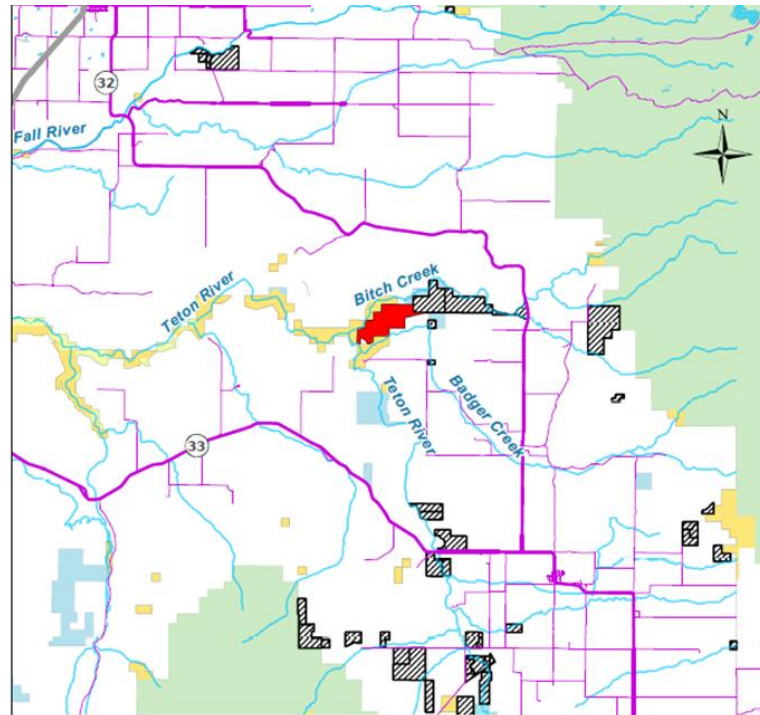




U.S. Department of the Interior
Bureau of Land Management

Teton River – Confluence Ranch



- Planned 2016 LWCF Acquisition
- Out-year Target
- Completed Acquisitions

- Water
- Surface Management Agency
 - Bureau of Land Management
 - US Forest Service
 - Private
 - State

