Beartooth Highway

Road Inventory and Needs Study

Mile Post 0.0 to Mile Post 68.7

Prepared by

U.S. Department of Transportation
Federal Highway Administration
Western Federal Lands Highway Division

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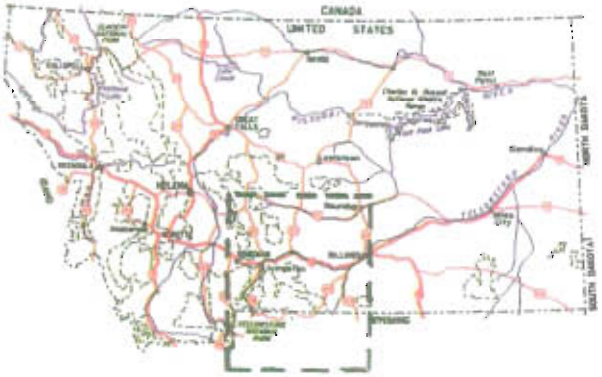
List of Abbreviations

ADT	Average Daily Traffic
AASHTO	American Association of State Highway & Transportation Officials
BST	Bituminous Surface Treatment
CFLHD	Central Federal Lands Highway Division
DSC	Denver Service Center
EPA	Environmental Protection Agency
FDR	Forest Development Road
FH	Forest Highway
FHWA	Federal Highway Administration
FS	Forest Service
FWS	US Fish and Wildlife Service
FY	Fiscal Year
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
Km/h	Kilometers per hour
MDFWP	Montana Department of Fish, Wildlife and Parks
MDT	Montana Department of Transportation
MP	Mile Post
mph	miles per hour
MT FH	Montana Forest Highway
NEPA	National Environmental Policy Act
NF	National Forest
NPS	National Park Service
PCI	Pavement Condition Index
RMR	Rocky Mountain Region
RRR	Resurface, Restore, Rehabilitate
SADT	Seasonal Average Daily Traffic
SI	Severity Index
USDA	United States Department of Agriculture
WDOT	Wyoming Department of Transportation
WFLHD	Western Federal Lands Highway Division of FHWA
YNP	Yellowstone National Park
3R	Resurface, Restore, Rehabilitate



Project Area

Key Map of Montana

Beartooth Highway

Regional Map

FIGURE 1

Executive Summary

The Beartooth Highway is a 110.5-kilometer (68.7-mile) route that begins at the northeast entrance to Yellowstone National Park and ends in Red Lodge, Montana. The first 13.5 kilometers (8.4 miles) and the last 38.1 kilometers (23.7 miles) of the route lie within Montana. The middle 55.8 kilometers (34.7 miles) lie within Wyoming.

The route was constructed in the early 1930s and has been reconstructed and upgraded during the late 1960s and 1970s. These improvements were done using 100 percent federal funding. Portions of the route are in need of repair again.

Jurisdictional issues make improvement of the route impossible under normal highway funding options. Because the route primarily serves Montana constituents and Yellowstone National Park visitors, Wyoming does not accept jurisdiction or maintenance responsibilities of the portion within its boundaries. Currently, the National Park Service (NPS) maintains the first 13.5 kilometers (8.4 miles) within Montana and the middle 55.8 kilometers (34.7 miles) within Wyoming.

Although the NPS has maintained a large portion of the Beartooth Highway, it does not have the authority or the funding to do major reconstruction work outside of the National Park boundaries. Faced with this dilemma, the NPS requested that the Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration (FHWA) look at the route, review current roadway conditions, and explore potential funding sources for upgrading the road.

A steering committee was formed in 1992 and is made up of representatives from several agencies. These include: the Federal Highway Administration, Forest Service, National Park Service, Montana Department of Transportation, and Wyoming Department of Transportation. The WFLHD is chair of the committee and conducted this Road Inventory and Needs Study. The field work for this study was performed during September, 1993.

The WFLHD assessed the overall condition of the route from Yellowstone National Park to Red Lodge, Montana. For study purposes, the route was divided into seven segments (Segments 1 through 7) based on jurisdiction and route characteristics. Two segments, Segment 1 and Segment 4, were identified as having serious deficiencies.

Segment 1, the first 13.5-kilometers (8.4-mile) of the Beartooth Highway, includes the Silver Gate and Cooke City areas in Montana. It is currently scheduled for upgrading under the Forest Highway Program through the state of Montana in the year 2000. It will be discussed in more detail in a future scoping report that the WFHLD will develop.

Segment 4, a 29.9-kilometer (18.6-mile) portion of the route, includes the Beartooth Pass area leading up to the Wyoming/Montana border. Possible alternatives and costs for repair/reconstruction are discussed in this document. The costs for each of the build alternatives are summarized in Table I on this page

Summary of Build Alternatives For Segment 4				
Type	**Length**	**Paved Width**		**Cost**
3R	29.9 kilometers (18.6 miles)	5.5 meters (18 feet)		$8,700,000
Reconstruction	29.9 kilometers (18.6 miles)	7.2 meters (24 feet)		$28,700,000
Reconstruction	29.9 kilometers (18.6 miles)	8.4 meters (28 feet)		$32,100,000
Reconstruction	29.9 kilometers (18.6 miles)	9.6 meters (32 feet)		$38,000,000
Variable Width Reconstruction	29.9 kilometers (18.6 miles)	12.4 kilometers (7.7 miles)	17.5 kilometers (10.9 miles)	$30,000,000
		8.4 meters (28 feet)	7.2 meters (24 feet)	
Variable Width Reconstruction	29.9 kilometers (18.6 miles)	12.4 kilometers (7.7 miles)	17.5 kilometers (10.9 miles)	$31,800,000
		9.0 meters (30 feet)	7.2 meters (24 feet)	

Table I

Segment 4 of the route is in very poor condition and needs to be improved. This portion of the route is on Federal (Forest Service) land. This segment is 5.5 meters (18 feet) wide, which is much narrower than the adjacent segments, and is substandard for the uses that occur. Although the narrow road width is the major deficiency, other conditions exist such as a deteriorated pavement surface and poor roadside safety appurtenances that combine to justify upgrading the road. Without attention, the road will continue to deteriorate and will reach a level of service and safety unacceptable to the recreational public.

The steering committee has started the process of resolving the long-term problems regarding jurisdiction and maintenance of the entire route. An early history of the Beartooth Highway is included in Appendix B. Each responsible agency has signed a Memorandum of Understanding that shows current commitments with regard to various segments. It has been reproduced in Appendix A.

A project sponsor and a funding source for Segment 4 have not been identified. A number of funding sources have been identified under the Intermodal Surface Transportation Efficiency Act (ISTEA) through Federal or State programs. Other potential funding sources include: Park Road and Parkway funds, Forest Highway funds, Public Lands Discretionary funds, Scenic Byway funding, Surface Transportation Program (STP) funding, Demonstration Project, or special legislation. A funding source has to be found before the project can begin. Once the project is funded, either the WFLHD or the Central Federal Lands Highway Division (CFLHD) could perform the studies for environmental clearance, design the project, and administer the construction contract.

There are many varied and diverse interests in the route that will require extensive coordination with the public and all affected parties. Perhaps the first step to coordinate these diverse interests might be a planning study involving the public that would answer the question: "What is the vision for the Beartooth Highway for the next 30 years and how does it interrelate with the regional transportation system?" Once that vision is established and coordinated with the public, the stage will be set for further project development activities.

Public involvement will be critical to the success of any route improvements because of the environmental sensitivity of the area. Again, a funding source must be found for Segment 4 for these activities to begin.

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SECTION ONE

Introduction

History

In the fall of 1991, representatives from Yellowstone National Park asked the Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration (FHWA) to help with the repair of two slide areas on the Beartooth Highway. This and other areas of the Beartooth Highway are deteriorating and are in need of constant repair. The National Park Service (NPS), which is responsible for maintaining the route, does not have the personnel or the funds to make these repairs.

In response, the WFLHD reviewed the two slide areas and conducted a pavement condition survey for the entire route. The WFLHD also scheduled a field review in June of 1992, and representatives from interested agencies attended. As a result of this review, the agencies formed a Steering Committee that is responsible for finding solutions to the various problems associated with the Beartooth Highway. The committee was able to coordinate a solution for repairing the two slide areas. The NPS was able to obtain funding for the two slide areas, the Montana Department of Transportation (MDT) agreed to reconstruct the areas, and the Central Federal Lands Highway Division (CFLHD) of the FHWA provided the design plans. However, many more problems exist, so the WFLHD agreed to conduct a Road Inventory and Needs Study, which it did in September of 1993. The WFLHD also held meetings and discussions with local agency officials. A copy of the minutes from the June meeting are contained in Appendix D.

This document is the result of that study and covers the existing condition of the road, recommendations for improving sections of the route, and possible funding sources for improvements. A detailed road inventory listing is contained in Appendix C.

This is one of the slide areas that representatives from Yellowstone National Park asked the WFLHD to help investigate. The Steering Committee for the Beartooth Highway was able to come up with a solution to the two problem areas, but the agencies are continuing to investigate the entire route because of its deficiencies. This slide area was reconstructed during the summer of 1994.

Steering Committee

As previously mentioned, a Steering Committee was formed after the June 1992 field review and is responsible for coordinating actions regarding the Beartooth Highway. The WFLHD is chair of the committee. The Steering Committee members are:

Howard Wagner, Chief
Branch of Park Roads and Trails
NPS, Denver Service Center
P. O. Box 25287
Denver, Colorado 80225-0287
(303) 696-6992

Cam Hugie, Chief
Branch of Road, Landscape and Architectural Design
NPS, Rocky Mountain Region
12795 W. Alameda Parkway
P. O. Box 25287
Denver, Colorado 80225-0287
(303) 969-2625

Tim Hudson, Chief of Maintenance
Yellowstone National Park
P. O. Box 168
Yellowstone National Park, WY 82190
(307) 344-2301

Wm. (Bill) J. Gournay
Director of Engineering
Forest Service, Rocky Mountain Region
11177 W. 8th Avenue
P. O. Box 25127
Lakewood, Colorado 80225-0127
(303) 275-5220

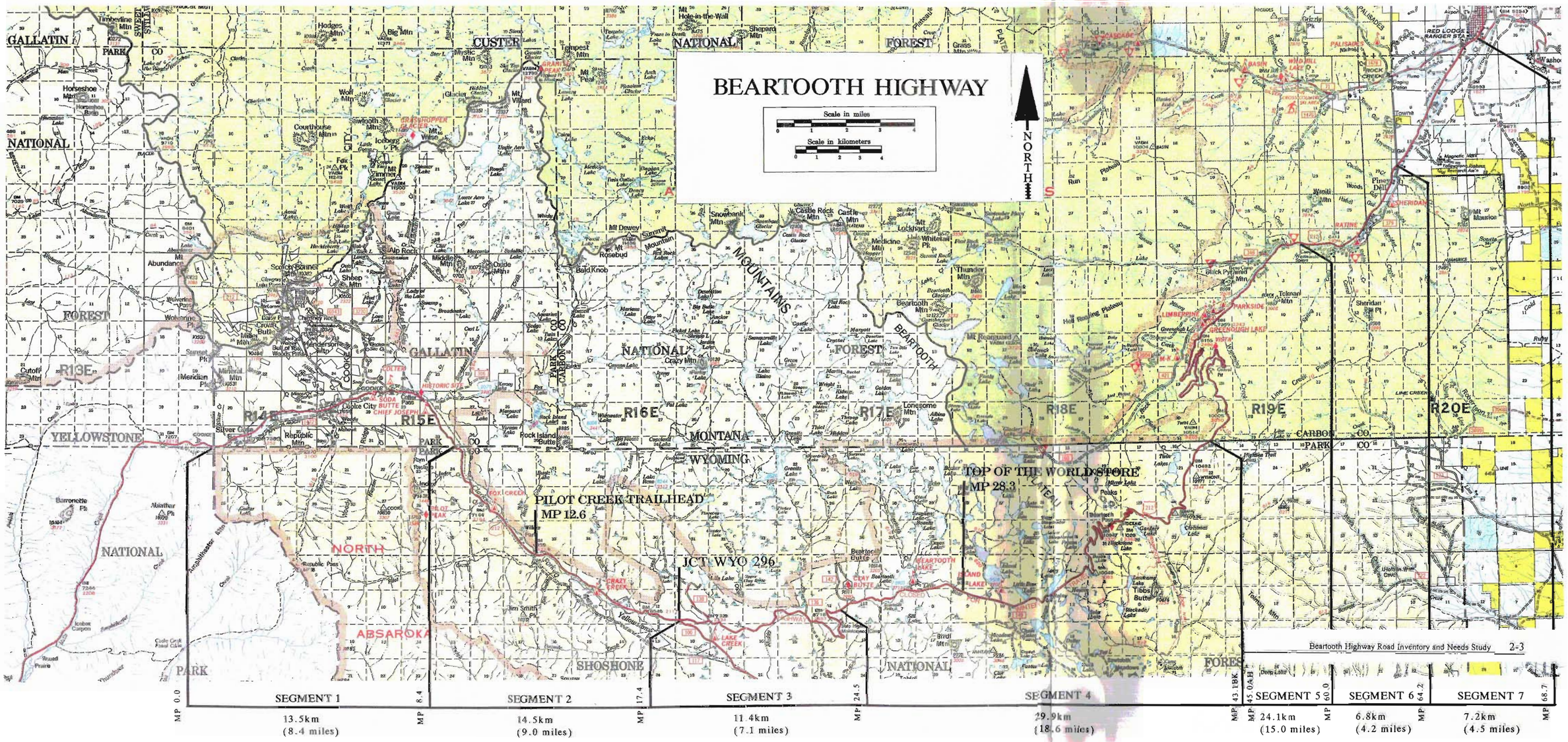
Beryl Johnston, Director of Engineering
Forest Service, Region 1
Federal Building
P. O. Box 7669
Missoula, Montana 59807
(406) 329-3175

James D. Roller (HPC-16)
Planning & Coordination Engineer
Central Federal Lands Highway Division
P. O. Box 25246
Denver, Colorado 80225
(303) 969-5927
FAX: (303) 969-6499

Myron Wilson, Acting District Engineer
Montana Department of Transportation
P. O. Box 20437
Billings, Montana 59104
(406) 252-4138
FAX: (406) 256-6487

George Bell
Assistant Chief Engineer - Operations
Wyoming Department of Transportation
5300 Bishop Boulevard
P. O. Box 1708
Cheyenne, Wyoming 82002-9019
(307) 777-4484

Richard G. Wasill (HPC-17.1)
Planning & Coordination Engineer
Western Federal Lands Highway Division
610 East Fifth Street
Vancouver, Washington 98661-3893
(206) 696-7717
FAX: (206) 696-7846


BEARTOOTH HIGHWAY
Scale in miles
Scale in kilometers
NORTH
GALLATIN
NATIONAL
FOREST
CUSTER
MOUNTAINS
BEARTOOTH
YELLOWSTONE
NATIONAL
PARK
MONTANA
WYOMING
NORTH
ABSAROKA
SHOSHONE
R13E
R14E
R15E
R16E
R17E
R18E
R19E
R20E
PILOT CREEK TRAILHEAD
MP 12.6
JCT WYO 296
TOP OF THE WORLD STORE
MP 28.3
Beartooth Highway Road Inventory and Needs Study 2-3
SEGMENT 1
13.5km
(8.4 miles)
SEGMENT 2
14.5km
(9.0 miles)
SEGMENT 3
11.4km
(7.1 miles)
SEGMENT 4
29.9km
(18.6 miles)
SEGMENT 5
24.1km
(15.0 miles)
SEGMENT 6
6.8km
(4.2 miles)
SEGMENT 7
7.2km
(4.5 miles)
MP 0.0
MP 8.4
MP 17.4
MP 24.5
MP 43.1BK
MP 45.0AH
MP 60.0
MP 64.2
MP 68.7

SECTION TWO

Route Characteristics

Description of the Route

The Beartooth Highway is a 110.5-kilometer (68.7-mile) route that begins at the northeast entrance to Yellowstone National Park near Silver Gate, Montana. It runs north easterly through Wyoming and Montana, and ends in Red Lodge, Montana. The first 13.5 kilometers (8.4 miles) of the route lies within Montana, passes through the communities of Silver Gate and Cooke City, and goes over Colter Pass. The next 55.8 kilometers (34.7 miles) of the route lies within Wyoming. It climbs from the Clark's Fork of the Yellowstone River to Beartooth Pass, which stands at 3,337 meters (10,947 feet) above sea level. The last 38.1 kilometers (23.7 miles) of the route lies within Montana. It descends from the Beartooth Plateau into Rock Creek valley and then ends in Red Lodge.

The Beartooth Highway is considered one of the most scenic routes in the United States, and from this highway travelers can see spectacular views of the Beartooth Mountain Range. The route is one of the highest highways in the country.

The Beartooth Highway serves as the northeast entrance to Yellowstone National Park. It is known as the Red Lodge-Cooke City Highway and as the Beartooth Highway. It carries the US 212 number for its entire length, and the FS recently designated it as the Beartooth Scenic Byway under the FS Scenic Byway Program. The portion of the route within Montana is designated as Montana Forest Highway 59, and the portion of the route within Wyoming is designated as Wyoming Forest Highway 4. In addition

to being a forest highway, the route carries a special designation as a National Park Approach Road in accordance with 16 USC Articles 8a and 17-j2. To avoid confusion, the route is referred to as the Beartooth Highway in this document.

The Beartooth Highway is classified as a rural minor arterial according to the *Policy on Geometric Design of Highways and Streets*. The American Association of State Highway and Transportation Officials (AASHTO) publishes this manual, and it is a nationally accepted guide for designing highways. The Beartooth Highway meets the definition of a rural minor arterial because it links cities, larger towns, and other traffic generators (such as major resort areas) that attract visitors from distant places. Minor arterials usually provide for relatively high travel speeds and minimum interference to traffic flow. However, in the higher elevations on the Beartooth, the mountainous terrain dictates slower travel speeds and design criteria that more closely follow lower roadway classifications such as rural collectors.

The route has been divided into seven segments for study purposes. These seven segments are shown on the map on page 7. Segment 1 stretches from the beginning of the route at the Yellowstone boundary (MP 0.0) to the Montana-Wyoming border (MP 8.4).

Segments 2, 3 and 4 make up the 55.8 kilometers (34.7 miles) within Wyoming. In the 1970s and the 1980s the CFLHD reconstructed segments 2 and 3 to current standards. Segment 4 was rehabilitated and resurfaced in 1968 and 1969 but was not improved to any specific standards.

Segments 5, 6 and 7 make up the remaining 37.0 kilometers (23.0 miles) of the route and lie within Montana. The Montana Department of Transportation (MDT) is rehabilitating and resurfacing Segment 5, which includes making safety improvements. Segments 6 and 7 were reconstructed during the late 1970s and early 1980s to current standards.

Table 1 on page 2-5 provides a listing of the construction activities that have occurred during the last 35 years and includes selected physical details and costs.

