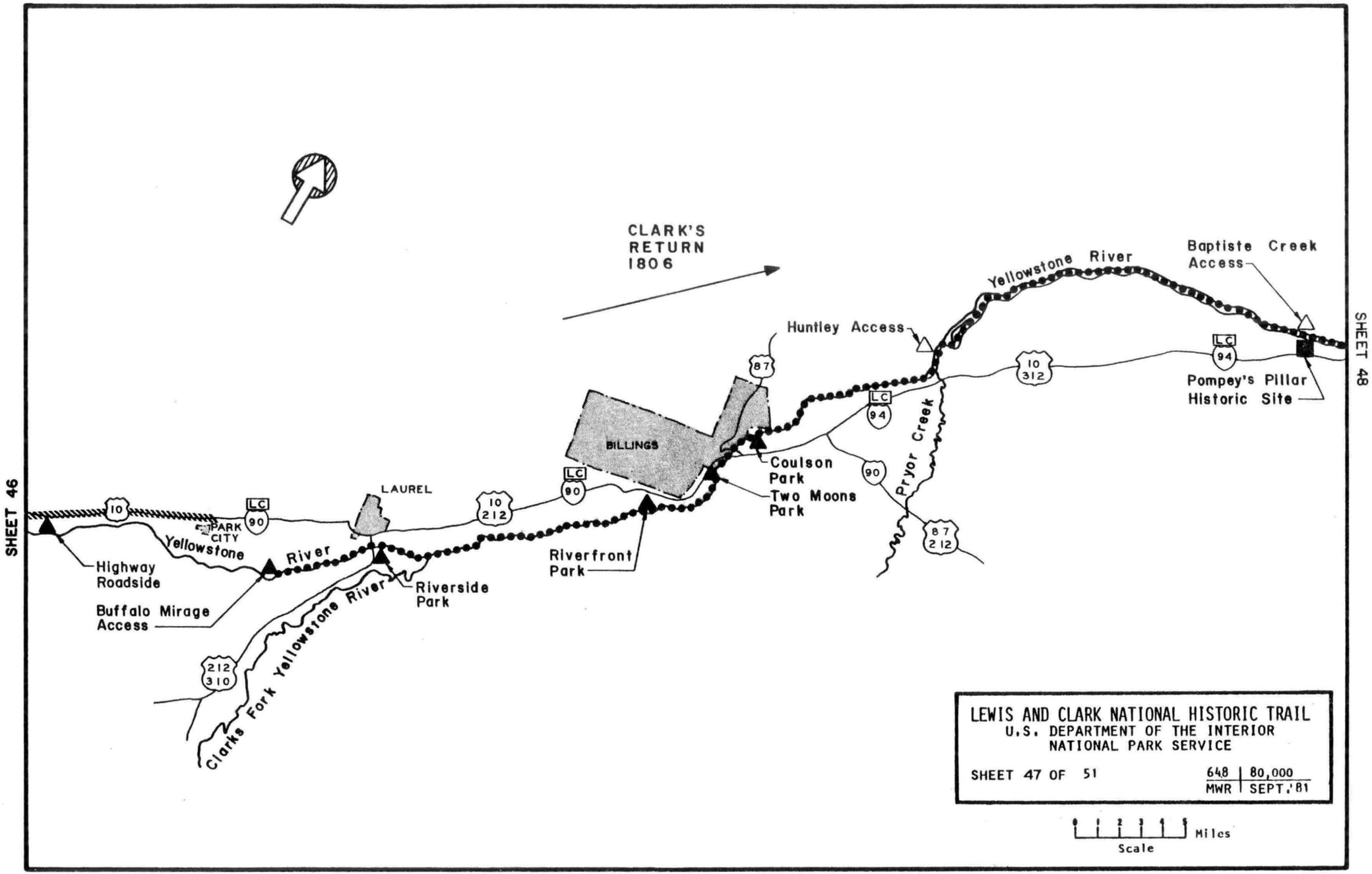
Scale 0 1 2 3 4 5 Miles

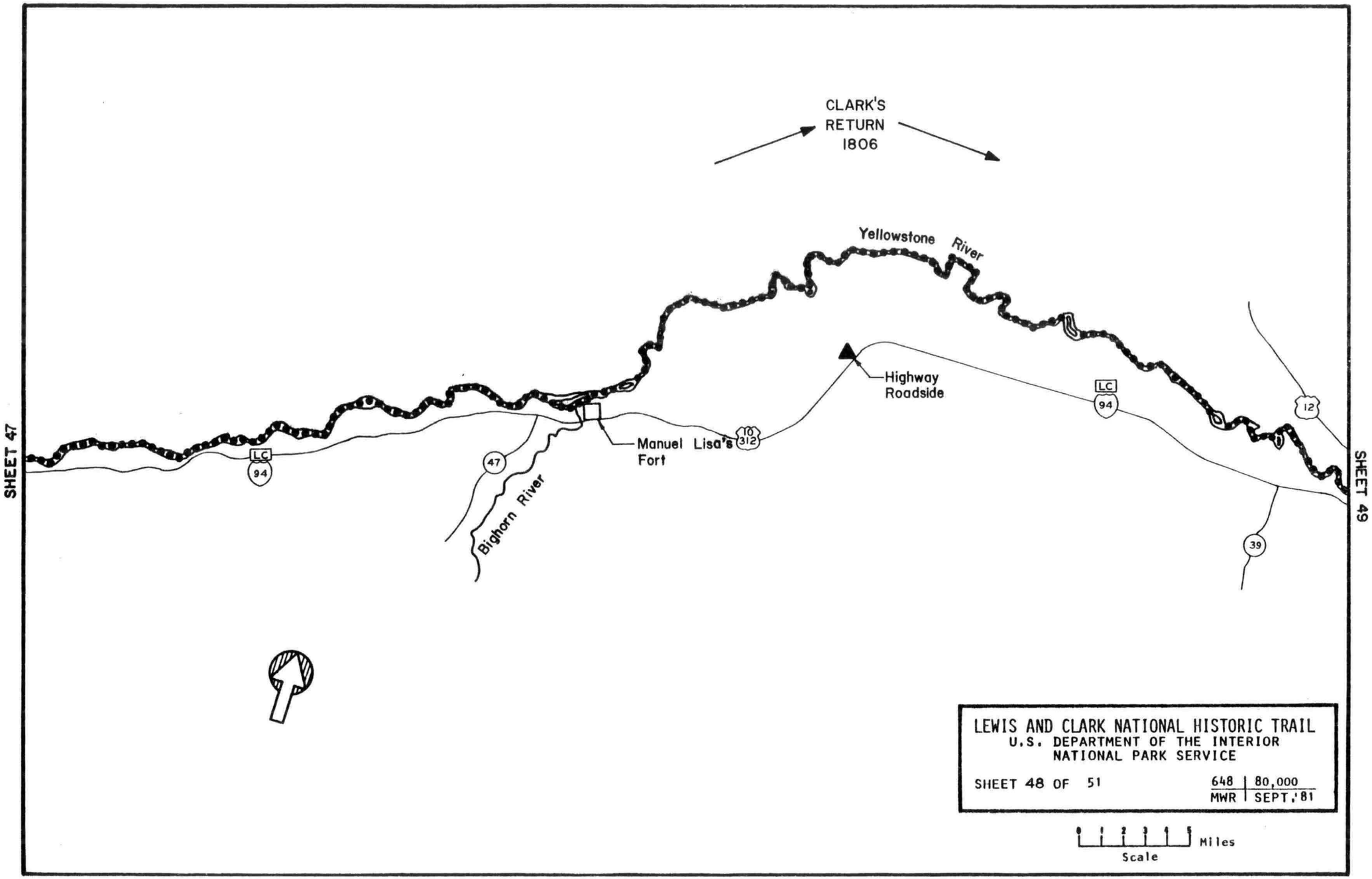
SHEET 44

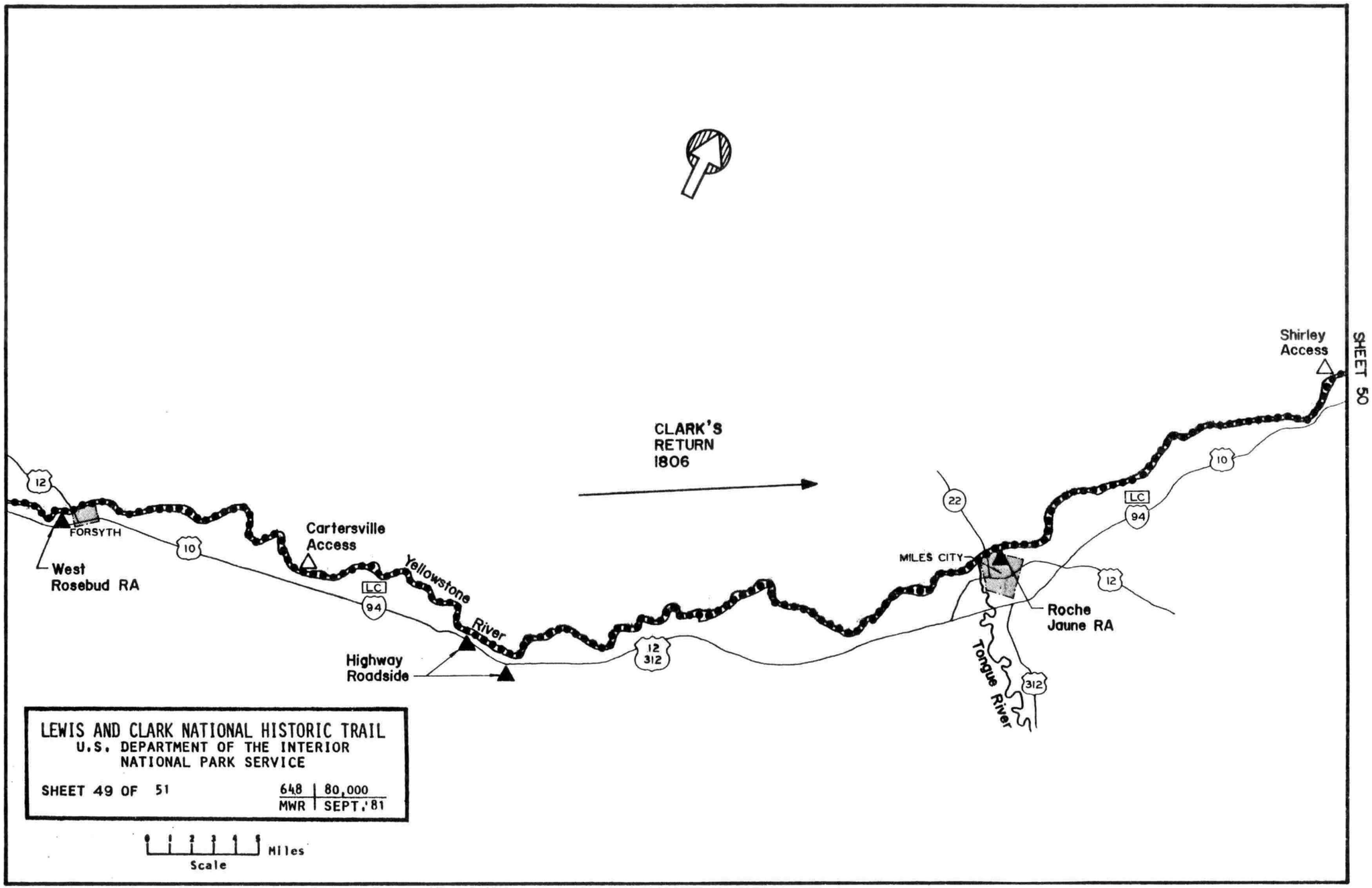

Willapa Bay
103
4
Naselle R.
101
Ilwaco Boat Basin
Fort Columbia SP
LC
401
Grays River
LC
4
403
ILWACO
LC
101
Lewis and Clark Campsite Roadside
CAPE DISAPPOINTMENT
Grays Bay
Pillar Rock
Columbian White-tailed Deer NWR
Fort Canby SP
Columbia River
River
CLATSOP SPIT
101
Cathlamet Bay
Elochoman
County Line Park
Youngs Bay
CATHLAMET
LC
4
ASTORIA
KNAPPA
LC
30
409
Bradley SP
PACIFIC OCEAN
Fort Clatsop National Memorial