0 1 2 4 Miles

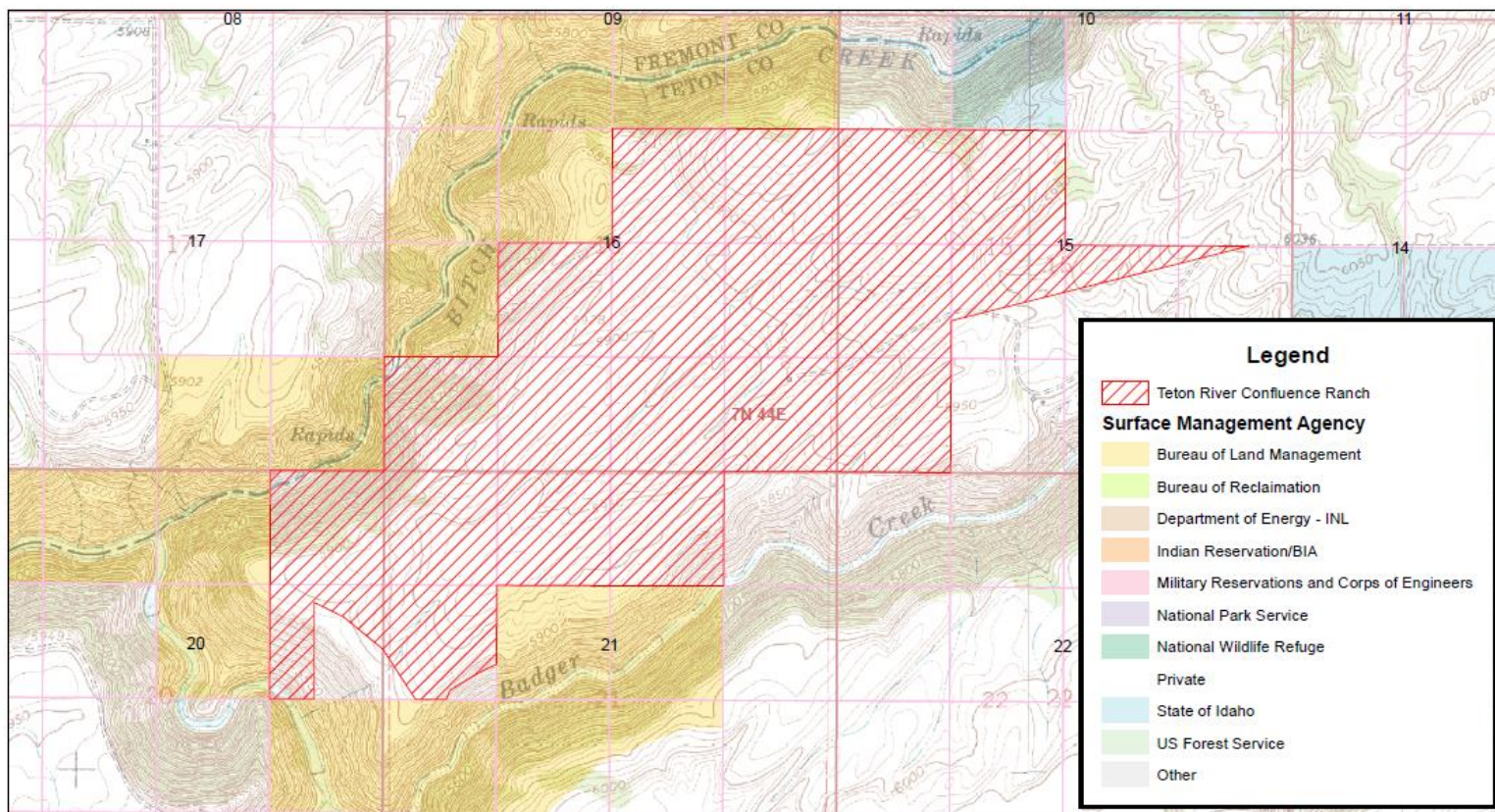
No warranty is made by the Bureau of Land Management. The accuracy, reliability, or completeness of these data for individual use or aggregate use with other data is not guaranteed. The following cannot be made Section 505 compliant. For help with its data or information, please contact the BLM Idaho State Office Webmaster at 208-373-4000. Map created Aug. 22, 2014. Idaho Falls, ID

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Teton River Confluence Ranch



Map Created: 6/2/2014

The surface management status ("land ownership") should be used as a general guide only. Official land records, located at the Bureau of Land Management (BLM) and other offices, should be checked for up-to-date information concerning any specific tract of land.