TABLE 1 - BEARTOOTH HIGHWAY CONSTRUCTION DATA

SEGMENT NUMBER	MILEPOST BEGIN	MILEPOST END	LENGTH (MILES)	EXISTING ROADWAY CONDITIONS PAVEMENT WIDTH	EXISTING ROADWAY CONDITIONS DESIGN SPEED*	PROJECT NUMBER	TYPE OF WORK	YEAR AWARDED	AWARDED COST	COST PER MILE ($)	COST INDEX 1967	COST INDEX 1987	1994 COST PER MILE ($)
1 thru 5	0.0	60.0	58.4	18	unknown	Park Approach Road	Gr, Dr, Surf, & Bridges	1931-36	Unknown	n/a			
2	-	-	0.218	28 (bridge width)		WYO FLH 15(1)	2 Bridges & Approaches	1963	187,420	n/a			
2	8.4	12.8	4.921	30	40	WYO FLH 15(2)	Gr, Dr, Surf, & Bridges	1965	743,855	151,159	90.3		720,977
2	12.8	14.8	1.670	32	40	WYO FLH 15(9)	Gr, Dr, & Bit. Base	1979	579,489	347,070		82.5	483,795
2	8.4	14.9	6.459	30 & 32	40	WYO FLH 15(10)	Final Paving	1983	974,788	150,919		84.7	204,910
2	14.9	17.1	2.277	32	40	WYO FLH 15(11)	Gr, Dr, & Final Paving	1984	1,549,712	863,615		89.4	1,110,915
						WYO FH 4-1(1)	(Combined with FLH 15(11))	*	416,740				
3	17.1	18.7	1.622	32	30	WYO FLH 15(7)	Gr, Dr, & Bit. Base	1974	777,010	479,044		54.7	1,007,130
3	-	-	0.098			WYO FLH 15(6)	Lake Cr. Bridge & Appr.	1972	1,074,805	n/a			
3	18.8	22.4	3.619	32	30	WYO FLH 15(5)	Gr, Dr, & Bit. Base	1970	1,181,031	326,341	125.6		1,119,070
3	22.4	24.5	2.102	32	30	WYO FLH 15(4)	Gr, Dr, & Bit. Base	1968	619,775	294,850	103.4		1,228,162
3	17.1	24.5	7.346	32	30	WYO FLH 15(8)	Final Paving	1977	683,954	93,105		57.9	184,925
4	24.5	36.5	11.949	18	Unknown	YNP 10(1)	Resurfacing - 3R	1967	427,900	35,810	100.0		154,235
4	38.4	43.1 BK =	4.742	18	40	WYO FLH 15(3)	Resurfacing - 3R	1967	267,238	56,356	100.0		242,725
5	45.0 AH	53.8	8.746	28**	24	MT FH 59-2(1)	Gr, Dr, & Paving	1963	433,747	141,050	86.4		703,130
						MT FL 59(1)	(Combined with 59-2(1))	*	349,882				
						MT FL 59(2)	(Combined with 59-2(1))	*	449,998				
						MT FH 59-2(3) PC	(Post Construction)	1965	15,306	n/a			
						MT FH 59-2(5) PC	Signing & Striping (FAid)	1970	8,013	n/a			
5	53.8	60.0	6.274	28	24	MT FH59-2(2)	Gr, Dr, Paving; & Bridge	1965	195,400	195,314	90.3		931,580
						MT FL 59(3)	(Combined with 59-2(2))	*	680,000				
						NPS FUNDS	(Combined with 59-2(2))	*	350,000				
5	45.0	60.0	15.021	26***	40	MT FLH 28-2(18)45	Resurfacing - 3R; Safety	1993	5,964,681****	362,908		107.0	390,000
							Interim Scenic Byway Grant	*	72,697				
							NPS Slide Repair in Wyo.	*	48,426				
6	60.0	64.2	4.227	34	60	MT FH 59-2(4)	Gr, Dr, & Paving	1968	195,264	172,839	103.4		719,940
						MT FL 59(4)	(Combined with 59-2(4))	*	535,328				
7	64.2	68.7	4.459	40	60	MT FH 59-2(6)	Gr, Dr, Paving & Bridge	1978	Est. 2,210,228	495,678		67.5	844,490
	68.7	69.3	0.660			F-TQF 28-2(3)	(Combined with 59-2(6))	*	692,226	n/a			

* As shown on the design plans
** 22 feet from MP 47.56 to MP 53.75
*** Average of 20.5 feet from MP 47.56 to MP 53.75. Varies from 19 to 22 feet.
**** Includes $513,441 for Vista Point Rehab.

The Cost Index is the Composite Cost Index taken from the Price Trends for Federal Aid Highway Construction. For 1972, the Index is 138.2 for the 1967 Base, and 36.9 for the 1987 Base. The Index used for 1994 is 115.

Road Uses

The Beartooth Highway primarily is a recreational road that connects the northeast entrance of Yellowstone National Park to Red Lodge. Except for the first 4 miles, it is a seasonal road that is opened on Memorial Day and generally closes about October 15, depending on snow conditions. The first 4 miles is kept open year-round to allow people to travel from Gardiner to Cooke City through Yellowstone National Park. Eight miles at the Red Lodge end of the route also stay open year-round. There are no future plans to keep the Beartooth Highway from MP 17.4 to MP 57.5 open during the winter.

The Beartooth Highway also connects with the Chief Joseph Scenic Byway (WYO 296) at MP 17.4, which allows people to travel between the northeast entrance of Yellowstone National Park and Cody, Wyoming. Until 1994, Park County will plow snow weekly on the Chief Joseph Scenic Byway. The County also contracts to have snow plowed every Thursday on the Beartooth Highway from the junction with the Chief Joseph Scenic Byway at MP 17.4 to the Pilot Creek Trailhead at MP 12.5. This is done to provide access to the B-4 Ranch properties and to provide access to snowmobiling areas. In 1994, the state of Wyoming indicates it will plow daily to MP 17.4.

The state of Wyoming is in the final phases of reconstructing and paving the Chief Joseph Scenic Byway. Once this route is completed, the state will be pressured to provide year-round access from Cooke City to Cody, which includes 21.6 kilometers (13.4 miles) of the Beartooth Highway.

The Beartooth Highway provides access to private properties and to businesses in the communities of Silver Gate, Cooke City, Colter Pass, and Red Lodge. It provides access to private ranch properties from MP 14.55 to MP 15.45. Only one business in Wyoming, the Top of the World Store, is located east of the junction with the Chief Joseph Scenic Byway. It supplies gasoline, motel facilities, and miscellaneous supplies. This store usually stays open until November.

Logging trucks and other commercial trucks are not allowed on the Beartooth Highway from MP 17.4 to about MP 57.0. Commercial tour busses are allowed to use this route, and the number of busses probably will increase once the Chief Joseph Scenic Byway is completed.

Currently, the Red Lodge Chamber of Commerce is trying to organize a loop tour that would begin in Red Lodge, go down to Cody, over the Chief Joseph Scenic Byway, up the Beartooth Scenic Byway, over Beartooth Pass, and then would head back to and end in Red Lodge. Some local residents are driving this loop already.

The Beartooth Highway itself is a major recreational facility. Many people take this route to enjoy the beauty of the area. The route has numerous undeveloped roadside turnouts from people pulling off the road to view sites, particularly in the higher elevations where you can see for long distances. A number of important developed recreational facilities also are located throughout the length of the highway:

Mile Post	Facility
0.00	Yellowstone National Park
4.53	Soda Butte Campground (FS)
5.80	Colter Campground (FS)
6.84	Gallatin NF Horse Trail
7.00	Wildlife Viewing Area (FS)
7.06	Chief Joseph Campground (FS)
7.18	Clarks Fork Picnic Area and Trailhead (FS)
11.00	Fox Creek Campground (FS)
12.55	Pilot Creek Trailhead
14.82	Crazy Creek Campground (FS)
16.40	Scenic Overlook
17.40	Chief Joseph Scenic Byway to Lake Creek Campground (FS)
18.55	Lake Creek Bridge and Falls
24.10	Pilot/Index Peak Overlook
24.99	Road to Clay Butte Lookout (FS)
26.47	Beartooth Lake Campground (FS)
29.53	Island Lake Campground (FS)
31.90	Hauser Lake Trailhead (FS)
36.85	West Summit Rest Area (FS)
38.73	Gardiner Lake Trailhead (FS)
40.17	Ski Lift (Private)
49.05	Vista Overlook (FS)
57.22	Rock Creek Road to 5 FS Campgrounds
61.15	Ratine and Sheridan Campgrounds (FS)

Currently, the FS is planning a $2.5 million capitol improvement project. Under this project, the recreational facilities from Cooke City to Vista Point (MP 4.0 to MP 49.05) would be upgraded. The FS is preparing the Environmental Assessment for upgrading campgrounds and for developing and improving existing wayside turnouts for handicapped access and interpretation. Construction would not begin before Fiscal Year (FY) 96 or 97. The goal of these improvements is to maintain the character of the landscape for long-term management of the road corridor as a scenic byway. A copy of the Executive Summary for the recreation management proposed is contained in Appendix A.

Bicyclists use the Beartooth Highway, and the amount of bicycle traffic is increasing greatly. Every week during the summer months, anywhere from four to six tour groups use this route. Each group has anywhere from 15 to 30 bicyclists. Other individual bicyclists use the route also, and the narrow paved roadway width in the Beartooth Pass area makes bicycling extremely dangerous. However, no one intends to discourage or prevent bicyclists from using this route.

Snowmobiling is a popular activity in the Cooke City and Red Lodge areas. After snow arrives and the road is closed to traffic, portions of the road from MP 4.0 to MP 55.0 are used as snowmobile trails. When requested under a trail agreement with the Snowmobile Association, the MDT plows the road up to MP 55.0 from the Red Lodge end. There is a groomed trail from the Pilot Creek trailhead at MP 12.6 to the Top of the World Store at MP 28.3. Snowmobiling above the Top of the World Store is for experts only. The area is extremely dangerous because of severe weather conditions and avalanches.

If year-round maintenance begins from Cooke City to Cody, there are back roads available for snowmobiling so that dual use of the road is not a problem. There is already an off-road trail from Pilot Creek Trailhead at MP 12.55 to Crandell Junction at MP 17.4. However, this area does have problems with lack of snow at times. Road crossings and additional parking areas will be needed to accommodate the snowmobile traffic. A snowmobile underpass was constructed at MP 17.0 as a part of the reconstruction project that took place in the 1980s.

A privately-owned ski lift is located next to the road at MP 40.2. It is a training area for Olympic skiers and is not open to the public. It is open

only the first and second weeks of June. It is on National Forest lands and is allowed through a Special Use Permit.

Crown Butte Mines, Inc., located in Butte, Montana, is proposing the development of a large gold mining operation north of Cooke City that will be called the New World Project. This mine would be accessed from the Beartooth Highway at MP 5.7. If the mine opens, about 1360 metric tons (1,500 tons) of ore per day would be processed, which would yield 4300 kilograms (150,000 ounces) of gold a year, plus associated copper and silver values. About two to three truckloads of concentrated ore would be shipped to Cody for final processing every day, with the trucks hauling cement on the return trip. About 300 people would be employed during the construction phase, which would begin in 1995 at the earliest, and about 150 people would be employed on a permanent basis. Ore reserves would sustain the mining operation for at least 15 years. An Environmental Impact Statement (EIS) is being developed for the proposal.

Ranchers in the area also use the road to drive sheep and cattle herds to federal grazing lands. A large portion of the route is open range, and encounters with grazing animals do occur but they are uncommon.

Traffic Volumes

Traffic volumes for the Beartooth Highway are based on the Seasonal Average Daily Traffic (SADT), which is the average number of vehicles that use the route each day over a set period of time. The SADT is assumed to apply throughout the "season" the route is open. Portions of the Beartooth Highway typically are open only between May and September. The SADT for the seven segments of the Beartooth Highway varies from 525 vehicles per day in segments 3 and 4 to 1700 vehicles per day in Segment 7 (the SADT for the seven segments is summarized in Table 2 on page 2-10). Recreational Vehicles make up about 4.1 percent of the total SADT.

Future traffic volumes are used for design purposes and usually are figured for 20 years into the future. These traffic volumes are computed by applying an annual growth factor to current traffic volumes and by making

adjustments for foreseeable changes in traffic patterns. For the Beartooth Highway the annual growth factor is 1 percent. This number was derived based on regional population growth.

Traffic volumes could increase if the driving surface and width is improved along substandard sections of the route, but this increase probably would not be substantial. Upgrading the roadside recreational facilities could increase traffic volumes but, this would probably not be substantial either.

Future traffic patterns will change significantly if the Chief Joseph Scenic Byway becomes a year-round route to Cooke City. If the New World Project begins operation, traffic volumes will increase further, but this increase will be minimal. The Wyoming DOT estimates that traffic volumes on the Chief Joseph Scenic Byway will grow from 250 vehicles per day now to 610 vehicles per day in the year 2012, if it becomes a year-round route. This estimate includes possible mine traffic. Most of these additional vehicles probably would travel over the segments to Cooke City. The remainder of these vehicles probably would travel over the pass to Red Lodge as part of the "loop" mentioned earlier.

Seasonal Traffic Volumes

Segment	1993 SADT	2013 SADT	2013 SADT*	% RVs & Buses
1	760	925	1085	4.1
2	700	850	1085	4.1
3 and 4	525	640	710	3.9
5	550	670	750	3.9
6	760	925	1000	3.9
7	1700	2075	2150	3.9
Chief Joseph	250	300	610	Not Available

Table 2

**Assuming that a year-round route is established from Cody, Wyo. to Cooke City, Mont., and includes mine traffic.*

The New World Project operations would increase traffic on the Beartooth by about 20 vehicles per day between the mine and Cody. Crowne Butte Mines does not plan to provide transportation for employees to the work camp, but will encourage employees to form car pools. Most employees probably will reside at the work camp during their on-site work periods because of the remoteness of the site. The amount of employee traffic from the work camp to U.S. 212 would be low except during shift changes.

The current and projected traffic volumes for the various segments of the Beartooth Highway are shown in Table 2 on page 2-10.

The estimated turning movements and directional distribution of traffic are shown in Figure 3 on page 2-12.

Accidents

Selected accident statistics for the last 10 years are summarized in Table 3 on page 2-13. The accident rate per million vehicle miles and the severity index for the seven segments is summarized in Table 4 on page 2-14. These accident rates are estimated based on the number of accidents and the number of vehicle miles travelled over the last 10 years in each segment. Segments 2 through 7 have accident rates comparable to those for similar roads in Montana and Wyoming. However, the accident rate for Segment 1 is higher than the average for the two states. The average accident rate for secondary highways is 1.85 in Montana and 1.44 in Wyoming.

The Severity Index (SI) for this route varies from 1.29 in segment 7 to 1.98 in segment 4. The SI is a number from 1.0 to 5.8 that is used to determine what the chances are that an accident will cause property damage, a personal injury, a fatality or some combination of the three. The higher the SI is the higher the chances are that the accident will be more serious. The statewide average SI for similar roads in Montana is 1.53. This information for Wyoming is not available.

Because most of the route is in such remote areas, it is likely that many accidents are not reported, especially in cases where damage is minor, where other vehicles are not involved, or where there are no injuries. For

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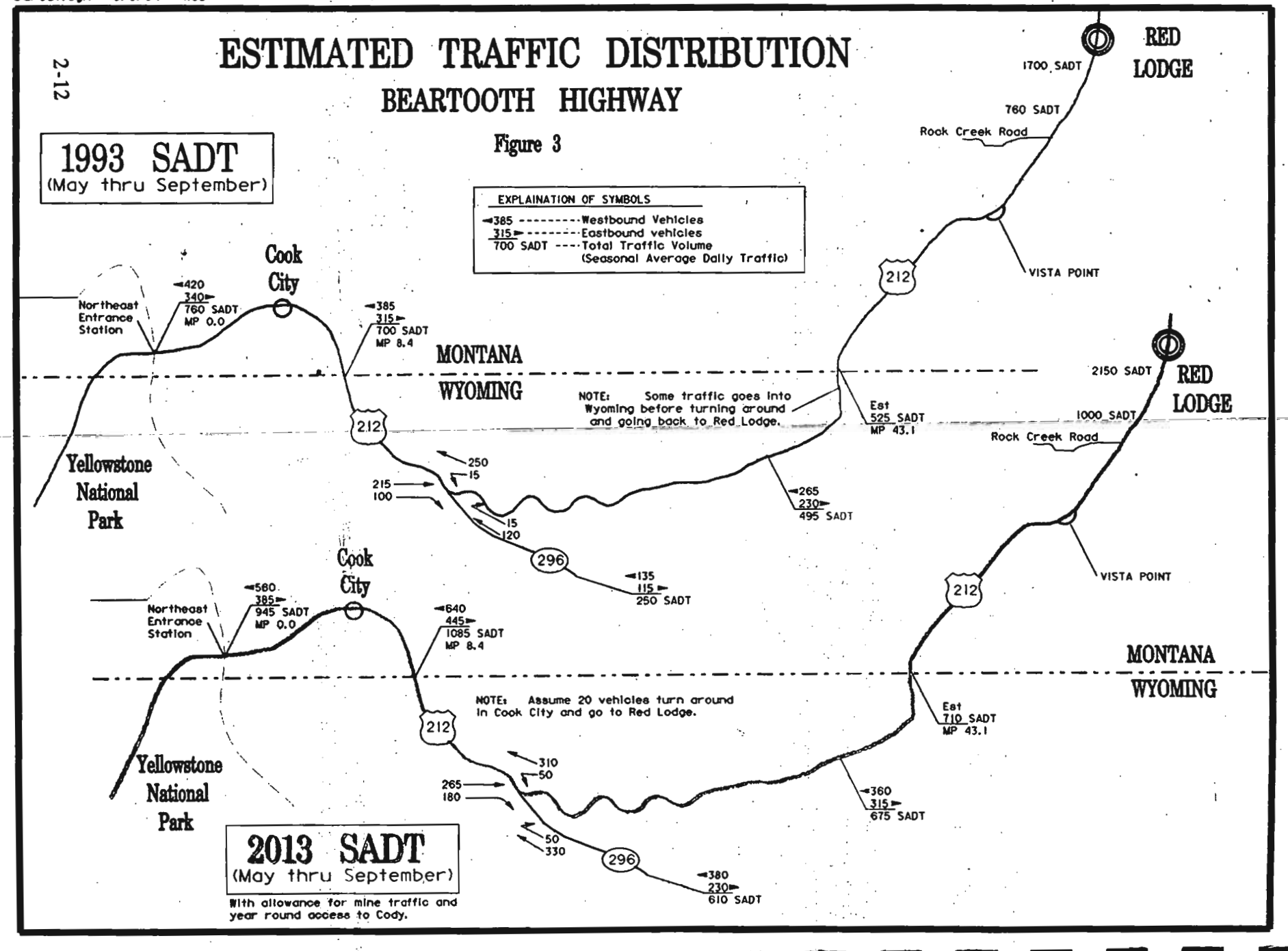
ESTIMATED TRAFFIC DISTRIBUTION

BEARTOOTH HIGHWAY

Figure 3



Accident Statistics from 1983 to 1993

Segment MP to MP	Total # of Accidents	Head On/ Rear End	Side Swipe/ Turn	Overturn	Collision with Roadside Object	Snow/ Ice	Asleep/ Inattention	Unsafe Speed	Collision w/ Animals	Alcohol Related	Injury Accidents [# of injuries]	Fatal Accidents [# of fatalaties]	Property Damage Only Accidents
1 0.0 to 8.4	33	4	4	11	13	7	17	7	0	7	11 [15]	1 [1]	21
2 8.4 to 17.4	21	2	5	2	5	5	1	3	6	1	9 [12]	-	12
3 17.4 to 24.5	7	1	1	1	4	2	1	1	-	1	4 [8]	-	3
4 24.5 to 43.1	11	3	1	3	5	2	4	5	-	1	6 [13]	1 [1]	4
5 43.1 to 60.0	13	1	2	5	5	0	4	3	1	1	6	1	6
6 60.0 to 64.2	4	0	0	1	1	0	1	1	0	0	2	0	2
7 64.2 to 68.7	17	3	4	2	5	3	3	2	5	0	5	0	12

Table 3

example, no collisions with deer have been reported on the segments within Wyoming, but they do occur. Because many accidents probably go unreported, the actual accident rate could be higher.