LC
ALT 101
Lewis and Clark NWR (Includes all islands between symbols)
101
Youngs River
LC
30
Elochoman Slough Marina
CLATSKANIE
Cullaby Lake CP
Lewis and Clark R.
Clatskanie
GEARHART
Lewis and Clark Salt Cairn (Fort Clatsop National Memorial)
SEASIDE
TILLAMOOK HEAD (CLARK'S MOUNTAIN AND POINT OF VIEW)
Ecola SP
101
Whale Beach
CANNON BEACH
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 44 OF 51
648 | 80,000
MWR | SEPT.'81
Miles
Scale
SHEET 43


SHEET 31
Eustis Access
Missouri River
Jefferson River
Missouri Headwaters SP
SHEET 31
10
Gallatin River
THREE FORKS
LC
90
MANHATTAN
Madison River
Lewis and Clark Park
BELGRADE
CLARK'S RETURN 1806
10
85
BOZEMAN
191
LC
90
Bozeman Pass
10
191
LIVINGSTON
89
Sheep Mountain Access
River
LC
90
Yellowstone
89
SHEET 46
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 45 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale


SHEET 45
SHEET 47
191
Big Timber Access
BIG TIMBER
Grey Bear Access
LC
10
191
Boulder River
Yellowstone River
Pelican Access
Bratten Access
Indian Fort Access
Highway Roadside
LC
90
REEDPOINT
10
CLARK'S RETURN 1806
COLUMBUS
LC
90
Stillwater River
78
Itch-Ke-Pe Park
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 46 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale


CLARK'S
RETURN
1806
SHEET 46
SHEET 48
Yellowstone River
Baptiste Creek
Access
Huntley Access
Pompey's Pillar
Historic Site
BILLINGS
LAUREL
PARK
CITY
Yellowstone
River
Highway
Roadside
Buffalo Mirage
Access
Riverside
Park
Riverfront
Park
Coulson
Park
Two Moons
Park
Pryor Creek
Clarks Fork Yellowstone River
10
90
LC
87
94
312
212
310
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 47 OF 51
648
MWR
80,000
SEPT.'81
0 1 2 3 4 5
Miles
Scale