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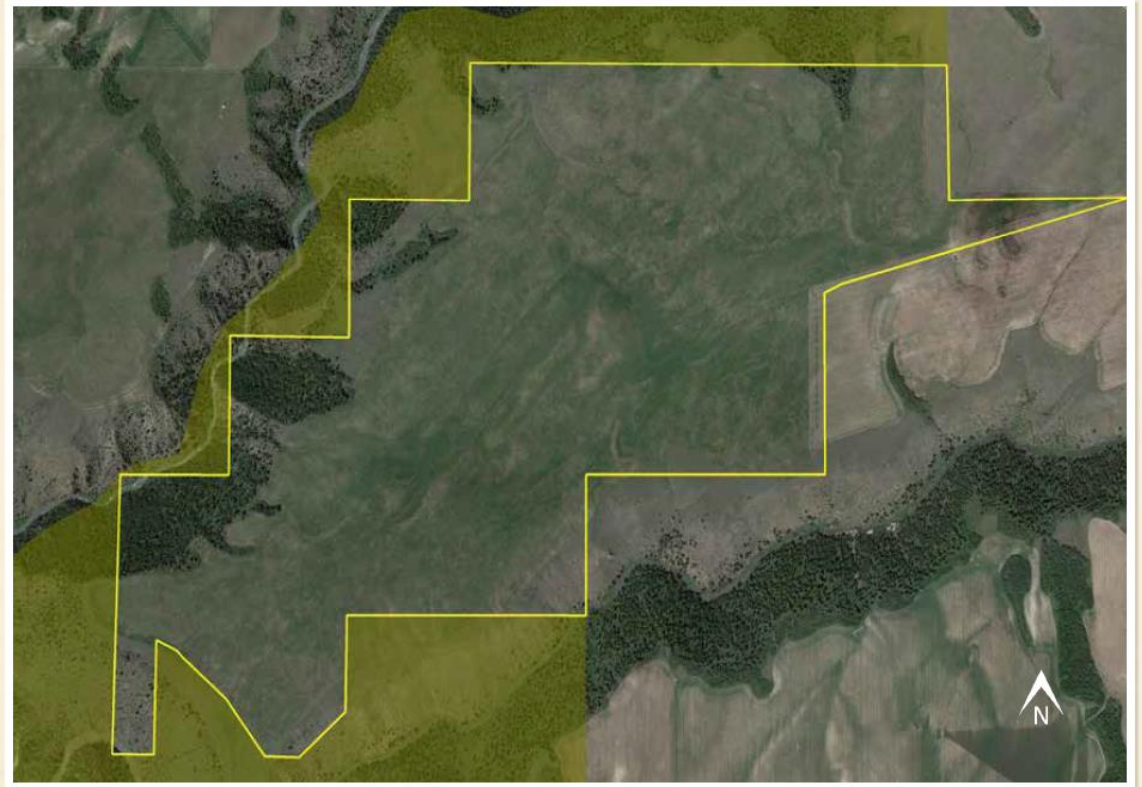
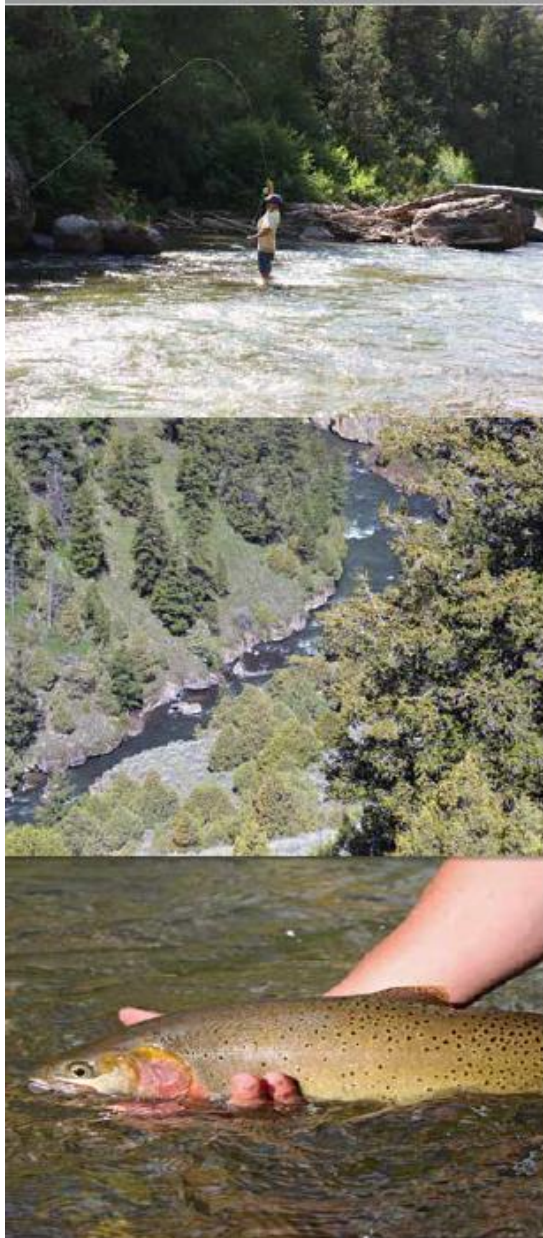
0 0.076 0.15 0.2 0.45 0.6 Miles

Map Projection: NAD 1983 UTM Zone 12N





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Teton River Confluence Ranch Aerial Map

••Maps are for visual aid only accuracy is not guaranteed.