Segment 1 has two locations where several accidents occurred. Twelve accidents occurred between MP 5.0 and MP 5.5, with three accidents each at MP 5.1, 5.2, and 5.3. This area has the sharpest curves and most difficult alignment within this segment. Six accidents occurred between MP 7.8 and MP 8.1, with four accidents at MP 7.9. In all six of the accidents, the vehicles went off the road and rolled over. This area is dangerous because of the substandard alignment and grade. One fatal accident with one fatality occurred in Segment 1 at MP 0.9 on April 6, 1986. A passenger car ran off the road and collided with a tree.

Accident Rates Per Million Vehicle Miles and Severity Index

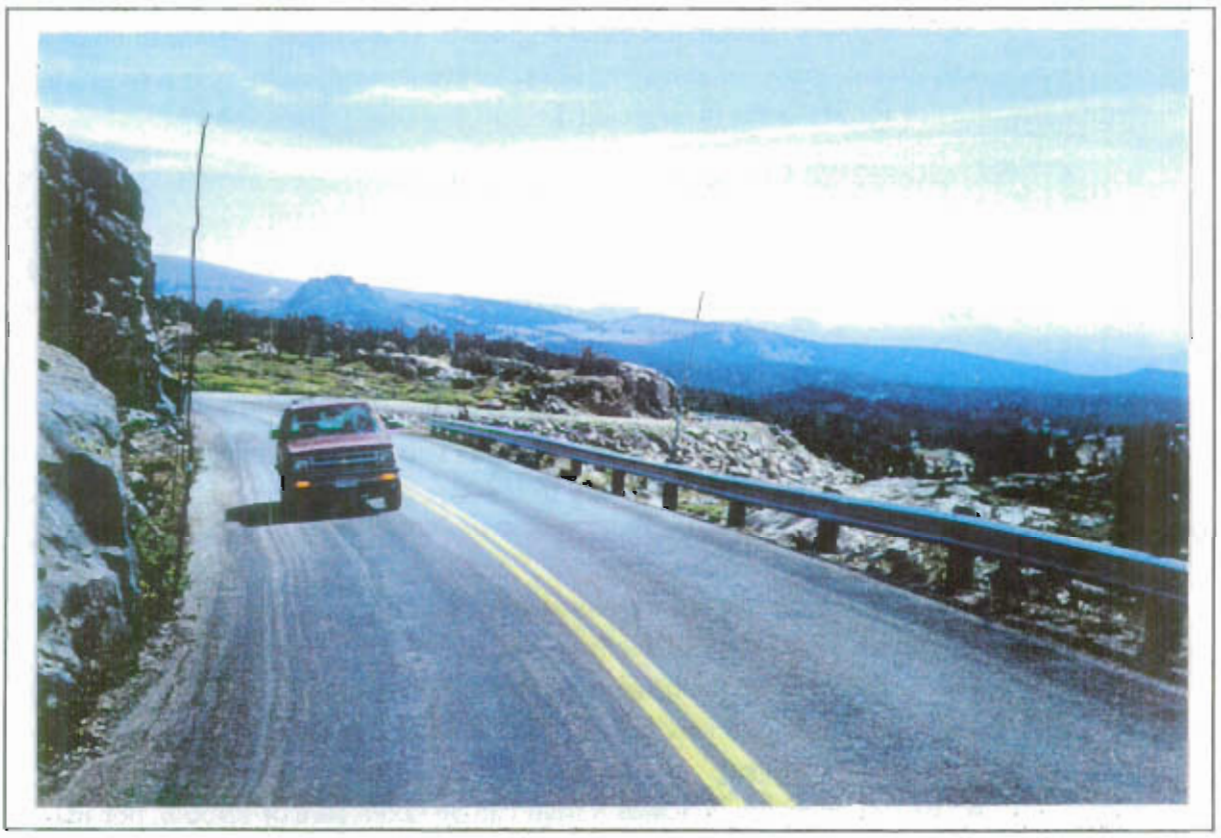
Segment	SADT*	Number of Days	Length (in miles)	Vehicle Miles**	Number of Accidents	Accident Rate†	Severity Index††
1	40 725	219 146	4.00 8.40	350,400 8,891,400 9,241,800	33	3.57	1.48
2	670	146.00	9.00	8,803,800	21	2.38	1.43
3	500	146.00	7.10	5,183,000	7	1.35	1.57
4	500	146.00	18.60	13,578,000	11	0.81	1.98
5	525	146.00	15.00	11,497,500	13	1.13	1.83
6	200 725	219 146	4.20 4.20	1,839,600 4,445,700 6,285,300	4	0.64	1.50
7	1100 1620	219 146	4.50 4.50	10,840,500 10,643,400 21,483,900	17	0.79	1.29

Table 4

**Average SADT over 10-year period*
***Vehicle Miles = SADT X No. of Days X 10 years X Length of Segment*
†Accident Rate = No. of Accidents / (Vehicle Miles X 1,000,000)
(Average is 1.85 for Mont. and 1.44 for Wyo.)
††Severity Index = [(5.8 X No. of Fatalities) + (2 X No. of Injuries) + No. of Property Damage Only] / No. of Accidents
(Average is 1.53 for Mont.)

Segment 2 is open range for cattle and has one location (between MP 15.7 and MP 15.8) where four collisions with cows occurred. These four collisions account for almost 30 percent of the accidents in this segment. They all occurred after dark around 10:00 p.m. If these accidents had not occurred, the accident rate would have been reduced to 1.9 accidents per million vehicle miles. Cattle also run on open range in Segment 3, but no accidents with cows were reported in that segment.

The accident rate for segments 4 and 5 is relatively low. This is unusual because these segments have the sharpest curvature, the narrowest pavement, and the least forgiving roadside of any part of the route. The lower accident rate in these segments might be explained by the fact that many people are afraid because the road is so narrow and has so many curves, and they tend to be very cautious. In fact, the NPS reported that they have had to drive tourists cars down the mountain because the drivers were afraid and could drive no further.



Segment 4 has the sharpest curvature, the narrowest pavement, and the least forgiving roadside of any part of the route. In some areas there are no ditches or shoulders, and there are rock cuts right up against the edge of the pavement.

Although the accident rate for these two segments is relatively low, they do have a high severity index. This is important to note because this means that when accidents do occur, they are more likely to be serious with injuries and/or fatalities.

One fatal accident with one fatality occurred in Segment 4 at about MP 31.4 on July 24, 1990. A passenger car collided head-on with a pickup camper during a sleet and hail storm. The driver of the passenger car was cited for travelling at an unsafe speed. Other fatal accidents have occurred in this segment prior to the 10-year period analyzed above.

One fatal accident with one fatality occurred in Segment 5 at MP 46.9 on August 17, 1988. A pickup went off the road and hit the guardrail. The accident occurred at 3:00 a.m. There were no apparent violations.

In segments 1, 4 and 5, which are much narrower than other segments, collisions with roadside objects account for a much greater percentage of accidents than in the other segments. In addition, collisions because of inattention account for a much greater percentage of the accidents in these same segments than in the other segments. Unsafe speed seems to be a significant factor for accidents in segments 1 and 4. Alcohol is a significant factor for accidents in Segment 1.

Existing Road Conditions

The seven segments that make up the Beartooth Highway have various levels of deficiencies. All seven segments will be discussed to establish the condition of the entire route and to indicate the relative strengths or weaknesses of each segment.

The WFLHD conducted a pavement condition survey on May 20, 1992. The condition of the pavement was rated using the Pavement Condition Index (PCI) system from the Asphalt Institute. A rating of 0 to 45 generally indicates that a road needs major reconstruction, a rating of 45 to 80 generally indicates a road needs to be patched or overlaid, and a rating of 80 to 100 generally indicates a road can be taken care of through normal maintenance procedures. The results of the study conducted May 20, 1992, are shown in Table 5 page 2-17.

Pavement Condition *				
Segment	Location	Length (kilometers)	Pavement Width (meters)	Pavement Condition Index (PCI)†
1	MP -0.4 to 3.4	6.1 (3.8 miles)	6.7 (22 feet)	40
	MP 3.4 to 4.0	1.0 (0.6 miles)	9.1 (30 feet)	80
	MP 4.0 to 8.4	7.1 (4.4 miles)	6.4 (21 feet)	55
	MAJOR DEFICIENCY: Frost related transverse & longitudinal cracking. COMMENTS: Frost heave at several culverts (MP -0.4 to 3.4). Widened pavement section thru Cooke City (MP 3.4 to 4.0). Transverse & alligator cracking, and pot hole patching (MP 4.0 to 8.4).			
2	MP 8.4 to 17.4	14.5 (9 miles)	9.1 & 9.8 (30 & 32 feet)	97
	MAJOR DEFICIENCY: Minor raveling. COMMENTS: Surface course is raveling.			
3	MP 17.4 to 24.5	11.3 (7 miles)	9.8 (32 feet)	100
	COMMENTS: Good condition.			
4	MP 24.5 to 43.1	29.9 (18.6 miles)	5.5 (18 feet)	40
	MAJOR DEFICIENCY: Alligator cracking and pot holes. COMMENTS: Fill slope failures at MP 42.5 & 42.7.			
5	MP 45.0 to 53.7	14.0 (8.7 miles)	5.8 (19 feet)	55
	MP 53.7 to 60.0	10.1 (6.3 miles)	8.5 (28 feet)	80
	MAJOR DEFICIENCY: Transverse, longitudinal, alligator & block cracking, and pot holes. COMMENTS: Worst cracks MP 45.0 to 47.0 and MP 52.7 to 53.7. Outside lane settlement from MP 53.7 to 60.0.			
6	MP 60.0 to 64.2	6.8 (4.2 miles)	10.4 (34 feet)	Not Available
7	MP 64.2 to 68.7	7.2 (4.5 miles)	12.2 (40 feet)	Not Available
	COMMENTS: Good condition.			

Table 5

**Date of report: May 20, 1992*

†A PCI rating of 0 to 45 indicates that a road needs major reconstruction
A PCI rating of 45 to 80 indicates a road needs to be patched or overlaid
A PCI rating of 80 to 100 indicates a road needs normal maintenance procedures

Segment 1 (MP 0.0 to MP 8.4)

Segment 1 was constructed in the early 1930s and had a paved width of 18 feet. It has been widened through maintenance activities over the years and is now around 6.7 meters (22 feet) wide for most of the segment. Through the towns of Silver Gate and Cooke City it is around 9.1 meters (30 feet) wide.

The pavement in Segment 1 has a PCI rating of 40 to 55, with the short segment through Cooke City rated at 80. The pavement in this segment has significant longitudinal and transverse cracking for almost its entire length. Wetter areas between MP 0.0 and Silver Gate have alligator cracking and evidence of frost heave, especially at culvert locations. There also is a major slide location within this area, and the pavement there has to be patched continually.

Through the town of Cooke City the road is around 9.1 meters (30 feet) wide and as a PCI of 80. In other areas, the pavement is around 6.7 meters (22 feet) wide and has a PCI of 40 to 55.

From MP 0.0 to MP 4.0 the alignment and grade of the existing road are relatively good. However, the next 7.1 kilometers (4.4 miles) becomes worse. From MP 4.0 to MP 8.4 the road has sharp curves and steep grades and a safe operating speed between 55 and 60 Km/h (35 and 40 mph). The sharp curves with their excessive superelevation makes this segment dangerous during snowy and icy conditions. Several accidents have occurred at MP 7.9 because of a combination of factors: The road is heading down hill, the pavement is rough, and there are sharp curves.

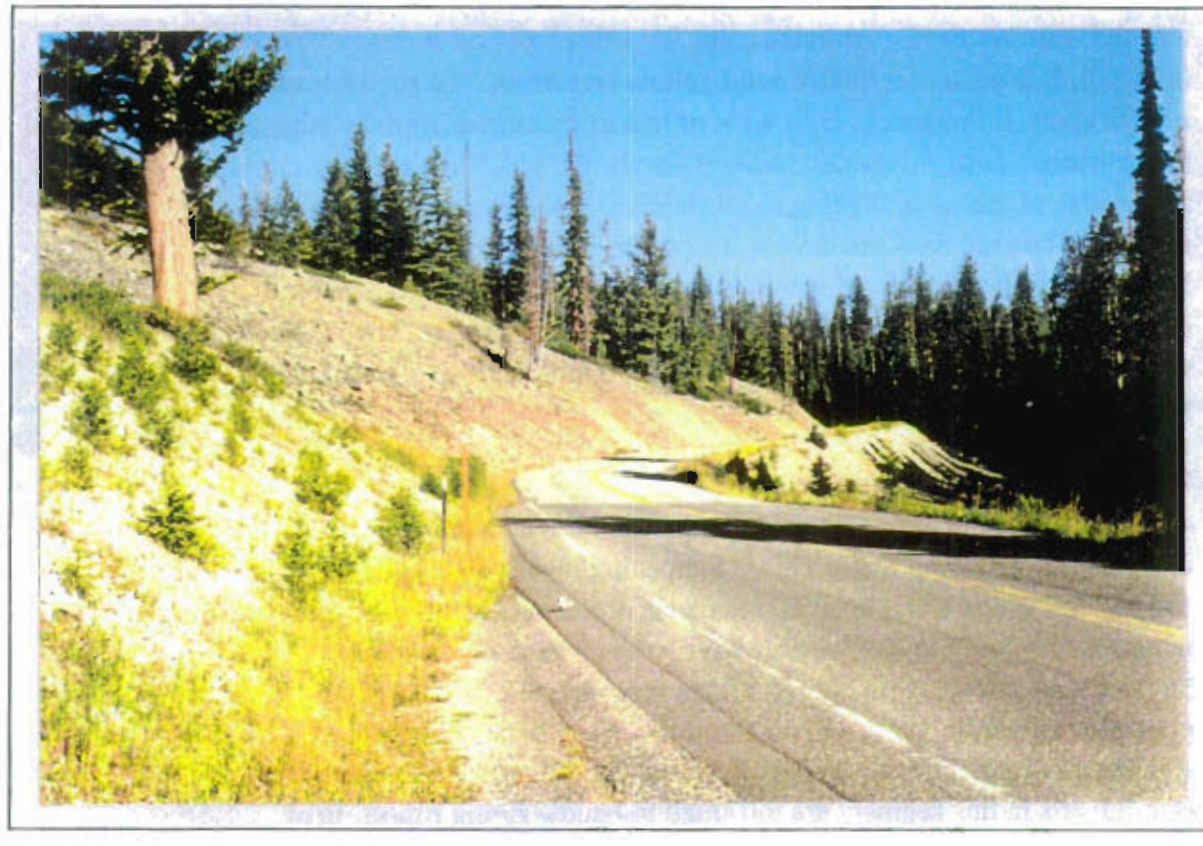
Superelevation of the road occurs in curved areas and refers to the slope or tilt of the road surface. Superelevation rates over 8 percent would be excessive in this area.

The pavement in Segment 1 does not have white shoulder lines or delineators and does not have guardrail except for a short section at Sheep Creek (MP 2.3). It does have a double solid yellow centerline. The roadside clear zone is about 1.5 meters (5 feet) wide or less as measured from the edge of the pavement. Near Silver Gate several fences and buildings are very close to the edge of the road. Signing is substandard, and there are no mile post markers. The road does not have a posted speed limit except through Silver Gate and Cooke City, where it is 40 Km/h (25 mph). Elsewhere, it defaults to the legal speed limit, which is 90 Km/h (55 mph). There are winding road warning signs with 50 Km/h (30 mph) advisory speed plates from MP 4.0 to MP 8.4.

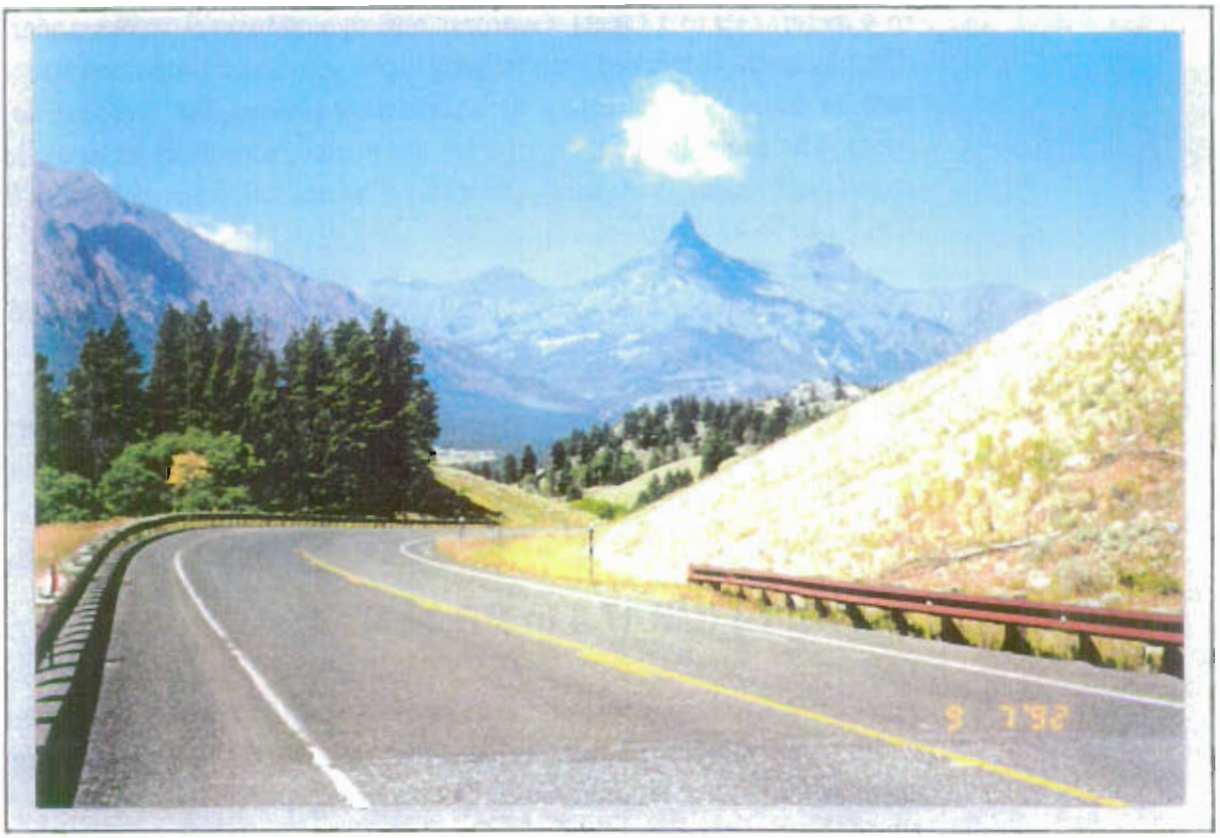
The Clear Zone is the relatively flat, unobstructed area beyond the edge of the lane. The clear zone is an area where out-of-control vehicles can recover and return to the road or can travel to the bottom of an embankment safely.