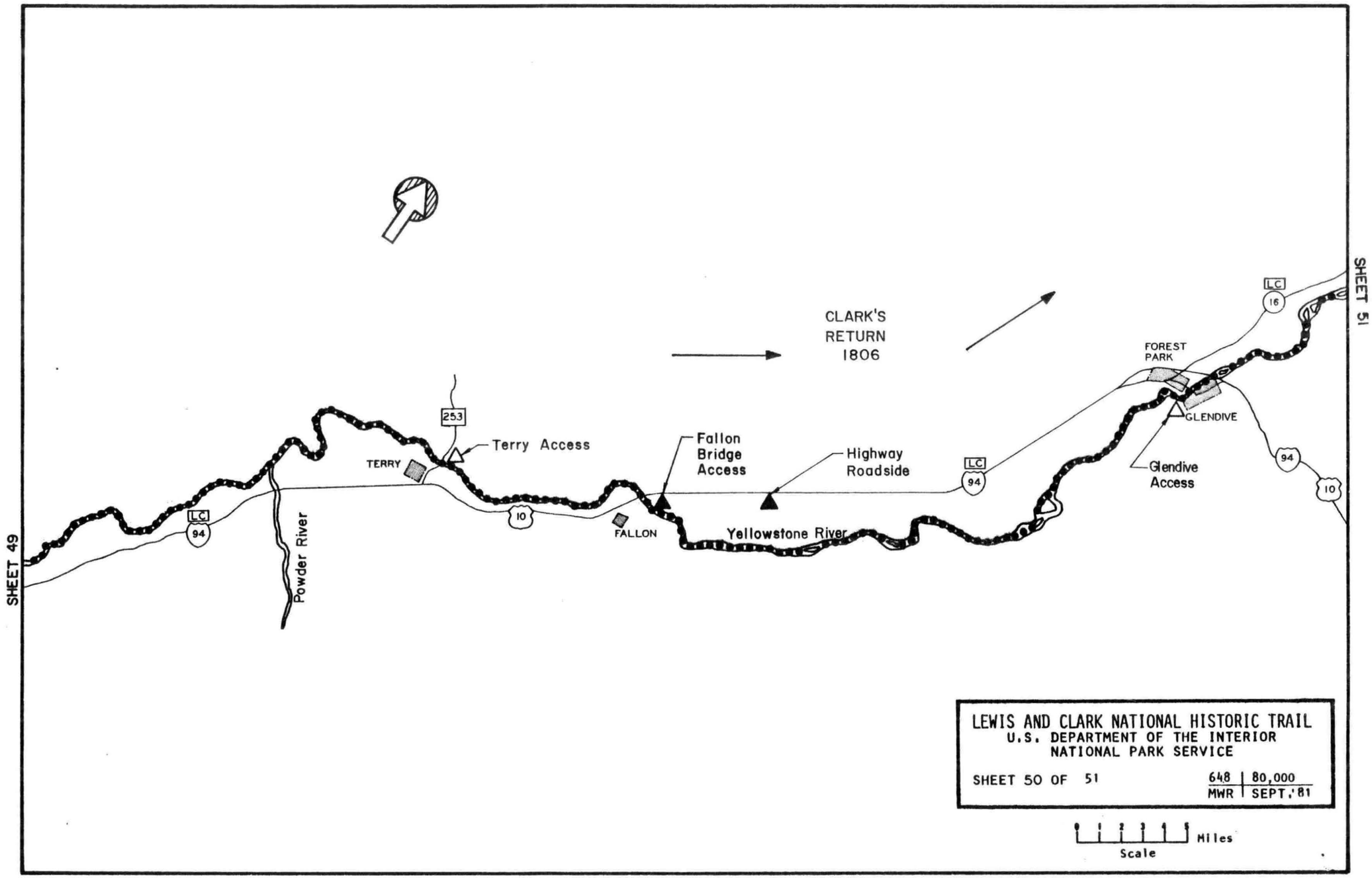

CLARK'S
RETURN
1806
Yellowstone River
Highway
Roadside
Manuel Lisa's
Fort
Bighorn River
LC
94
47
10
312
12
39
SHEET 47
SHEET 49
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 48 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale