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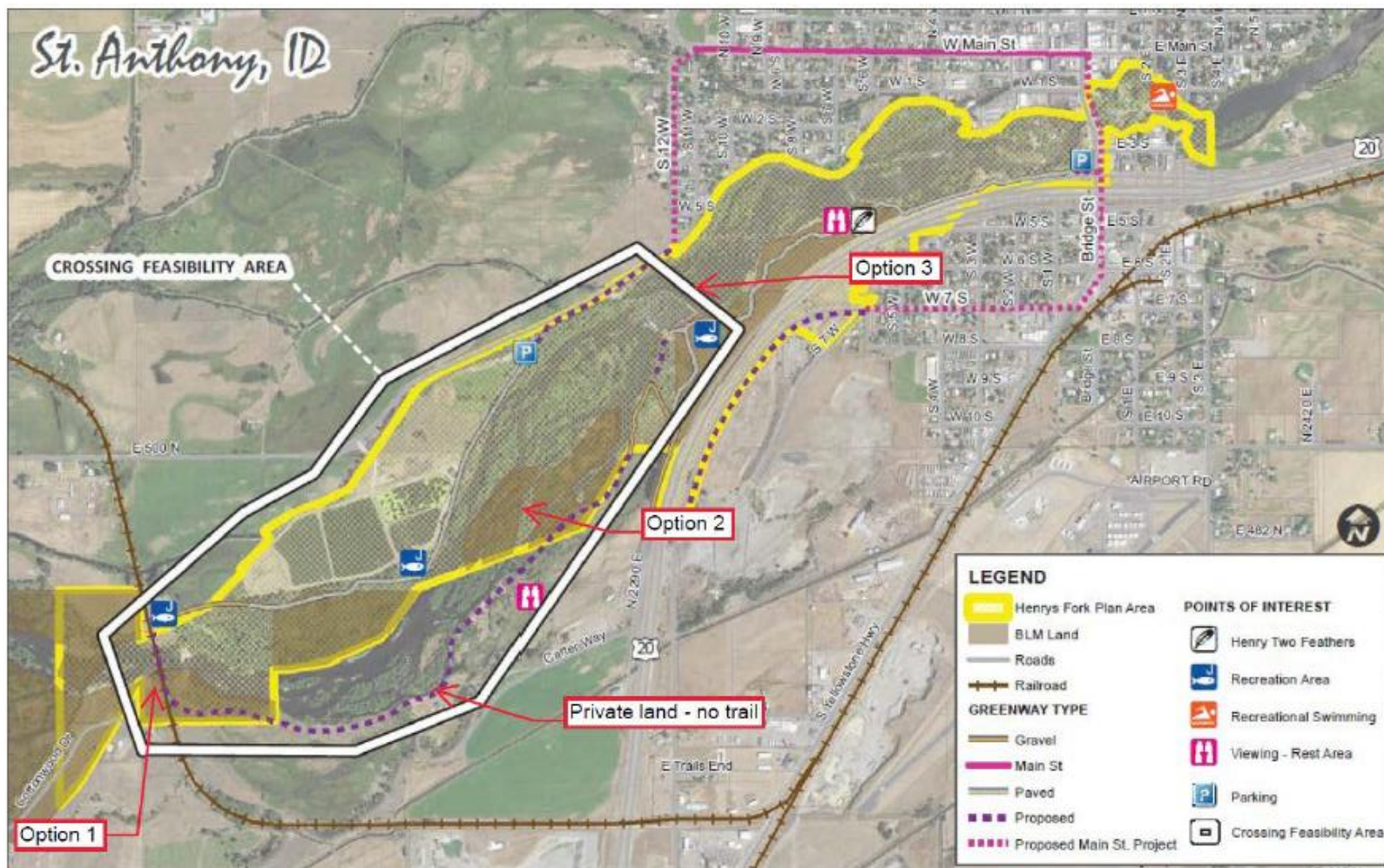
Bridge Feasibility Study