In numerous locations throughout Segment 1 creeks and streams are carrying gravel and debris down drainage channels and depositing them into culverts, plugging them. This is happening mainly between MP 0.0 and MP 5.0 and is a continual maintenance problem. The culverts and the inlets and outlets of these channels have to be cleaned every year. At Sheep Creek (MP 2.3), an old log bridge was replaced with a structural plate pipe culvert in 1982, and now at times water goes around the pipe and has damaged the road. Some of the smaller 450 mm (18-inch) diameter culverts in this segment are too small to handle spring runoff. In at least two locations, water collects along an uphill approach road and then floods onto the main road, depositing gravel and other debris. In another location (MP 6.1), up to 0.6 meters (2 feet) of water floods the road during spring runoff. Between MP 2.4 and MP 2.6 subsurface drainage is inadequate, which causes slides that engulf the entire road. From this slide area all the way into Cooke City the cut slopes have excessive moisture, which is causing the pavement to fail.

Segment 1 is not wide enough for the current traffic volumes or for the anticipated uses that are going to occur on this road. This, combined with the poor surface condition, the sharp curves from MP 4.0 to MP 8.4, the drainage problems, the substandard signing and roadside safety conditions, warrants improvements in this segment. This segment is scheduled for improvements in FY 2000 under the Montana Forest Highway Program. The WFLHD will be evaluating this project through a complete NEPA and project development process that is scheduled to begin in 1995.



The pavement transitions from around 6.7 meters (22 feet) in Segment 1 to 9.1 meters (30 feet) in Segment 2. The pavement in segment 2 is in relatively good condition, but is ravelling some at MP 8.4.



Segment 2 was reconstructed between 1963 and 1984 and has a PCI rating of 97 to 100. Here at MP 17.0 the road is 9.8 meters (32 feet) wide. The design speed in this segment is 60 Km/h (40 mph) and there are no design exceptions. Most features of this road meet current standards and improvements are not warranted at this time.

Segment 2 (MP 8.4 to MP 17.4)

Segment 2 was reconstructed between 1963 and 1984 and now has a paved width of 9.1 and 9.8 meters (30 and 32 feet). The 9.1-meter (30-foot) section is from MP 8.4 to MP 12.85. Segment 2 has a PCI rating of 97 to 100, but the pavement is ravelling some near MP 8.4. This may be caused by truck drivers who do not remove their tire chains when the road is clear of snow.

The design speed for this segment is 60 Km/h (40 mph) and there are no design exceptions. Three areas have curve warning signs and one directional arrow for the downhill traffic at Fox Creek bridge. The maximum grade in this segment is 7.8 percent. The roadside clear zone varies from 3

to 4 meters (10 to 13 feet). Guardrail and signing meet current standards. The pavement is marked with striping along centerline (including no passing zones) and shoulders. Delineators are present, but there are no mile posts. The speed limit for this road is not posted, so it defaults to the legal speed limit, which is 90 Km/h (55 mph). The operating speed is 60 to 70 Km/h (40 to 45 mph).

There are no major drainage problems noted in this segment. In addition, the four bridges in this area are in good condition.

Based on the condition of this segment, improvements are not warranted at this time.

Segment 3 (MP 17.4 to MP 24.5)

Segment 3 was reconstructed between 1968 and 1977, and it has a paved width of 9.8 meters (32 feet). It has a PCI rating of 97 to 100. Its design speed is 60 Km/h (40 mph), but it has seven exceptions to this design speed. Five curves near the Lake Creek Bridge are designed for 55 Km/h (35 mph), and two switchbacks near the National Park Service's road maintenance camp are designed for 50 Km/h (30 mph). There are several curve warning signs and winding road warning signs in these areas with 50 and 60 Km/h (30 and 40 mph) advisory speed plates. The two switchbacks have 30 Km/h (20 mph) advisory speed plates. The maximum grade in this section is 7.2 percent. The roadside clear zone varies from 3 to 4 meters (10 to 13 feet). Guardrail and signing meet current standards. The pavement is marked with striping along centerline (including no passing zones) and shoulders. Delineators are present, but there are no mile posts. The speed limit for this road is not posted, so it defaults to the legal speed limit, which is 90 Km/h (55 mph).

There are no major drainage problems noted in this segment. The bridge at Lake Creek (MP 28.2) is in good condition.

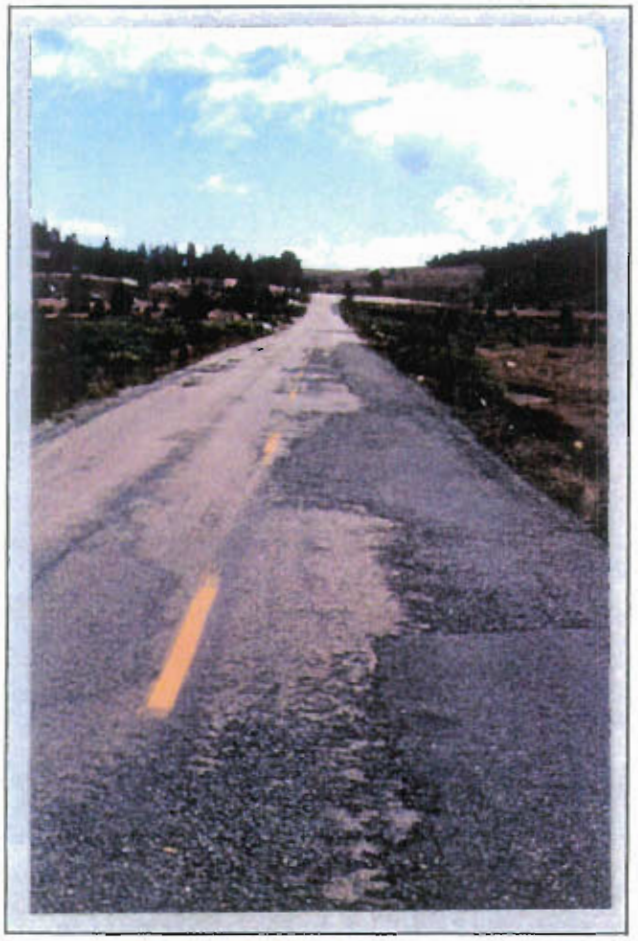
Based on the condition of this segment, improvements are not warranted at this time.

Segments 2 and 3 are open range for cattle. Four accidents involving cows occurred at one location in Segment 2, but no collisions with cows have been reported in Segment 3. The pavement here in Segment 3 is in relatively good condition. This segment was reconstructed between 1968 and 1977, and it has a PCI rating of 97 to 100.

Segment 4 (MP 24.5 to MP 43.1)*

Segment 4 was constructed in the early 1930s. In 1968 the pavement on the majority of this segment was rehabilitated and resurfaced to its original paved width, which is 5.5 meters (18 feet). Many paved ditches were added when it was resurfaced and rehabilitated. Segment 4 has a PCI rating of 40, the worst of all the segments. The pavement has severe alligator cracking in many locations because of subsurface moisture and inadequate drainage. The pavement edges are ravelling at many locations because the

***MP 43.1 in Wyoming is equal to MP 45.0 in Montana**



The road surface from MP 28.1 to 29.5 has failed because of excessive subsurface moisture. The road needs to be completely reconstructed in this section.

road is so narrow. The section from MP 28.1 to MP 29.5 has failed from subgrade moisture and needs to be completely reconstructed. Major maintenance work is going to be required during the next few years to maintain a drivable surface.

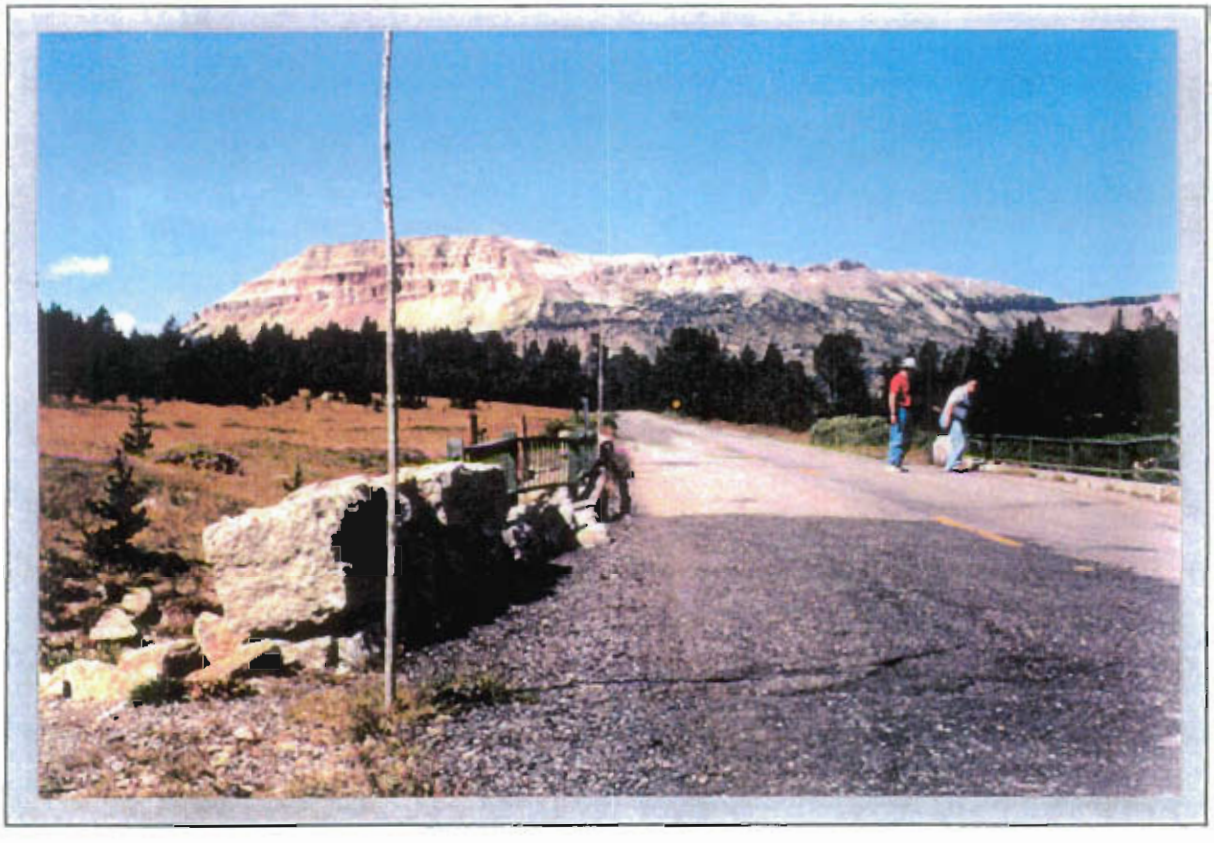
The alignment and grade is the same as when it was built in the early 1930s. The design speed of the road is about 50 Km/h (30 mph), but the switchbacks over Beartooth Pass are exceptions to this design speed. The maximum grade is about 6.0 percent. Excessive superelevation creates hazardous conditions in certain locations when snow and ice are present.

Most of the pavement in Segment 4 is marked with a double solid yellow centerline, but it is striped as a passing zone near MP 31.5. It does not have white shoulder lines and there are no delineators. The roadside clear zone varies from 0 to 1.2 meters (0 to 4 feet) from the edge of the pavement. A particularly hazardous area exists from MP 25.6 to 26.1 where the road is bordered by a high rock cliff on one side and a high steep rock talus slope on the other. Guardrail was installed at some of these hazardous locations in 1963, but the guardrail does not meet current standards. Signing is substandard, and this segment does not have mile post markers. There are curve warning signs and winding road signs in this segment, primarily from MP 32 to MP 41, with 40, 50, and 55 Km/h (20, 30, and 35 mph) advisory speed signs. Most of the switchbacks have an advisory speed of 40 Km/h (20 mph). The road does not have a posted speed limit and therefore defaults to the legal speed limit, which is 90 Km/h (55 mph). The operating speed of this segment is 50 to 55 Km/h (30 to 35 mph).

From MP 25.6 to MP 26.1 the road is bordered by a high rock cliff on one side and a high, steep rock talus slope on the other. Although in 1963 guardrail was installed at some of the hazardous locations such as this one, the guardrail does not meet current standards and needs to be replaced.

There are many substandard turnouts throughout this segment that were created by drivers pulling off the road. These turnouts encourage unsafe traffic maneuvers because they are not paved and some are not properly located. Traffic flow is interrupted because vehicles slow to access these turnouts from the roadway. Additionally, the lack of turnouts and viewpoints in certain areas causes vehicles to slow down while still on the road to view an area, which increases the chances of accidents. More roadside turnouts that are properly located and defined are needed, particularly in the higher elevations where there are long-range views. The lower elevation of this segment is open range for cattle.

The four bridges in Segment 4 that were constructed during 1932 are too narrow and therefore do not meet current standards. The railing on these bridges is substandard, and they do not have approach guardrail. The useful life remaining for three of these bridges is between 15 and 20 years. The bridge over Little Bear Creek at MP 28.2 has one abutment wing-wall that



The bridge over Little Bear Creek (MP 28.2) has one abutment wing-wall that has failed. In addition, it has an insufficient waterway opening that freezes solid with ice and snow, causing water to run over the road during spring runoff.

The bridges in Segment 4 have classic masonry rock work on their abutments and piers. These bridges may be eligible for the National Historic Register.

has completely failed, and the NPS says it has an insufficient waterway opening. The opening freezes solid with ice and snow, causing water to run over the road during spring runoff. There is also a settlement problem on one wing-wall at the bridge over Long Lake Outlet (MP 31.2). All four bridges have classic masonry rock work on the abutments and piers that is extremely attractive, and they may be eligible for the National Register of Historic Places.

The drainage facilities in Segment 4 are inadequate. Snow drifts in this segment average from 3.7 to 6.1 meters (12 to 20 feet) deep, and when all this snow melts in the spring, the ditches can't handle the volume of water. Some locations have no ditches, and the culverts are too small as well. During runoff periods, they can't handle the volume of water, and they often become plugged with debris. Many locations along the road in the higher elevations are plagued with wet ditches and subgrades. This leads to subgrade and base failures, alligator cracking and deterioration of the pavement. In some areas permafrost is located 0.8 meters (2.5 feet) below the ground surface. Weather conditions are severe, and snow and ice storms can occur during any month of the year. Excessive superelevation,

combined with the grade and curvature of the road, presents serious problems and hazards in some locations when the road is icy. At one location ice often builds as thick as 100 to 150 mm (4 to 6 inches), which causes NPS maintenance vehicles as well as tourist traffic to become stuck.

Segment 4 experiences high winds in many areas, which accelerates soil erosion. There also have been reports of winds so strong that they have peeled the asphalt pavement.

Segment 4 clearly has the worst conditions of any portion of the route. The narrow width of the road is the major deficiency, but the condition of the surface, inadequate subsurface drainage, lack of adequate roadside ditches and culverts, substandard signing and guardrail, lack of defined roadside turnouts, lack of snow storage area, and increasing bicycle use all indicate that serious consideration should be given to upgrading the road. A complaint of the NPS is that there is no place to store snow, and that the narrow width of the road presents a safety hazard during snow plowing operations. The 3.3-meter (11-foot) wide snowplow blades cannot fit within the 2.7-meter (9-foot) wide lanes and have occasionally knocked mirrors off of oncoming vehicles.

Segment 5 (MP 45.0 to MP 60.0)*

Segment 5 was reconstructed between 1963 and 1968 and has a PCI rating of 55. The pavement in this segment has transverse and longitudinal cracking and has some pot holes and other pavement distress. The worst cracking occurs from MP 45.0 to 47.0. The maximum grade is 6.2 percent, with a sustained grade of 5.5 percent from MP 45.0 to MP 58.9.

The pavement on Segment 5 is marked with a yellow centerline with appropriate areas striped for passing zones. It has white shoulder lines, but there are no delineators. Guardrail was installed almost continuously from MP 46.9 to MP 57.2. Many anchors were used to support the guardrail because of the steep terrain and the narrow shoulders. The guardrail does

***MP 45.0 in Montana is equal to MP 43.1 in Wyoming**

The pavement in Segment 5 has transverse and longitudinal cracking, pot holes, and other pavement distress. The worst cracking occurs between MP 45.0 and MP 47.0. At MP 45.0 the road transitions from 5.5 meters (18 feet) wide in Segment 4 to 8.5 meters (28 feet) wide in Segment 5.

not meet current standards. The roadside clear zone varies from 1.2 to 1.8 meters (4 to 6 feet) from the edge of the pavement. Signing is substandard but does include mile post markers. There are many curve warning signs and winding road signs in the segment with advisory speed plates from 30 Km/h (20 mph) up. The road does not have a posted speed limit and therefore defaults to the legal speed limit, which is 90 Km/h (55 mph). The operating speed of this segment is 50 to 55 Km/h (30 to 35 mph).

Segment 5 experiences severe weather conditions and has snow drift problems. The roadside drainage ditches and cross drains are adequate. Material ravelling from the steep cut slopes has plugged some of the culverts and ditches partially over the last 28 years, but no major drainage problems are apparent.

Segment 5 is too narrow according to current standards, but not as narrow as Segment 4. The MDT has determined that Segment 5 needs improvements. The MDT plans to resurface the road, upgrade the guardrail, clean

the culverts, improve roadside ditches and turnouts, scale cut slopes, repair the gunnite-faced cut slopes, and construct gabion retaining walls to restore failing fill slopes. The improved road will be 7.8 meters (26 feet) wide, except from MP 47.56 to MP 53.75, where it will be 6.2 meters (20.5-feet) wide. The design speed of the road is 60 Km/h (40 mph) from MP 45.0 to MP 47.6, 40 Km/h (25 mph) from MP 47.6 to MP 54.4, 60 Km/h (40 mph) from MP 54.4 to MP 56.1, and 80 Km/h (50 mph) from MP 56.1 to MP 60.0. The construction contract for these improvements was awarded late in 1993. It is funded mostly with Federal Lands Highway (discretionary) funds but is supplemented by a Scenic Byway grant.

The bridge at Rock Creek (MP 59.5) is 9.1 meters (30 feet) wide and is in good condition.

Segment 6 (MP 60.0 to MP 64.2)

Segment 6 was reconstructed in 1968 and has a paved width of 10.4 meters (34 feet). It's PCI rating was not available. Its design speed is 90 Km/h (55 mph) and it has no design exceptions. Its maximum grade is 6.0 percent. The roadside clear zone varies between 3.7 and 7.0 meters (12 and 23 feet). Guardrail and signs meet current standards. The road is posted for 90 Km/h (55 mph).

There are no major drainage problems noted in this segment.

Based on the condition of this segment, improvements are not warranted at this time.

Segment 7 (MP 64.2 to MP 68.7)

Segment 7 was reconstructed in 1978 and has a paved width of 12.2 meters (40 feet). It's PCI rating was not available. Its design speed is 90 Km/h (55 mph) and it has no design exceptions. Its maximum grade is 6.0

percent. The roadside recovery area varies between 3.7 to 7.0 meters (12 and 23 feet). Guardrail and signs meet current standards. The road is posted for 90 Km/h (55 mph).

There are no major drainage problems noted in this segment. The bridge at West Fork Creek (MP 67.2) is 13.4 meters (44 feet) wide and is in good condition.

Based on the condition of this segment, improvements are not warranted at this time.

Summary

Segment 1 of this route is programmed for improvement in FY 2000 under the Montana Forest Highway program. The WFLHD is developing a separate report for this segment of the route under normal project development procedures in cooperation with the FS and MDT. Based on their condition, improvements to segments 2, 3, 6 and 7 are not warranted at this time. Segment 5 is under contract with the MDT for improvements.