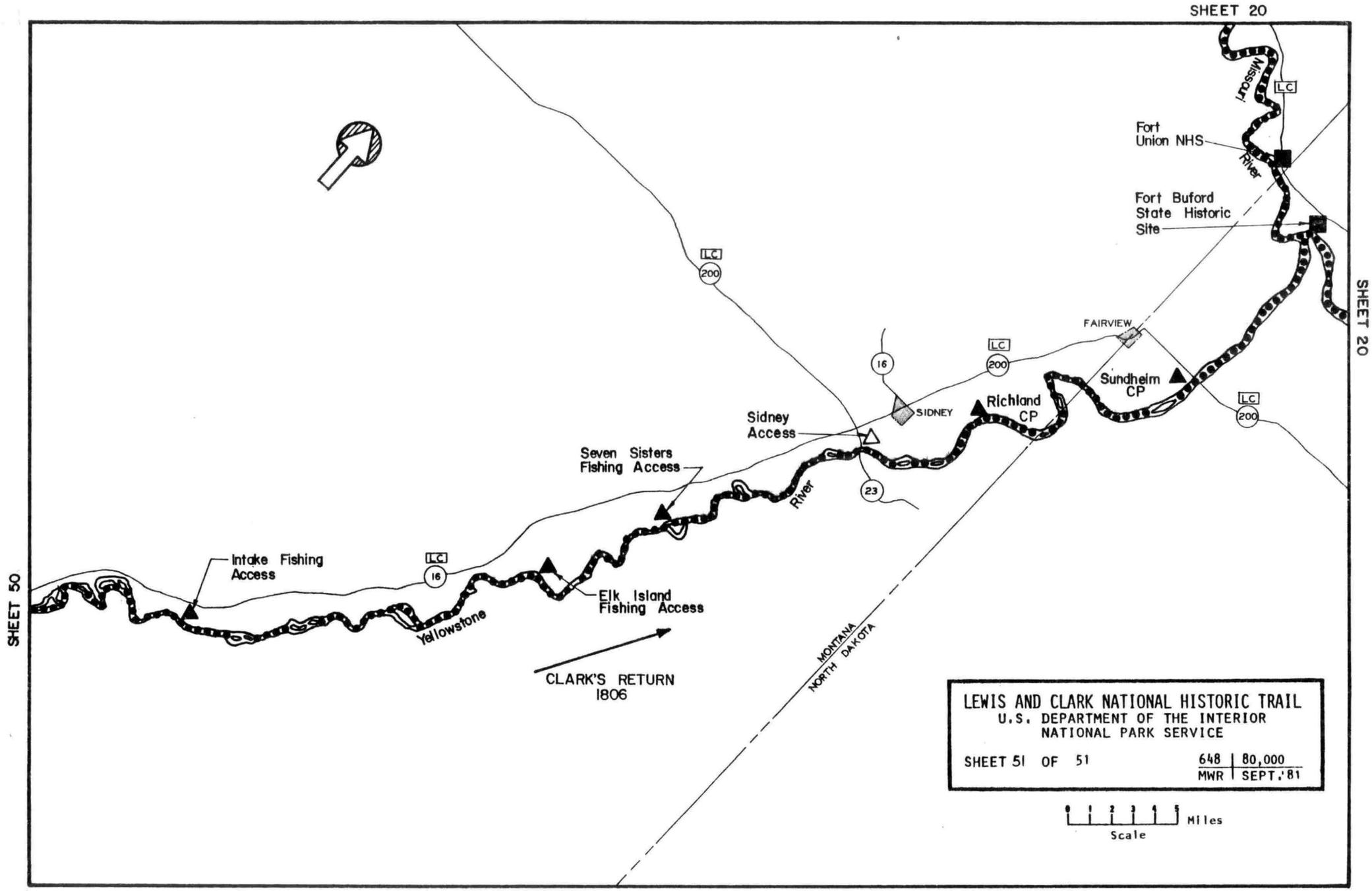


LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

SHEET 49 OF 51

648	80,000
MWR	SEPT.'81


SHEET 49
SHEET 51
CLARK'S
RETURN
1806
253
Terry Access
TERRY
Fallon
Bridge
Access
Highway
Roadside
LC
94
10
FALLON
Powder River
Yellowstone River
FOREST
PARK
GLENDIVE
Glendive
Access
LC
16
94
10
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 50 OF 51
648 | 80,000
MWR | SEPT.'81
Miles
Scale


SHEET 20
SHEET 50
SHEET 20
Missouri River
Fort Union NHS
Fort Buford State Historic Site
FAIRVIEW
SIDNEY
Sundheim CP
Richland CP
Sidney Access
Seven Sisters Fishing Access
Intake Fishing Access
Elk Island Fishing Access
Yellowstone River
CLARK'S RETURN 1806
MONTANA
NORTH DAKOTA
LC
200
16
23
LEWIS AND CLARK NATIONAL HISTORIC TRAIL
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SHEET 51 OF 51
648 | 80,000
MWR | SEPT.'81
0 1 2 3 4 5 Miles
Scale