City of St. Anthony

- Improve Access to Recreation Activities
- FLAP Grant



Bridge Feasibility Study





Option 1: Railroad Bridge Option

- Option 1A: Construct a new pedestrian bridge downstream of existing railroad bridge
- Option 1B: Acquire the existing railroad bridge from Eastern Idaho Railroad



Option 1A





Option 1A

Summary of Costs:

Estimate of Construction items only = \$1,275,000

Estimate of Engineering Costs only = \$380,000

Estimate of total project cost = \$1,655,000

Estimated remaining service life = 100 years for the foundation and superstructure; 50 years for the timber deck

Summary of Advantages and Disadvantages:

ADVANTAGES	DISADVANTAGES
Only one pier in the river	Does not (yet) create a loop trail
Discourages unsafe use of existing railroad bridge	Does not provide access to islands within Henry's Fork
Opportunity for future larger loop from St. Anthony	
Opportunity for future expansion and upgrades to the informal parking area on the south bank	
Minimum new bridge structure constructed (limits future maintenance costs and needs)	



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Option 1B





Option 1B

Summary of Costs:

Estimate of Construction items only = \$200,000

Estimate of Engineering Costs only = \$140,000

Estimate of total project cost = \$340,000

Estimated remaining service life = 50 years

(Note that the costs assume existing bridge is acquired at no-cost)

Summary of Advantages and Disadvantages:

ADVANTAGES	DISADVANTAGES
No in-water work or additional clearing	Does not (yet) create a loop trail
Eliminates unsafe use of existing railroad bridge – improves safety of railroad crossing	Risks associated with rehabilitating or changing use of historic steel bridge
Opportunity for future larger loop from St. Anthony	Shortest design life of options
Lowest total project cost	Requires acquisition of railroad bridge, of which feasibility is unknown



Option 2: Island Hopping

- Construct a series of three bridges, with connecting trail segments that connect through the braided portion of the Henry's Fork.
- Add-on Option: Option 2, Bridge #3 could be added to other options.



Option 2





Option 2

Summary of Costs:

Estimate of Construction items only = \$2,910,000

Estimate of Engineering Costs only = \$900,000

Estimate of total project cost = \$3,810,000

Estimated remaining service life = 100 years for the foundation and superstructures; 50 years for the timber decks

Summary of Advantages and Disadvantages:

ADVANTAGES	DISADVANTAGES
Only one pier in the river	Does not discourage unsafe use of the existing railroad bridge
Creates a loop trail	Constructs trail and bridges in areas previously designated/mapped as wetlands
Provides island viewing recreational opportunities	Large quantity of new bridge constructed (higher maintenance costs)
	Highest total project cost



Option 3: Diversion Crossing

- Construct a new pedestrian bridge on the upstream side of the existing irrigation diversion and weir.



Option 3





Option 3

Summary of Costs:

Estimate of Construction items only = \$2,665,000

Estimate of Engineering Costs only = \$800,000

Estimate of total project cost = \$3,465,000

Estimated remaining service life = 100 years for the foundation and superstructure; 50 years for the timber deck

Summary of Advantages and Disadvantages:

ADVANTAGES	DISADVANTAGES
Creates a loop trail	Three piers in the river creates additional in-water work and impacts to environment
Crosses the Henry's Fork at a location where there is already infrastructure in the channel (at the diversion weir)	Does not discourage unsafe use of the existing railroad bridge
Least Right of Way acquisition	Does not provide opportunity for future long loop route around the railroad bridge
	Does not provide "island hopping" experience or access to islands within the braided section of the Henry's Fork
	Large amount of new bridge constructed (highest maintenance costs)
	High total project cost