Segment 4 is in urgent need of improvements and is recommended for further consideration. At 5.5 meters (18 feet) wide, Segment 4 is not wide enough for the mix and volume of traffic using it. It has the worst PCI rating of all the segments, and the pavement is cracking severely in many locations because of subsurface moisture and inadequate drainage. The alignment is irregular and the road has excessive superelevation in some areas. The roadside recovery areas are too narrow, and the guardrail does not meet current standards. There are many substandard turnouts that encourage unsafe traffic maneuvers, which interrupts the flow of traffic. The four bridges in this segment are too narrow and do not meet current standards. The drainage facilities are inadequate. Segment 4 has the worst conditions of any portion of the route and needs to be improved.

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SECTION THREE

Alternatives Considered

Introduction

The only segment of the route that will be addressed in the remainder of this report is Segment 4. This segment is 29.9 kilometers (18.6 miles) long and lies within Wyoming. It begins at MP 24.5 and ends at the Wyoming/Montana state line (MP 43.1)

Several alternatives are analyzed in this section that would correct or reduce the deficiencies of Segment 4 to varying degrees. The no action alternative, several full reconstruction alternatives, and the resurface, restore, and rehabilitate (3R) alternative have been considered. The following is a discussion of each alternative, how it addresses the needs of the route, and what impacts are associated with it. A comparison of the alternatives can be found in Table 7 on page 3-9.

No Action

With this alternative, structural and geometric improvements would not be made. Routine maintenance would be performed, but deficiencies in the road that cannot be corrected through maintenance would gradually get worse. The 5.5-meter (18-foot) road is not wide enough for the mix of traffic using it, especially the large recreational vehicles and buses. Traffic flow and traffic safety conditions would worsen over time. No shoulders

would be provided, and drivers could not pull to the side of the road safely. Bicyclists would be at risk when using this route. The condition of the surface would continue to deteriorate. The horizontal sight distance would remain restricted, and new turnouts would not be provided. The road would still have areas where excessive superelevation combined with icy conditions would create safety hazards. The road would still have inadequate subsurface drainage, inadequate roadside ditches and culverts, substandard signing and guardrail, and inadequate snow storage areas.

As an option under the No Action alternative, several classes of users could be restricted or eliminated from using this portion of the route.

- Bicycles could be totally eliminated.
- Large recreational vehicles and commercial buses could be eliminated.
- Use of the route could be rationed for all users by implementing an advance reservation system for a certain quota of vehicles per day.
- All traffic could be eliminated and a bus system instituted.

Major maintenance repairs to the road would still be required under any of these circumstances.

Resurface, Restore, & Rehabilitate (3R)

Under this alternative, the surface of the road would be rehabilitated and repaved to its original width of 5.5 meters (18 feet). Existing ditches would be restored but not widened. Subsurface drainage and cross drainage would be improved where possible. The superelevation would be corrected where necessary, and existing roadside turnouts would be delineated and paved where appropriate. Signs, pavement striping and guardrail would be upgraded to current standards, and the bridge over Little Bear Creek (MP 28.2) would be replaced. The section of road from MP 28.1 to MP 29.5 would be reconstructed completely. The sight distance at approach roads would be improved where possible, and a left turn lane would be constructed for the Beartooth Lake Campground (MP 26.5). Improvements to

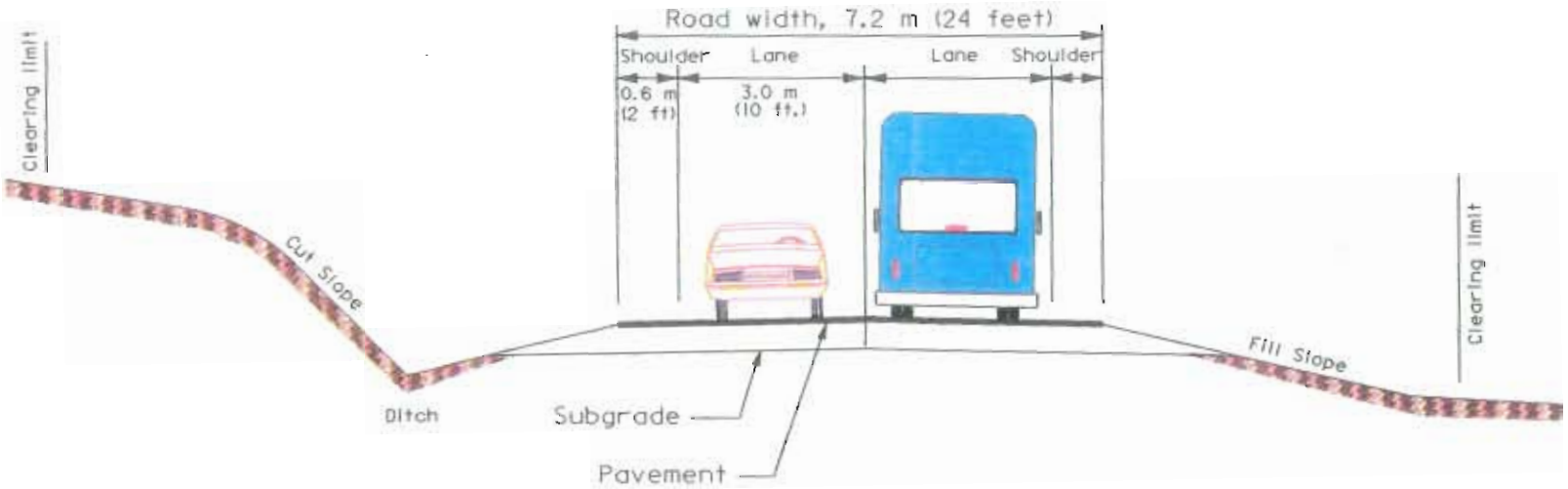
structed for the Beartooth Lake Campground (MP 26.5). Improvements to the roadside interpretive facilities would be coordinated with current FS plans for the route. The engineering and construction costs for this alternative are estimated at $8,700,000. A full cost analysis of this alternative can be found in Table 8 on page 3-9.

This alternative would have minimal environmental impacts. The principal disadvantage of this alternative is that the narrow width would not be corrected, and no improvements to ditches or snow storage would be made. Because some drainage problems will not be corrected, the pavement may deteriorate prematurely and return to its present poor condition. The 5.5-meter (18-foot) width is far below minimum standards for this class of road and its uses.

Reconstruction

Under this alternative the road would be reconstructed completely. It would be widened, new cut and fill slopes would be constructed, and the drainage problems would be corrected. Roadside turnouts and interpretive facilities would be upgraded, enlarged, and paved in coordination with current FS plans. Signs, pavement striping, and guardrail would be upgraded to current standards, and the bridges at MP 26.3, MP 28.2, MP 29.0, and MP 31.2 would be replaced. The sight distance at approach roads would be improved, and left turn lanes would be constructed where needed.

The alignment of the existing road is an important feature that contributes to the uniqueness of the Beartooth Highway, and there is no intent to change it. The road would be reconstructed along the existing road corridor, widening on one side or the other as appropriate to minimize impacts. It may be possible to flatten some curves, but for the most part, the new road would be built within the existing road prism. The design speed of the new road would be 60 Km/h (35 to 40 mph) with 30 Km/h (20 mph) exceptions at the switchback curves. These design speeds are consistent with standards found in the 1984 *NPS Park Roads Standards*, the *1990 AASHTO Policy on Geometric Design of Highways and Streets*, and the *1990 AASHTO Special Purpose Roads and Collector Roads*.



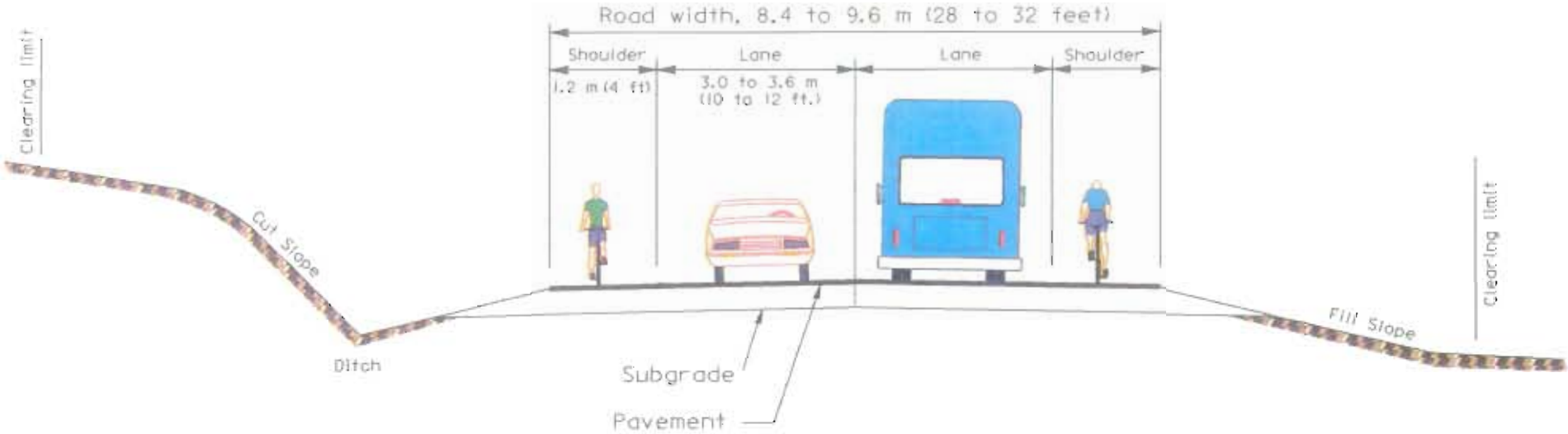
TYPICAL RECONSTRUCTION SECTION

7.2 m (24 feet)

BEARTOOTH HIGHWAY

TYPICAL ROADWAY CROSS SECTION

Figure 5



TYPICAL RECONSTRUCTION SECTION

8.4 to 9.6 m (28 to 32 feet)

BEARTOOTH HIGHWAY

TYPICAL ROADWAY CROSS SECTION

Figure 4

Road widths that the NPS and AASHTO recommend for future traffic volumes of 710 vehicles per day are summarized in Table 6 below:

Standard Road Widths		
Standard	Lane Width (in meters)	Shoulder Width, Each Side (in meters)*
1984 NPS	3.0 (10 feet)	0.9 (3 feet)
AASHTO Special Purpose	3.3 to 3.6 (11 to 12 feet)	0.6 to 1.2 (2 to 4 feet)
AASHTO Rural Collector	3.0 to 3.3 (10 to 11 feet)	1.2 (4 feet)
AASHTO Rural Arterial	3.3 (11 feet)	1.8 (6 feet)

Table 6

**When shoulders are used for both vehicles and bicycles, a 1.8-meter (6-foot) width is recommended and a 1.2 meter (4-foot) width is the minimum.*

Based upon these recommendations, the minimum width of the road should be 8.4 meters (28 feet), especially if bicycle traffic is to be accommodated reasonably. An 8.4-meter (28-foot) wide road would have two 3.0-meter (10-foot) lanes with 1.2-meter (4-foot) paved shoulders. Similarly, the maximum width could be 10.2 meters (34 feet), which would consist of 3.3-meter (11-foot) lanes with 1.8-meter (6-foot) paved shoulders. For comparison, the paved width at the beginning of the segment, MP 24.5, is 9.8 meters (32 feet), and the paved width at the end of the segment, MP 43.1, is 8.5 meters (28 feet). In terms of route continuity, these 8.4- to 9.8-meter (28- to 32-foot) widths are appropriate.

Either the maximum or minimum design width identified above represents a significant increase in the scale of the road compared with the existing road. Further increases in width between construction limits will be required to provide safe foreslopes and adequate ditches. These cross section elements are displayed in Figure 4 on page 3-4 and Figure 5 on page 3-5.

If the recommended pavement widths prove to have too much impact to the roadside, particularly in the high elevation tundra areas, a narrower width could be evaluated. This compromised width will not serve the uses and needs as well. In no case should a paved width less than 7.2 meters (24 feet) be considered if the road is going to be reconstructed. Bicycles will be a problem with the 7.2-meter (24-foot) options.

In addition to reducing the width of the pavement, cut and fill slopes could be steepened to reduce impacts. If steeper slopes are used, they will be designed to allow for revegetation. Retaining walls also would be considered to help reduce impacts. If used, they would be designed to blend with the visual character of the area.

The estimated construction costs for these alternatives can be found in Table 8 on page 3-9.

Variable width

Under this alternative, the fact that character of the landscape changes near MP 32.2 would be taken into account. From MP 24.5 to MP 32.2 a more normal road reconstruction project could be built because the roadside impacts would be more manageable and could be mitigated easily. Beyond MP 32.2, however, high alpine, tundra-like conditions predominate, which would make impacts more difficult to mitigate. Under these circumstances, it might be appropriate to transition to a narrower width from MP 32.2 for the remainder of the route. Two alternatives could be considered: 1) Construct the road to 8.5 meters (28 feet) wide from MP 24.5 to MP 32.2, and construct it to 7.2 meters (24 feet) wide from MP 32.2 to MP 43.1. 2) Construct the road to 9.0 meters (30 feet) wide from MP 24.5 to MP 32.2, and construct it to 7.2 meters (24 feet) wide from MP 32.2 to MP 43.1. The cost analysis for both of these variable-width alternatives can be found in Table 8 on page 3-9.

Comparison of Alternatives

Alternative	No Action	3R	Reconstruct to 7.2 meters (24 feet)	Reconstruct to 8.4 meters (28 feet)	Reconstruct to 9.6 meters (32 feet)	Reconstruct to 8.4 & 7.2 meters (28 & 24 feet)	Reconstruct to 9.0 & 7.2 meters (30 & 24 feet)
*Minimum Design Speed	50 Km/h (30 mph)	50 Km/h (30 mph)	60 Km/h (35 to 40)	60 Km/h (35 to 40)	60 Km/h (35 to 40)	60 Km/h (35 to 40)	60 Km/h (35 to 40)
Pavement Width (in meters)	5.4 (18 feet)	5.4 (18 feet)	7.2 (24 feet)	8.4 (28 feet)	9.6 (32 feet)	8.4 & 7.2 (28 & 24 feet)	9.0 & 7.2 (30 & 24 feet)
Lane Width (in meters)	2.7 (9 feet)	2.7 (9 feet)	3.0 (10 feet)	3.0 (10 feet)	3.6 (12 feet)	3.0 (10 feet)	3.0 to 3.4 (10 to 11 feet)
Shoulder Width (in meters)	0	0	0.6 (2 feet)	1.2 (4 feet)	1.2 (4 feet)	0.6 to 1.2 (2 to 4 feet)	0.6 to 1.2 (2 to 4 feet)
Accomodates Bicycles	No	No	No	Yes	Yes	8.4 meter Yes	9.0 meter Yes
Accomodates RVs & Buses	No	No	Yes	Yes	Yes	Yes	Yes
Potential for Environmental Impacts	No Change	Low	Low to Medium	Medium	Medium to High	Medium	Medium
Structures	No Change	Replace One	Replace Four	Replace Four	Replace Four	Replace Four	Replace Four
Estimated Cost	Maintenance Costs	$8,700,000	$28,700,000	$32,100,000	$38,000,000	$30,000,000	$31,800,000

Table 7

**The 3R and Reconstruct alternatives contain exceptions to the minimum design speed shown*

Alternatives Cost Comparison

Construction Costs			3R	Reconstruct to 7.2 meters (24 feet)	Reconstruct to 8.4 meters (28 feet)	Reconstruct to 9.6 meters (32 feet)	Variable 8.4 & 7.2 meters (28 & 24 feet)	Variable 9.0 & 7.2 meters (30 & 24 feet)
MP 24.5 to MP 32.2	Roadway	12.4 ~~meters~~ Km (7.7 miles)	$2,818,000	$7,700,000	$8,470,000	$10,395,000	$8,470,000	$9,625,000
	Retaining Wall	MP 25.6 to MP 26.1	$0	$1,584,000	$1,900,000	$2,376,000	$1,900,000	$2,060,000
	Bridges	MP 26.25	$0	$672,000	$672,000	$756,000	$672,000	$714,000
		MP 28.18	$315,000	$336,000	$336,000	$378,000	$336,000	$357,000
		MP 28.95	$0	$336,000	$336,000	$378,000	$336,000	$357,000
		MP 31.20	$0	$336,000	$336,000	$378,000	$336,000	$357,000
MP 32.2 to MP 43.1	Roadway	17.5 ~~meters~~ Km (10.9 miles)	$3,815,000	$11,990,000	$13,625,000	$15,805,000	$11,990,000	$11,990,000
Subtotal (Construction):			$6,948,000	$22,954,000	$25,675,000	$30,466,000	$24,040,000	$25,460,000
Preliminary & Construction Engineering (25% of Construction Costs)			$1,752,000	$5,746,000	$6,425,000	$7,534,000	$5,960,000	$6,340,000
Totals (1994 costs):			$8,700,000	$28,700,000	$32,100,000	$38,000,000	$30,000,000	$31,800,000

Table 8

Impacts

Selection of the No Action alternative could have impacts, especially if road users were limited. Although this alternative would have minimum impacts to the physical environment, limiting road users would have social impacts because it would not permit the free, unrestricted use of the adjacent federal lands that road users enjoy now. In addition, economic impacts to Red Lodge, Cooke City, and Silver Gate probably would be substantial.

Because improvements under the 3R alternative would be completed within the existing road corridor, this alternative would result in minimal environmental impacts. The road would not be realigned or widened, and no large cuts or fills would be made. Therefore, impacts often associated with such activities (e.g., impacts to wetlands or visual resources) are not expected to occur or would be only minor if they did occur. In addition, the complete road reconstruction proposed from MP 28.1 to MP 29.5 also would be completed within the existing road prism.

All of the reconstruction alternatives would disturb the roadside temporarily and could have environmental impacts, particularly in the higher elevations. Areas that have the potential to be impacted are wetlands, cultural resources, threatened and endangered species, and the high visual quality of the area.

Wetlands exist intermittently along both sides of the road and would be impacted. A wetlands inventory would be required. The wetland areas would have to be delineated and their function and values determined. The design of the improved road would be developed to avoid or reduce encroachment into wetlands as much as possible. Impacted wetlands would be replaced with new or enhanced wetlands that are equivalent in function and value to those affected.

Water quality and fisheries should be evaluated also during project development. The higher elevation lakes and Soda Butte Creek are some of the prime fishing locations in the area.

Cultural resources may be impacted as well. The project area is of concern to Native Americans such as the Crow and the Nez Perce. Because the road was constructed during the 1930s, it would need to be assessed with regard to eligibility for the National Register. The Cooke City area has many cultural resources such as historic dump sites that are associated with its mining history. Also, the Cooke City General Store is listed on the National Register of Historic Places. Cultural resources in the project corridor would be inventoried, impacts determined, and mitigation developed for any adverse impacts. If cultural resource are impacted and FHWA funds are used, provisions of Section 4(f), 23 USC 138 are applicable.

The project corridor contains threatened and endangered species such as the grizzly bear, the bald eagle, and the peregrine falcon. The gray wolf has been approved for reintroduction into Yellowstone National Park. A biological assessment would be developed to assure all threatened and endangered species will not be jeopardized as a result of reconstruction activities.

Most agree that the visual character of the area is breathtaking, and the road is designated as a national Forest Service scenic byway. Because of the high visual quality of the area and the extreme conditions related to elevation, special efforts would be necessary to revegetate the disturbed slopes.

Carefully thought-out design options such as widening to one side of the road or the other, incorporating half bridges or retaining walls at strategic locations, utilizing innovative construction techniques, emphasizing high-altitude revegetation techniques, etc., could minimize environmental impacts. The principal advantages of these alternatives are: Safety would benefit immeasurably from the increased width (particularly for bicyclists), and maintenance activities would be reduced significantly. As road users drive through this magnificent area, they would be able to better enjoy the roadside scenery because of the improved safety features.

Hazardous materials are another area of concern. Mine tailings stockpiled adjacent to the roadway near Cooke City are a "Super Fund" cleanup site. Hazardous material site boundaries should be identified to assure no encroachment during construction activities. In addition, several gas

stations and some abandoned gas pumps are located near the roadway. A subsurface evaluation of soils near above-ground and underground fuel storage tanks should be done to determine the presence of contaminated soils.

With either the 3R or the reconstruction alternatives, short-term impacts such as dust, noise, siltation, the visible presence of construction equipment, etc. would occur. In addition, traffic would be delayed during construction activities. However, measures would be taken to minimize these impacts.

Permits

Two permits from federal agencies will be required for the Beartooth project. A Section 404 permit from the US Army Corps of Engineers will be needed for any fill material placed in wetlands or streams. A Special Use permit from the Forest Service will be needed for lands within the National Forest that are used for waste sites, for material sources, or as staging areas for the contractor.

Several permits will be needed from Montana state agencies. A Montana Stream Protection Act (SPA) permit from the Department of Fish, Wildlife, and Parks (DFWP) will be needed for work performed in any stream. A Short-Term Exemption from Montana's Surface Water Quality Standards (3A Authorization) from the Water Quality Bureau at the Department of Health and Environmental Sciences (DHES) may be needed. This permit is necessary if project work may cause unavoidable short term violations of water quality standards for turbidity, total dissolved solids, or temperature. This authorization may be waived by the DFWP as part of their review process under the SPA permit. A Montana Pollutant Discharge Elimination System (MPDES) permit from the Water Quality Bureau at DHES will be needed for work disturbing 2 hectares (5 acres) or 0.4 hectares (1 acre) located less than 30 meters (100 feet) from state waters.

The contractor will be required to obtain several permits as part of the project work. A Mined Land Reclamation Contract from the Reclamation Division at the Department of State Lands for any work in noncommercial material sources will be needed. Also, an Air Quality permit from the Air Quality Bureau at DHES for crushing and asphalt production operations will be needed.

Project Development Schedule

Depending upon the complexity of the project, it normally takes from 3 to 5 years to develop a project so that it is ready for construction. Construction could take anywhere from 2 to 10 years to complete, depending upon the level of work. It is possible to satisfy environmental requirements for a 3R project with a Categorical Exclusion, as long as roadside impacts are minimal. Any of the reconstruction options would require an Environmental Assessment, which could lead to an Environmental Impact Statement (EIS). An EIS could be triggered if significant impacts are identified or if public controversy is considerable.

Any construction proposals will be scrutinized a great deal because of the revered nature of the route. A comprehensive public involvement program would be critical to successfully advance any construction alternative. Because the Beartooth crosses many jurisdictional boundaries, coordination between interested agencies would be extensive. At least 4 years should be allowed for developing a 3R project, and a full 5 years should be allowed for any of the reconstruction options.

An advance planning activity with full public involvement to identify the vision for the Beartooth Highway would be beneficial for further route development activities.

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SECTION FOUR

Jurisdiction and Funding Sources

Jurisdiction

Understanding the maintenance and jurisdiction roles of the responsible agencies is necessary when considering the possible funding sources.

The NPS is responsible for maintaining the Beartooth Highway from MP 0.0 to MP 43.1. An interesting discussion of the early history of the road and the circumstances surrounding its designation as a National Park Approach Road is contained in Appendix B. The NPS has maintenance responsibility even though the road lies within the states of Montana and Wyoming. Until such time as this portion of the road can be transferred to Montana and Wyoming, the NPS will continue to fulfill this obligation to the extent that resources and funds allow (See documents in Appendix A.) The NPS has given permits to local groups to plow snow over Colter Pass.

Montana is responsible for maintaining the segment of the Beartooth Highway from the Wyoming/Montana state line (MP 45.0) to Red Lodge. Ownership of the segment of the route in Montana that runs from MP 0.0 to MP 8.4 has officially been transferred from the FS to Montana.

Montana has not volunteered to maintain Segment 1 from MP 0.0 to MP 8.4 but is currently studying ways to resolve the situation. A maintenance facility with on-site personnel could be established in the area, or the state could contract maintenance work to others.

Wyoming does not own or accept any maintenance responsibility for the portions of the Beartooth Highway within the State of Wyoming. Wyoming has not entered into any agreements concerning this route.

Several changes in maintenance roles and responsibilities may occur in response to increased use of the road. With completion of the Chief Joseph Scenic Byway to an improved all-weather route in 1996, there will be substantial pressure to maintain it as a year-round route. This will be particularly acute if the proposed New World Project near Cooke City goes into production. These two events probably would force the Beartooth Highway from Cody into Cooke City to be opened as a year-round route. Pressure is mounting already from the local citizens in this regard.

Wyoming may consider assuming maintenance responsibilities from MP 17.4 back to the State line at MP 8.4 after the Chief Joseph Scenic Byway is completed. The Wyoming State Highway Commission would have to initiate this process, but it may be looked on with favor, particularly if the mine goes into production. This would coincide nicely with the proposed operation of the mine.

With the establishment of year-round access from Cooke City to Cody, the NPS would no longer permit commercial trucking through the Park to Cooke City. Park needs would not be supplied from Cody. A rotary snow plow would be required to maintain the area over Colter Pass, and chain-up areas would be required on both sides of the pass. A maintenance facility and a source of sand would be required for whoever maintains this area.

Wyoming will not commit any funds toward upgrading the Beartooth Highway from MP 17.4 to the State line at MP 43.1 that would adversely affect the Wyoming Highway program in any manner. If the route is constructed to some standard, Wyoming might consider assuming jurisdiction at some future date. At this time, there is no support or commitment in the Wyoming Department of Transportation for this action.

Funding

A number of funding sources are available under the Intermodal Surface Transportation Efficiency Act (ISTEA) through Federal or State programs. However, implications to other priority work and to overall State programs due to "hold harmless" provisions make some of these options very unattractive to potential sponsors. The options are:

1. **Park Road and Parkway funds.** The NPS has determined that roads outside of National Park boundaries do not qualify for these funds. However, there is nothing in the law that specifically prohibits using these funds in that manner, and if the Beartooth were designated a parkway, it would qualify for these funds.

2. **Forest Highway funds.** Segment 1 is currently programmed for Forest Highway funding in FY 2000. Wyoming has not agreed to program any of the Wyoming segments for FH funds because of the requirement to assume maintenance responsibility. The entire route is eligible for these funds.

3. **Public Lands Discretionary Funds.** This category of funding counts against the State's "hold harmless" provisions in accordance with the ISTEA. Montana received this type of funding in FY93 for the resurfacing of Segment 5. Wyoming is currently using this category of funding on the Chief Joseph Scenic Byway. However, Wyoming has determined that they will not participate in any Beartooth Highway route improvements that negatively affect funding other state projects. The majority of the route is eligible for these funds.

4. **Scenic Byway funding.** The route's designation as a Scenic Byway makes it eligible for this category of funding. This category of funding also counts against the State's "hold harmless" provisions in accordance with the ISTEA.

5. **Surface Transportation Program (STP) funding.** Even though the route is not on the National Highway System, its' designation as a US highway (Principal Arterial) makes it eligible for these funds.

6. **Demonstration Project.** Funding for a demonstration project as part of an annual appropriations bill could be established for the Beartooth Highway. The remarks of Representative Rahall contained in Appendix F list 18 questions that must be answered when developing a proposal for funding in this manner.

7. **New Legislation.** Legislation could be enacted to establish the route as a National Scenic Parkway. Under the current NPS administrative policy, this would make it eligible for Park Road and Parkway funding if the NPS owned, administered and maintained it.

APPENDIX A

Jurisdictional Information

Memorandum for Understanding

THE BEARTOOTH HIGHWAY

This Memorandum of Understanding (MOU), by and between the Federal Highway Administration (Region 8, Central Federal Lands Highway Division--CFLHD, and Western Federal Lands Highway Division--WFLHD); Forest Service (Regions 1 and 2); National Park Service (Yellowstone National Park and Rocky Mountain Regional Office); Montana Department of Transportation (MDT); and Wyoming Department of Transportation (WDT) is entered into for the purpose of:

- Establishing cooperative, interagency support responsibilities and participation for the upgrading, rehabilitation, and long-term maintenance of the Beartooth Highway from the northeast entrance of Yellowstone National Park to Red Lodge, Montana, and to,

- Establish targets for long-term jurisdiction of the road, road prism, and related roadway enhancements.

Beartooth Highway begins at MP 0 at the northeast entrance of Yellowstone National Park and extends east and north through Montana and Wyoming, a total of 68.7 miles to Red Lodge, Montana. For the purpose of this MOU, the Beartooth was subdivided into various sections based upon boundary jurisdictions and/or condition. The attached map may be used as a guide with regard to the following agency commitments.

The **FEDERAL HIGHWAY ADMINISTRATION** agrees as follows:

The Western Federal Lands Highway Division (WFLHD) and the Central Federal Lands Highway Division (CFLHD) support the use of federal funds (i.e., public lands, scenic highways, forest highways, demonstration funds, or other line item federal funds) to finance project development and construction improvements on this road.

Subject to the availability of funds, WFLHD agrees to conduct project development and/or contract administration activities including construction management services as requested by other agencies, signatory to this MOU between MP 0 and MP 8.4.

WFLHD and CFLHD are willing to support (request) PR&P funds for the correction of the slides at MP 42.5 and MP 42.7 so that this corrective work can be included with Montana's 1993 public lands project on the Beartooth.

Subject to availability of funds, the Federal Lands Highway Divisions are willing to conduct project development and/or contract administration activities including construction management services as requested by other agencies signatory to this MOU for the section between MP 24.5 and MP 43.1. The most efficient FLH process would be to do all work in one division, probably WFLHD. However, if the goal was to prepare designs rapidly, it might be possible to design MP 0 to MP 8.4 in WFLHD and to design MP 24.5 to MP 43.1 in CFLHD simultaneously.

The Region 8 office of Federal Highways agrees to review, analyze, and rank any submissions of highway improvements from the states when applying for public land funds for this route.

Memorandum for Understanding
(Continued)

THE BEARTOOTH HIGHWAY

The **NATIONAL PARK SERVICE** agrees as follows:

Pending a change in authorization to expend PR&P money outside of NPS boundaries and/or without ownership/maintenance responsibilities, the Rocky Mountain Region (RMR) agrees to pool PR&P and NPS monies with other federal/state sources of money for the purpose of supporting construction and long-term maintenance needs of the Beartooth Highway.

Since the Beartooth Highway is not included in the YNP park-wide plan, EA, or park road funding, Yellowstone National Park agrees to continue to maintain the roadway between MP 0 and MP 43.1 until such time as/if the states take over maintenance. With the exception of MP 0 to MP 4.0, YNP will not provide snowplow maintenance in the winter without additional compensation.

The Rocky Mountain Regional office agrees to coordinate with the Land Management agencies in providing information and cooperation related to providing regional recreational opportunities along the corridor. Yellowstone National Park will provide summer maintenance between MP 0.0 and MP 43.1 in accordance with 16 USC §8a & 17j-2 until someone else agrees to accept maintenance responsibility.

Yellowstone National Park would assist with compliance reviews in cooperation with the Forest Service and FHWA if and when any of the portions are reconstructed. Yellowstone National Park will attempt to find special additional funding for the two slide areas at Twin Lake Slump MP 42.5 and MP 42.7.

The **FOREST SERVICE** agrees as follows:

Region 1 of the Forest Service is willing to lend support, in whatever capacity, to improvements along the entire route. Region 1 supports the use of Forest Highway funds on those portions in the State of Montana. Region 1 agrees to provide support to the development of recreational/tourist appendages along the corridor in Montana. Region 1 agrees to provide support to obtain funding for upgrading the highway.

Region 2 of the Forest Service is willing to participate in a scenario whereby one party is responsible for jurisdiction of the asphalt "ribbon" and upon consensus agreement on a funding mechanism, help garner support for obtaining the needed funding for the entire route.

The **MONTANA DEPARTMENT OF TRANSPORTATION** agrees as follows:

The Montana DOT agrees to openly participate in pursuing complete identification of corridor needs and active resolution of problems in each area including designation of responsibility and establishing sources of funding for the entire route. The Montana Department of Transportation is willing to support a resolution of responsibility for improvements and maintenance between MP 0 and MP 8.4. Funding availability will determine extent. In the past, Montana has offered to oversee work operations for major upgrades. Some maintenance funds may be available.

#12090J.RWG:3 File: 496 #1

Memorandum for Understanding
(Continued)

THE BEARTOOTH HIGHWAY

Montana DOT will maintain the section of the Beartooth between MP 45.0 and MP 68.7 and will look for assistance in obtaining funding as opportunities may arise.

The **WYOMING DEPARTMENT OF TRANSPORTATION** agrees as follows:

The Wyoming DOT will consider jurisdiction of the Beartooth Highway from MP 8.4 to MP 17.4 upon completion of Wyoming U.S. 296 which is presently scheduled for completion by 1997.

The Wyoming DOT will not commit any funding toward maintenance or reconstruction of the Beartooth Highway from MP 17.4 to MP 43.1.

Modifications or terminations of this agreement may be initiated by any party, and the modifications and terminations will become effective upon concurrence of the other parties. This agreement will become effective as of the date of the last signature by the executive parties.

FEDERAL HIGHWAY ADMINISTRATION

John C. Kliethermes P.E. 4/18/94
Region 8
John C. Kliethermes, P.E.

James D. Roller
for J. L. Budwig
Central Federal Lands Highway Div.
James D. Roller 2/23/94
(for J. L. Budwig)

Richard G. Wasill
Western Federal Lands Highway Div.
Richard G. Wasill

FOREST SERVICE

Beryl Johnston
Acting Regional Forester
Region 1
Beryl Johnston, Acting Regional Forester

Wm. J. Gournay
Region 2
Wm. J. Gournay

MONTANA DEPARTMENT OF TRANSPORTATION

Marvin Dye
Marvin Dye

WYOMING DEPARTMENT OF TRANSPORTATION

George Bell Asst Chief Engineer - Operations
George Bell, Asst. Chief Engineer - Operations

NATIONAL PARK SERVICE

Terry R. Gess For Michael D. Snyder
Rocky Mountain Regional Office
Terry R. Gess (for Michael D. Snyder)

Robert D. Barbee
Yellowstone National Park
Robert D. Barbee

United States Department of the Interior

OFFICE OF THE SOLICITOR
ROCKY MOUNTAIN REGION
730 SIMMS STREET - SUITE 450
GOLDEN, COLORADO 80401

TELE. 303/236-8444
FTS: 776-8444
FAX: 303/236-8644
FTS: 776-8644

MAILING ADDRESS:
P.O. BOX 25007
DENVER FEDERAL CENTER
DENVER, COLORADO 80225

October 25, 1991

NPS.RM.9950

Memorandum

To: Office Of the Inspector General, Western Region, Department of the Interior Attn: Steven Moberly 2800 Cottage Way, Room 2400, Sacramento, CA 95825

From: Regional Solicitor, Rocky Mountain Region

Subject: National Park Approach Roads: Beartooth Highway - Yellowstone National Park, Wyoming

In accordance with our recent telephone conversation, attached is a copy of our opinion of August 12, 1982, on responsibility for the Beartooth Highway. The opinion concludes that the National Park Service (NPS) is responsible for maintenance and operation of the highway until such time as it can be transferred to Wyoming and Montana. However, the NPS was more concerned whether rangers could enforce traffic laws, investigate accidents, and if the NPS could be held liable for accidents and injuries due to conditions of the road.

We would appreciate it if you could send us a copy of your report on the investigation of the highway. If you have any questions, please do not hesitate to call me at FTS 776-8444.

OCT 29 1991

Curtis Menefee
For the Regional Solicitor
Rocky Mountain Region

Attachment

cc: Regional Director, Rocky Mountain Region, NPS (w/opinion)
Superintendent, Yellowstone National Park (w/opinion)

Yellowstone File

United States Department of the Interior

OFFICE OF THE SOLICITOR

DENVER REGION
P.O. BOX 25007
DENVER FEDERAL CENTER
DENVER, COLORADO 80225

August 12, 1982

Memorandum

To: Superintendent, Yellowstone National Park

From: Regional Solicitor, Rocky Mountain Region

Subject: Responsibilities and Authorities, Beartooth Highway, Wyoming-Montana (Your Ref. D30 [Yell])

In accordance with your request, we have reviewed the questions of what are the responsibilities and the authorities of the National Park Service for the Beartooth Highway. The Beartooth Highway is a national park approach road designated, constructed, and maintained in accordance with 16 U.S.C. §§ 8a and 17j-2 and the annual Interior Appropriations Acts. Title to the land on which the road is constructed is in the United States. The necessary land for the right-of-way, which includes the road, was withdrawn from all forms of entry except under the 1872 Mining Law, 30 U.S.C. § 21 et. seq. on November 16, 1932 by Executive Order 5949.

Based upon the materials enclosed with your request, it is our opinion that ownership of the right-of-way across the national forest lands remains in the United States with the Forest Service assigned the responsibility for administering the land. The National Park Service has no responsibility for the administration of the right-of-way, thus it lacks any authority or responsibility to enforce any traffic laws or other state or federal laws applicable to these lands. NPS authority for law enforcement is limited to the geographical limits of National Park Service areas and in certain emergency circumstances to assisting state and local law enforcement personnl in areas adjacent to these NPS areas. It appears that either the respective states and/or the National Forest Service has the primary responsibility and authority for law enforcement activities on the Beartooth Highway.

On the other hand, because it is a national park approach road, the National Park Service, until such time as it can transfer the responsibility, must maintain the road. This responsibility includes the posting of signs, warning of hazardous conditions, and limiting traffic during times when travel involves a significant hazard. The National Park Service appears to have the responsibility for closing the

road at both ends. In addition, it has the responsibility for the usual maintenance actions such as repaving, filling potholes, striping, and even reconstruction of the road.

We are not able to respond to your request for recommendations for resolving this apparent no man's land. We have briefly discussed this situation with personnel of the Federal Highway Administration who are familiar with this situation. Under the usual intent of such situations, such roads as the Beartooth Highway were supposed to be transferred to state control. In this case, Wyoming is adamantly opposed to assuming any responsibilities for the road or even agreeing that funds appropriated for maintenance of forest roads be spent on the Beartooth. It thus appears to us that any solution to the dispersed responsibility that presently exists can only be worked out between the two federal agencies and possibly the state of Montana. We can only suggest that the most logical solution would be to place the responsibilities related to administration of federal property in the same agency where maintenance responsibility rests. Whether that should be the Forest Service or the National Park Service, we are not able to say.

As stated previously, the National Park Service law enforcement authority is limited to the areas within the boundaries of the parks and monuments and other areas it administers and the rendering of assistance to adjacent local governments under emergency situations when requested, by the appropriate officials. Usually the conditions for assistance are contained in a law enforcement cooperative agreement which also provides for state or local deputization of certain NPS personnel, thus eliminating the concern whether NPS personnel may enforce nonfederal law. We understand no such agreement exists with the local governments having authority over the lands traversed by the Beartooth Highway. Accordingly, should NPS personnel respond to a law enforcement situations under other than emergency situations on the Beartooth Highway, they will be without any authority to enforce either federal or state law. Park rangers do not have authority to enforce Forest Service regulation unless authorized by the Forest Service and generally speaking, Park Service regulations apply only to NPS administered federal lands. Unless properly deputized, NPS rangers most definitely have no authority to enforce any state law. Thus any response by park rangers must, of necessity, be limited to actions not requiring any arrest, apprehension, or

detention of persons. Emergency medical assistance can be rendered to persons in need without regard to whether it is within or without the park.

Unfortunately, it appears likely that the present situation will continue for some time.

Curtis Menefee
For the Regional Solicitor
Rocky Mountain Region

Enclosure

HOUSEL AND HOUSEL
LAWYERS

JERRY W. HOUSEL
JOHN O. HOUSEL

1303 SHERIDAN AVENUE
CODY, WYOMING 82414
307-587-4216

February 10, 1984

U.S. Attorney's Office
P.O. Box 668
Cheyenne, Wyoming 82003

RECEIVED
MAR 16 1984
O.G.C., DENVER

Attention: Charles Lenahan and
David A. Kern

B-4 Enterprieses, et al. vs.
Block, et al.; No. 84-1159

Dear Charles and Dave:

As I believe you both are aware, the Forest Service through Stephen Mealey and B-4 Ranch through Augustin Hart and Douglas Hart have been trying to work out between themselves the best way to enforce Judge Kerr's injunction of January 12, 1984. It appears the matter has been pretty well worked out except for the question of continued use by B-4 wheeled vehicles to gain access to B-4 Ranch properties. Recently Stephen Mealey issued an order essentially providing that wheeled vehicles are not permitted to operate on U.S. Highway 212 when it is closed during the winter time unless a special use permit is obtained from the Forest Service. In the event you did not receive this order from Mr. Mealey I have enclosed a copy of it with a copy of his recent letter to Augustin Hart explaining his reasoning for the order.

B-4 Ranch is not willing to apply for or acknowledge the necessity of a special use permit to obtain undeniable access to its ranch lands. This is not to say that B-4 Ranch is not willing to cooperate with the Forest Service, the Wyoming Recreational Department, the Department of Interior, private snowmobilers and others who may have an interest in the winter time use of U.S. Highway 212 to work toward a reasonable solution whereby B-4 Ranch vehicles can obtain ingress and egress and snowmobile use would continue. B-4 Ranch has long been on record in favor of a simple solution whereby one lane of U.S. Highway 212 would be plowed for vehicle access to B-4 lands and use by other authorized personnel, and the balance of the right of way easement would remain unplowed for snowmobile use. A locked gate would be placed at the junction to prevent use by unauthorized wheeled vehicles so disruption to snowmobiles from wheeled vehicles would be minimized. We would hope an arrangement can be worked out along these lines, rather than the time closures as proposed by Mr. Mealey.

B-4 Ranch also cannot sign a special use permit for use of Highway 212 on the grounds that the Forest Service does not have the authority to issue such permits for a federal roadway which originally was funded as a park approach road and should properly be administered by the Federal Highway Administration or some other agency suited to such purpose. To allow the Forest Service to begin administering national highways would establish a dangerous precedent and is contrary to the administrative role of the Forest Service. Additionally, B-4 Ranch has used U.S. Highway 212 during the winter by wheeled vehicles long before snowmobiles became popular in the mid-1960's, thereby establishing its historic use.

In view of the foregoing the only reasonable solution to resolving the dual use question is placing the locked gate and allowing single lane plowing for access to B-4 properties with snowmobiles having the right to use the remaining unplowed portion of the right of way. Safety could be further enhanced by marking specific snowmobile lanes with safe snowmobile speed limits. This solution would not only avoid unwanted additional administrative chores, paper work and enforcement problems, but would also be the most convenient to snowmobilers and B-4 Ranch personnel alike.

Sincerely yours,

John O. Housel

encls.

United States Department of Agriculture
Office of General Counsel
1444 Wazee Street, Suite 230
Denver, Colorado 80202
FTS 327-4031
303 837-4031

Warren
Johnson
Henry
Linn
McE

May 17, 1984

REPLY TO: CBL

John O. Housel, Esq.
Housel and Housel
1203 Sheridan Ave.
Cody, Wyoming 82414

Dear Mr. Housel:

Subject: B-4 Enterprises, et al. v. Block, et al. 84-1159

Thank you for your letter of February 10, 1984. In replying to it we would like to discuss our understanding of the jurisdiction over U.S. 212 and to clarify the Forest Service Position relative to management of the highway.

We assume that there are several ways in which one can discuss jurisdiction. However, with respect to U.S. 212 only three seem to be significant:

1. ownership of the land crossed by the highway,
2. responsibility for maintenance of U.S. 212 and
3. jurisdiction to enforce federal and state traffic laws and to limit use.

Ownership

Title to the land on which U.S. 212 is constructed is in the United States of America. It was public land which was later reserved for National Forest Purposes on May 22, 1902 (32 Stat. 1999).

On November 16, 1932, President Hoover withdrew the land from "settlement,

location, sale, entry, or other disposal and reserved for approach road to Yellowstone National Park." Ex.O. 5949.

The National Park approach road legislation is codified in 16 U.S.C. § 8a. The source legislation is found in the Act of April 9, 1924, ch.86, § 4 and the Act of January 31, 1931 ch. 79, 46 Stat. 1053. This statute does not effect removal of the U.S. 212 right of way from Forest Service Administration.

Ownership of the right of way for U.S. 212 across National Forest lands remains in the United States with the Forest Service assigned the responsibility for administering the land.

The Federal Highway Administration has never acted in an ownership or land managing capacity with respect to U.S. 212.

The Park Service has no responsibility for administering U.S. 212 where it crosses National Forest land.

However, maintenance of 4.5212 has been handled by the Park Service. 16 U.S.C. § 17 j-z. The State has declined to assume this responsibility although state law has a provision for such an arrangement. 24-2-112 and 24-3-127 Wyo. Stat. Ann. as amended.

The Federal Highway Administration has participated in maintenance activity using Park Service funds.

Law Enforcement

The Park Service does not handle law enforcement outside the National Parks. Under Federal law the State of Wyoming has law enforcement jurisdiction over U.S. 212. 16 U.S.C. § 480. We assume that the same is true under state law. 31-5-101 et seq. Wyo. Stat. Ann. and 31-2-103 Wyo. Stat. Ann., as amended. Since the Forest Service has land management responsibilities, it also has law enforcement authority. 16 U.S.C. §§ 551 and 36 C.F.R. Part 261. Its jurisdiction is proprietarial.

The Federal Highway Administration has never functioned in a law enforcement capacity with respect to U.S. 212.

Since no USDA easement has ever been conveyed to another agency, then the Forest Service manages a U.S. 212 utilizing the applicable laws and regulations.

Management

The development of the Clarks Fork snowmobile trail was a means of resolving the conflict of uses of the highway without the stringent requirements of administering dual use of U.S. 212.

If you refer to the Wyoming statute 31-5-801(a) should be considered in connection with U.S. 212. Our comments by paragraph are as follows:

(a) Snowmobiles can not operate on any part of the U.S. 212 Right-of-

Way other than the main-traveled roadway because of the steep cut and full slopes characteristics of the roadway in many places. Therefore, sub-paragraph (i) of the statute does not provide to a solution.

(b) The main-traveled roadway can be defined as the running surface plus shoulders. Operation on this portion is permitted under subparagraph iv of the statute only when the highway is closed to wheeled vehicles.

You proposal of plowing one lane and keeping the other open to snowmobiles has been carefully considered by the Forest Service after visiting the site during winter conditions. This alternative was eliminated for the following reasons:

a. It does not meet any conditions of the Wyoming Statute for operation of snowmobiles on highways.

b. Plowing of one land would be physically impossible with any equipment other than a snowblower in the narrow section with guardrail.

c. If one lane could be plowed in the narrow sections the remaining lane could with snow would not be wide enough that snowmobiles could pass safely even at reduced speeds.

Conclusion

Accordingly, it is our opinion, that, if your clients wish to receive an exception to a winter closure of U.S. 212, they will have to obtain special use

permit or be in violation of federal law for any unpermitted use.

Sincerely,

GORDON C. SMITH
Regional Attorney

By
Charles B. Lennahan
Attorney

CBL:kjc

bcc: Regional Forester, Attn. Mr Allgeier
Forest Supervisor, Shoshone National Forest
Peter Hapke, OGC-DC w/copy of Housel's letter
Regional Solicitor, U.S. Department of the Interior
w/copy of Housel's letter
Richard O. Jones, Regional Counsel Federal
Highway Administration w/copy of Housel's letter
David Kern Asst. U.S. Attorney, Cheyenne Wyoming

EXECUTIVE SUMMARY

BEARTOOTH SCENIC BYWAY

RECREATION MANAGEMENT PROPOSAL

PROJECT OVERVIEW

The Beartooth Scenic Byway stretches 69 miles across the Custer, Shoshone, and Gallatin National Forests from Red Lodge, Montana to the Northeast Entrance of Yellowstone National Park. The Forest Service designated this popular route a Scenic Byway in 1989 to showcase its outstanding scenery. Existing services and facilities are inadequate to meet current demand, and heavy recreation use is damaging the environment.

Implementation of the Beartooth Scenic Byway development proposal would provide necessary visitor facilities at strategic locations throughout the corridor in a manner that would maintain the natural character and visual quality. Most new facilities would be constructed at existing developed sites. Existing facilities that are no longer necessary would be removed. Overnight camping capacity would increase through better management of developed campgrounds and dispersed campsites. The following projects are listed from east to west along the corridor, and unless otherwise noted, projects are proposed on the Shoshone National Forest.

DEVELOPED OVERLOOKS

West Summit, Pilot-Index, Clarks Fork, and Pilot Peak Overlooks would be developed with interpretive exhibits. At West Summit the access road and parking area would be paved, and the existing toilet would be removed. Fully-accessible toilets would replace the existing ones at Pilot-Index and Clarks Fork. Pilot Peak Overlook would be a new development with new, fully-accessible facilities, including a toilet and picnic sites.

CAMPGROUNDS

Facilities at Island Lake, Beartooth Lake, Crazy Creek, Fox Creek, and Colter Campgrounds would be reconstructed. Sites would be redesigned to accommodate large recreational vehicles. Except in Colter Campground, all primary access roads would be paved. At Island Lake, the trailhead parking area would be enlarged and surfaced with aggregate. Campground loop roads would be resurfaced with aggregate, grading up or down to the parking spurs which would be leveled. Living areas in each campsite would be hardened to provide for user comfort and meet accessibility guidelines. Ten new campsites would be developed at Fox Creek and electricity hookups would be provided.

TRAILHEADS

Morrison Jeep Road - A new trailhead with a surfaced access road and parking area, horse-handling facilities, and a fully-accessible toilet would be developed one third mile off the highway.

Fantan Road - Lengthen and surface with aggregate approximately one-half mile of the Fantan Road to reach the outlet stream from Fantan Lake. Construct a gravel parking area and a trailhead just before this crossing.

Clay Butte - Develop a gravel parking area for cars in the existing parking spot and reconstruct the trailhead access spur road at less than ten percent grade. Do not accommodate horse trailers.

Clarks Fork (Gallatin) - Relocate and reconstruct facilities to make fully-accessible. Install interpretive exhibits.

Broadwater (Gallatin) - Reconstruct and relocate site facilities and construct approximately 100 feet of trail.

WAYSIDES

Bear's Tooth - A paved pullout of approximately 1,500 square feet would be constructed. Approach signing would be installed on the highway. There would be no interpretive exhibits and visitors would not be encouraged to get out of their vehicles. Parallel parking would be necessary.

Little Bear Lake - A paved pullout would be constructed along the highway to accommodate visitors who want to use the lake. Granite boulders would be placed to prevent travel further off the highway. No other facilities would be developed. (This development would be similar to the paved pullout at Long Lake.)

Lake Creek Falls - Construct a higher safety fence along the bridge above the falls and around the area most frequently used. This fence would not preclude access to the edge of the falls, but it would serve to clearly indicate the hazard and make it more difficult to get to a dangerous spot. Reconstruct both access trails to fully-accessible standards, and bridge the slough area on the east-side trail. The highway access points would be signed in a manner that would improve safety.

CLAY BUTTE LOOKOUT

Install new, fully-accessible interpretive exhibits in the visitor center, remodel and refurbish the cab to recreate an historical interior, and develop a fully-accessible, composting toilet. The parking lot would be enlarged to accommodate 16 vehicles, and the access road would be resurfaced with aggregate and a dust abatement treatment applied.

TOP OF THE WORLD STORE

Develop a partnership agreement to upgrade the facilities and provide better service to the public. A fully-accessible toilet and store access would be constructed on the east side of the building. The area between the store and the motel would be developed into a screened, warming shelter and indoor picnic area. The parking lot would be paved and expanded to accommodate modern recreational vehicles. An outdoor picnic area would be provided to the east of the store.

ESTIMATED COST OF IMPLEMENTING CORRIDOR PLAN

Final designs are yet to be done but the ball park estimate for accomplishing the work described in the Corridor Plan is approximately $2.5 million.

APPENDIX B

Early History of Beartooth Highway

UNITED STATES DEPARTMENT OF AGRICULTURE

FOREST SERVICE

REGION 1

HISTORY OF THE RED LODGE-COOKE CITY HIGHWAY

Fred Burnell

Division of Engineering

September 30, 1984

6200-7

U. S. GOVERNMENT PRINTING OFFICE

ENGINEERING FRONT OFFICE

RED LODGE-COOKE CITY HIGHWAY

The purpose of this paper is to recapitulate the principal acts, agreements, expenditures, and correspondence concerning the Red Lodge-Cooke City Highway so that the present situation can be understood without study of the complete file.

This highway extends from Red Lodge, Montana, southwest for 24.2 miles to the Montana-Wyoming border, thence west southwest into Wyoming for approximately 20.0 miles, thence northwest for approximately 15.0 miles to the Montana-Wyoming border, thence west northwest into Montana, through Cooke City, and to the Yellowstone Park boundary, a distance of 8.7 miles. The total length from Red Lodge to the Yellowstone Park boundary is 67.9 miles. See the attached map.

The first known study of this route was made in 1925 by F.E. Thieme, of the Forest Service, and B.F. Kitt, of the Bureau of Public Roads. The major reason for this study was that a considerable amount of pressure by the mining interest in this area was developed to construct a road from Red Lodge to Cooke City. According to Mr. Thieme, both he and Mr. Kitt were subjected to a considerable amount of coercion to get them to turn in a report showing the route was feasible. These efforts failed, and the route was declared unsatisfactory for mining purposes.

By 1931 enough interest was developed concerning this route that the Park Approach Act, an amendment to the Federal Highways Act, was passed by Congress. This act, designated H.R. 12404, was signed January 31, 1931. It gave the Secretary of Interior the power to designate National Park

approach roads, the primary value of which was to carry park travel. The approach roads had to cross lands of 90 percent Government ownership and had to be a part of or tributary to a 7 percentum system road (Federal-Aid Primary). They could not under any circumstances be longer than 60 miles. Another section of the act gave the Secretary authorization during 1932 and 1933 to construct these roads and appropriated $1,500,000 per year for this purpose.

This act was general in nature but had so many specific qualifications that few road projects could qualify. The act was passed with the help of Senator Walsh and Congressman Scott Leavitt and certainly appears to have been designed to construct the Cooke City Highway without naming the project.

After the act was passed and the location work was completed, it was discovered that the distance from the Park boundary to Red Lodge was 68.58 miles long, some 8.58 miles longer than the act could take care of. The Bureau of Public Roads, State Highway, and Forest Service arose to the occasion and put the piece of road from Red Lodge southwest for 8.58 miles on the Federal-Aid Primary system and included the portion inside the Forest boundary on the Forest Highway system.

After the foregoing actions, the complete route was covered by legislation or by administrative action in accordance with legislation. The various components of the highway were constructed from 1932 to 1934 using Forest Highway funds, Federal-Aid funds, and funds from the Park approach road authorization. The work was done under the direction of the Bureau of Public Roads.

Under Executive Order 5949 dated November 16, 1932, a 250-foot strip on each side of the park approach system was withdrawn from settlement, location, sale, entry, or other disposal and was reserved for park approach road purposes. This order has never been revoked.

The legal ramifications of this order in conjunction with the act authorizing park approach roads would bear looking into in light of Forest Service activities now going on along the Cooke City Highway.

This order is never mentioned in any Forest Service correspondence. A dittoed sheet dated July 20, 1959, put out by the Gallatin National Forest and signed "E.M.W." mentions the withdrawal but possibly misinterprets the intent of the order.

The approach road act allowed the Secretary of Interior to enter into agreements with States or counties to maintain the approach road system or to maintain them with available park funds. The Secretary was unable to interest the States in a maintenance agreement. From 1934 to 1945, the park approach road was maintained by the Bureau of Public Roads as financed by the Park Service. After 1945 the Park Service maintained the park approach road. The State of Montana has maintained the Federal-Aid section continuously since it was built.

The road has never been open the year around. Generally, it opens about May 30 and closes some time in November.

Since the park approach section is in two States and Wyoming had no access to the road, it has not been interested in either maintaining the road or developing it.

By 1959, the park approach section had fallen into disrepair and was worn out. The States involved refused to maintain or police it. Some logging traffic used the road, and no one had authority to limit or restrict this use. The road did not seem to have any status where policing, maintenance, or reconstruction were concerned; it was in a vacuum.

The Park Service stepped into this vacuum in 1959 with a proposal to create a National Park Way from Red Lodge to Yellowstone Park. This move was motivated by local discontent and the lack of interest in this road by all other State and Federal agencies concerned.

Creating a National Park Way over this route would put the route and a strip of land of undetermined width under the jurisdiction of the Park Service. The land and the road would be subject to the same regulations and land policies as any other lands under park jurisdiction.

The Forest Service and a majority of the local people objected to removing this undetermined area of land from Forest Service jurisdiction and limiting its use. The park superintendent defended his actions on the ground that this was the only way at his disposal whereby he could improve the road and maintain and police it without the help of any other agency. He contended that getting the strip of land was secondary to his purpose of establishing a Park Way. No other agency had cooperated before. Be that as it may, the Park Service proposal resulted in several meetings of all

interested parties designed to solve the Red Lodge-Cooke City Highway problem.

The first meeting was held on May 5 and 6, 1959, by Forest Service officials in Regions 1, 2, and 4. An outline of the proceedings follows:

I. The existing situation was reduced to two parts and discussed.

A. Roads -- Present status as a park approach road:

1. The park had our permission to build.
2. The park has a R/W in the form of withdrawal.
3. The park maintains the park approach section.
4. No one has police or regulatory power.
5. Signing is deplorable.

B. Land Use -- Present status:

1. Logging in Region 2.
2. Range use in Regions 1 and 2.
3. Recreation facilities inadequate.
4. Mining not presently a factor.
5. Informational signs nonexistent.
6. No overlooks.

II. Discussion of the route as a Park Way.

A. Roads -- the park approach section would gain status:

1. Funds more easily available for reconstruction.
2. Park would be financed for maintenance.
3. Park would have police power.
4. Park would be responsible for safety and signing.

B. Land use under Park Way status.

1. How much land would the Park Way require?

a. Normally a narrow strip.

b. Widen out to take in major attractions.

2. Would we have access to the road for:

a. Logging traffic.

b. Mining.

c. Hunting, and

d. Other.

III. Conclusions.

A. Roads -- Treat the Park Way proposal as an answer to a transportation problem and explore other possibilities for:

1. Maintenance by:

a. States.

b. Forest Service for National Forest purposes.

2. Traffic control -- agreement with Montana.

3. Signing.

4. Jurisdiction.

B. Land Use:

1. Make an impact survey for a Park Way.

2. Develop a multiple-use plan for the lands.

IV. Recommendations.

A. Meet with the park superintendent and discuss the Cooke City Highway as a transportation problem only. As per the Chief's instructions, the discussion was to be confined to the "road prism only."

On May 12, 1959, Regional Forester Tebbe wrote a memorandum to the Chief suggesting that we consider taking over the maintenance of the park approach section and asking his advice. The Chief's answer was "no," and he, in turn, suggested that the road be designated a Forest Highway.

A meeting of Region 1 and Region 2 officials was held on July 22, 1959, with Yellowstone Park officials. Our aim was to confine the discussion to those areas recommended at the May 5 and 6 meeting cited above.

Mr. Garrison, park superintendent, opened the meeting with a lengthy statement outlined below:

1. The road was built under authorization of the act dated January 31, 1931, and strongly supported by the Montana delegation.
2. There is a 100-foot right-of-way.
3. A 500-foot withdrawal.
4. Since 1942 the Park Service has performed "janitorial service." The Forest Service has control of all land but the road prism.
5. The Park Service has continuously tried to get the States to take over. No success.
6. The road is now "falling apart."
7. The road is heavily used, and use is increasing.
8. The Park Service has difficulty dealing with two Forest Service Regions, three Forests, and two States.
9. Because of scenic grandeur, there should be a joint development of the area along the road.
10. There is a problem of Jeeps defacing the country.
11. Maintenance costs are high, and the public is clamoring for an earlier opening and later closing date.

12. The route needs more camping facilities.
13. Congress is critical of the Park Service maintaining roads outside the Park.
14. In view of the foregoing, the Park Service wants to discontinue its financial and other obligations on the present basis.

Garrison pointed out:

1. The Park Service needs administrative and operating sites.
2. They want cooperative control on signs and information, joint voice on use zones, and control over roadside development and scenic easements in sight of the road.
3. Jurisdiction should be resolved. If the Park Service continues to maintain or reconstructs the road, legislation is needed that would grant the Park Service the above- listed powers and establish the boundaries.

A Park Service man cited the Blue Ridge Park Way as an example where there was:

1. Joint consideration of recreation.
2. Joint planning.
3. Joint determination of jurisdiction.
4. Joint responsibility of acquisition.

Regional Forester Tebbe replied:

1. The entire road traversed National Forest land; that this fact eliminated the necessity for a Park Way to protect roadside and seen-area values.

2. That he recognized the Park Service problem of jurisdiction and maintenance.
3. That the Chief had instructed him to help resolve problems related to the road prism.
4. The Forest Service is in the land management business and has developed plans for this area.
5. The Forest Service would take a dim view of relinquishing its land management responsibilities or authority.
6. The Forest Service could help by:
   a. Controlling some of the use, i.e., loggers and Jeeps.
   b. Trying to induce the States to assume police responsibility.
   c. Having one Forest Service spokesman.
7. He conceded that reconstruction and maintenance were a problem but not insurmountable and perhaps could be handled in one of these ways:
   a. Make the route a Forest Highway.
   b. Try to get Federal land funds for reconstruction.
   c. Have the road put on the Federal-Aid Secondary system.

A discussion followed which resulted in the following statements:

1. A class I Forest Highway was the long-range solution, but other means were needed to solve the problems in the near future.
2. Wyoming was not interested in the road unless it had a connection to the road.
3. The Park Service has authorization to build and maintain park approach roads. If it had more funds our troubles would be solved.

The following conclusions were reached:

1. Mr. Garrison seemed to withdraw his statement on more legislative power (the Park Way idea).
2. Mr. Garrison wanted a cooperative development of signs, campgrounds, public-use zones, etc. Mr. Tebbe replied that maybe an agreement could be worked out but was noncommittal on details.
3. The Bureau of Public Roads, Forest Service, and Park Service would cooperate in an effort to have the States take over the road.
4. Mr. Garrison would take the lead, and other agencies would assist.

This meeting served to clear the air of the land problems surrounding the road and allowed the Forest Service, Bureau of Public Roads, and the Park Service to concentrate on the road as an administrative problem.

The Cooke City Highway was discussed at the Montana Forest Highway meeting in Helena on January 29, 1960, and with the Wyoming Highway Department in Cheyenne, Wyoming, on February 24, 1960.

At the Montana meeting, agreement was reached as follows:

1. Highway Engineer Fred Quinnell would recommend that the State assume maintenance responsibility of the Montana portion if the road is reconstructed to acceptable standards.
2. The road should be added to the Forest Highway system.
3. The most likely source of funds was a special appropriation of public land funds monies. We should work in this direction.

4. A meeting with the Wyoming Highway Department should be arranged.

At the Wyoming meeting, agreement was reached as follows:

1. The superintendent would take up with the Highway Commission the question of Wyoming taking over the maintenance of its portion of the road.
2. The Forest Service would initiate action to have the Wyoming portion of the Cooke City Highway put on the Forest Highway system. At the same time, action would also be initiated to include the Sunlight Basin road from State Route 14 north of Cody to the Cooke City Highway on the Forest Highway system.
3. The Wyoming and Montana Highway Departments would jointly follow up the question of maintenance, this with the understanding that the Park Service would make available $65,000 per year for maintenance.

On March 1, 1960, the Chief of the Forest Service proposed that the section of the Cooke City Highway not on the Forest Highway system be included in our Forest development road system. The Forest Service would then allocate up to $65,000 per year for maintenance of this section.

On May 5, 1960, a joint meeting was held at Helena. The purpose was to induce the Montana Highway Department to take over the maintenance of the road either in its entirety or with some type of cooperative agreement with the State of Wyoming. The Forest Service offered to match the Park Service contribution of $65,000 per year and any future Park Service increase up to $100,000 per year. The Park Service was to develop a form of agreement to

cover this offer. This arrangement was to be of an interim nature and would be discontinued when the road was reconstructed.

This proposal was eventually rejected by the Montana Highway Commission, and the State of Wyoming said it would not cooperate in any way until it had a connection to the road.

On September 18, 1960, the entire Montana portion of the Park approach road was put on the Forest Highway system as a class 3 Forest Highway. We do not have any record of Wyoming action but assume the Wyoming section and the Sunlight Basin road were included on the Forest Highway system as per agreement at the Wyoming meeting of February 24, 1960.

For fiscal years 1962 and 1963, $350,000 of Federal land funds per year were made available for improvement of the road.

On November 6, 1961, a joint meeting was held in Cheyenne with a Wyoming senator attending. The following points were established:

1. Wyoming will not assume any responsibilities on the road until there is a connecting road.
2. National Park officials want an all-weather road through the Park.
3. If a connecting road is built to connect Cody to the Cooke City Highway, the Park Service will remove snow from the Cooke City Highway junction through Mammoth to the west entrance.
4. The connecting road will cost about $3,500,000.
5. The senator offered to try to get authorization under special legislation to build this road.

In 1962 location and design were completed on the section of road from the end of the old Forest Highway section 8.7 miles southwest of Red Lodge to the Montana line.

In fiscal year 1963, $1,000,000 were programmed for construction. This included $700,000 of Federal land funds previously noted and $300,000 of Montana Forest Highway funds. This money was obligated in a contract on April 11, 1963, to reconstruct 8.746 miles of road from the Montana line north. The actual bid price was $982,628.

Also in fiscal year 1963, $150,000 of Federal land funds and $32,000 of Forest road funds were programmed to rebuild bridges and guardrails on the Wyoming section. The Forest road contribution was in keeping with the Chief's suggestion of March 1, 1960, previously cited.

In 1965 an additional $600,000 was programmed and advertised for bid on a 4.2-mile section of road immediately north of the section which was contracted on April 11, 1963. The funds consisted of:

Public Land funds	$250,000
National Park funds	150,000
Forest Highway funds	200,000
Total	$600,000

All bids were rejected.

The section is to be lengthened and readvertised soon after September 14, 1964. Additional funds are now available and will consist of:

Public Land funds	$680,000
National Park funds	350,000
Forest Highway funds	320,000
Total	$1,350,000

Summary.

The original problem was that the Red Lodge-Cooke City Highway was deteriorating and was becoming a maintenance problem to the Park Service. Of its total length of 67.9 miles, 8.7 miles were on the Federal-Aid system, 4.2 miles of this section were also on Forest Highway; but the remaining 59.2 miles were a National Park approach highway. The National Park approach section started in Montana, extended into Wyoming, and thence back into Montana to the National Park boundary. The State of Montana continuously maintained the Federal-Aid Forest Highway section but steadfastly refused to assume responsibility for its portion of the National Park approach highway on the ground that the highway was below standard and too expensive to maintain. Wyoming did not have access to its portion of the National Park approach section, so it was not interested in maintaining or improving the highway. Region 1 of the Forest Service was interested in the National Park approach section since it served as access to Forest Service lands to the east of Yellowstone Park. The Wyoming section of the highway did not serve much purpose to Region 2 of the Forest Service as there was no connecting link to Wyoming lands or the Wyoming highway system.

The National Park approach designation is not widely used, and there is no money regularly appropriated to reconstruct or maintain these highways. As

far as the States, Forest Service, or the Bureau of Public Roads were concerned, this highway had no status and was a National Park problem.

The Park Service proposed that the complete route from Red Lodge to the Yellowstone Park boundary be made into a National Park Way. This action would have put the highway and a strip of land of indeterminate width under the jurisdiction of the National Parks. The Park Service defended this proposal on the grounds that this was the only way they could get the highway improved.

This action by the Park Service was resisted by the Forest Service, and the proposal was eventually dropped.

The Forest Service, Park Service, Bureau of Public Roads, and the States of Montana and Wyoming began working on the problem. As of September 1964, this is the situation:

1. The National Park approach section is now a class 3 Forest Highway.
2. A road from the Wyoming section to a highway north of Cody has been designated as a Forest Highway.
3. Approximately $980,000 have been obligated on the Montana State Line-Red Lodge section; $1,230,000 are programmed on this section during fiscal year 1965. This may leave 0.5 mile of the Red Lodge-Montana State Line to reconstruct.
4. Two bridges are being replaced, and guardrail is being restored on the Wyoming section.

5. The State of Montana will assume police and maintenance responsibility as soon as its portion of the National Park approach highway is reconstructed to suitable standards.
6. Wyoming will not assume any responsibility until it has a highway connecting its system to the Red Lodge-Cooke City Highway.

The above-listed situation is still complicated by one factor. Wyoming has never agreed to assume any maintenance responsibility. A check of the attached map shows that Wyoming's proposed connecting highway, Sunlight Basin, extends from State Route 14 to the western section of the Red Lodge-Cooke City Highway. This connecting road intersects the Red Lodge-Cooke City Highway 9.3 miles from the Montana-Wyoming line. Wyoming traffic will only use this 9.3 miles of the Red Lodge-Cooke City Highway, but the remaining 23.7 miles to the east in Wyoming is of primary interest only to Montana traffic. Wyoming may refuse to maintain that section of the Red Lodge-Cook City Highway in Wyoming east of the Sunlight Basin junction. We should get some definite commitments on this problem if we can.

Wlanglitz:nmk:13546J.WLL

APPENDIX C

Road Inventory Listing

NOTE: The following Road Inventory Listing was developed from a field inspection by LANGLITZ, EMERSON, FEKARIS, COOK, & HYNDMAN during the above dates. Notes in italics were from comments made during a tour of the route with local FS and NPS participants on September 8 and 9, 1993. [A MORE DETAILED ROAD INVENTORY LISTING WAS MADE FOR 8.4 MILE MONTANA SEGMENT AND IS CONTAINED IN A SEPARATE REPORT FOR THAT SEGMENT ONLY.]

ROAD INVENTORY LISTING

MP 0.00 TO MP 4.31 FIELD REVIEWED BY LANGLITZ ON 9/6/93.

ODOMETER	MILE POST	DESCRIPTION
0.00	-0.39	YELLOWSTONE NATIONAL PARK NE ENTRANCE STATION.

BEGIN BEARTOOTH HIGHWAY ROUTE
BEGIN MONTANA SEGMENT 1

0.39	0.00	BEGIN BEARTOOTH HIGHWAY ROUTE, MONTANA SEGMENT. SIGN LEFT: YNP ENTRANCE SIGN. NPS BOUNDARY. ***This area needs to be developed as an interpretive area, and it should include a Fire Board. The wilderness boundary is 45 feet right of the road at this point.***
0.53	0.14	SIGN RIGHT: BEARTOOTH SCENIC BYWAY.
0.60	0.21	SIGN RIGHT: SILVER GATE - ELEVATION 7388. FOUNDED 1932.
0.70	0.31	SIGN RIGHT: 25 MPH SPEED LIMIT.
0.80	0.41	APPROACH ROAD RIGHT. APPEARS TO BE THE BEGINNING OF PRIVATE PROPERTY.
0.90	0.51	SIGN RIGHT: SILVER GATE (GREEN AND WHITE).
0.95	0.56	BEGIN ROADSIDE BUSINESSES. ***The building on the left is historic. Plowing snow on the gravel parking areas is difficult because of potholes.***
	0.60±	***Waterlines cross under the road at this location about 2.5 to 3 feet deep. Freezing is a problem.***
1.09	0.70	END SILVER GATE BUSINESS AREA.

ODOMETER	MILE POST	DESCRIPTION
1.15	0.76	BEGIN WETLAND RIGHT. SHORT SECTION OF WETLAND LEFT ALSO.
1.30	0.91	SIGN LEFT: SPEED LIMIT 25 MPH.
2.55	2.16	PAVED PULLOUT RIGHT - 25' WIDE X 75' LONG. AREA LEFT OF ROAD BURNT IN 1988 FOREST FIRE.
2.80	2.41	BEGIN SLIDE AREA.
3.59	3.20	PAVED PULLOUT RIGHT FOR TWO HISTORIC SIGNS. ABOUT 20' WIDE BY 50' LONG. ***This turnout needs to be enlarged. Comfort facilities and a picnic area are planned. Two culverts just ahead of the signs have inadequate capacity.***
		"COOKE CITY. IN 1870 A PARTY OF PROSPECTORS CAME INTO THIS COUNTRY BY WAY OF SODA BUTTE CREEK. THEY FOUND RICH FLOAT BUT WERE SET AFOOT BY INDIANS. CACHING THEIR SURPLUS SUPPLIES ON THE STREAM NOW CALLED CACHE CREEK, THEY MADE IT BACK TO THE YELLOWSTONE AND REPORTED THEIR FIND. IN THE NEXT FEW YEARS MANY PROSPECTORS COMBED THESE MOUNTAINS. THE FIRST REAL DEVELOPMENT BEGAN ABOUT 1876.
		CHIEF JOSEPH'S BAND OF FUGITIVE NES PERCE INDIANS CAME THROUGH HERE IN 1877. IN 1883 THERE WERE 135 LOG CABINS IN THE SETTLEMENT, TWO GENERAL STORES AND THIRTEEN SALOONS.
		COOKE CITY HAS BEEN WAITING FOR YEARS FOR REASONABLE TRANSPORTATION CONNECTIONS TO THE OUTSIDE WORLD SO THAT HER PROMISING ORE DEPOSITS MAY BE PROFITABLY MINED. SHE'S NO BLUSHING MAIDEN, BUT THIS HIGHWAY IS THE ANSWER TO HER PRAYERS."
3.75	3.36	US 212 ROUTE MARKER RIGHT.
3.79	3.40	SIGN RIGHT: 25 MPH SPEED LIMIT. ENTERING COOKE CITY.
4.02	3.63	COOKE CITY STORE RIGHT. NATIONAL HISTORIC LANDMARK AND IS ON THE NATIONAL REGISTER.
4.29	3.90	END COOKE CITY BUSINESS DISTRICT.
4.30	3.91	MILEPOST MARKER 4 RIGHT. PAVEMENT WIDTH = 21'. GRADE STEEPENS AT THIS POINT AHEAD. THIS IS THE POINT AT WHICH SNOWPLOWING CEASES AND THE ROAD CORRIDOR IS MADE AVAILABLE FOR SNOWMOBILING.
4.51	4.12	SIGN LEFT: "WELCOME TO COOKE CITY". ELEVATION 7651. FOUNDED 1893.

ODOMETER	MILE POST	DESCRIPTION
4.70	4.31	ROAD LEFT TO DAISY PASS.

ODOMETER EQUATION. (VAN BROKE DOWN 9/6/93) 4.70 BACK = 0.00 AHEAD. MP 4.31 TO MP 8.4 FIELD REVIEWED BY LANGLITZ, FEKARIS, COOK, EMERSON, AND HYNDMAN ON 9/8/93.

0.17	4.48	COOKE CITY CEMETERY RIGHT.
0.22	4.53	APPROACH ROAD RIGHT TO SODA BUTTE CAMPGROUND.
	4.75±	***Potential approach for new Soda Butte Campground road.***
1.35	5.66	APPROACH ROAD LEFT TO LULU PASS. ***This is a County Road and will be the access to the proposed mine. It will be reconstructed to a 32' gravel surface.***
1.49	5.80	APPROACH ROAD LEFT TO COLTER CAMPGROUND.
1.51	5.82	MILEPOST MARKER 6 RIGHT. (Note: The distance between MP Marker 5 and MP Marker 6 is short approximately 0.2 mile. This 0.2 mile difference is carried through to the State Line so that the total length of the route is correct at 8.4 miles. This distance was verified both forward and backward through the project.)
1.78	6.09	APPROACH ROAD RIGHT. (660)
1.79	6.10	APPROACH ROAD LEFT (661).
1.83	6.14	WETLANDS LEFT AND RIGHT. (SHRUB/SEDGE). ***Water stands across the road up to 2' deep during the spring. Elevate the grade of the road through this area.***
2.03	6.34	APPROACH ROAD LEFT - "SAWMILL ROAD". BEGIN WIDENED AREA LEFT. CABINS AND OTHER DEVELOPMENT ON THE LEFT APPROACHING COLTER PASS. ***There are buried gas tanks on the left in front of the A-frame building.***
2.08	6.39	APPROACH ROAD LEFT - "COOKE PASS LANE".
2.17	6.48	END WIDENED AREA. APPROACH TO COOKE PASS CAFE AND MOTEL. WETLANDS RIGHT.
2.23	6.54	FENCE CORNER RIGHT. ***Water floods over the road 12" deep during the spring.***
2.24	6.55	APPROACH ROAD RIGHT - PRIVATE DRIVE. (706)
2.31	6.62	BIG BEAR LODGE RIGHT. BIG MOOSE RESORT AND MOTEL LEFT. GAS AVAILABLE LEFT.
2.36	6.67	FOREST BOUNDARY.
2.53	6.84	APPROACH ROAD LEFT TO SKYLINE GUIDE SERVICE, INC. YELLOWSTONE PARK PACK TRIPS. STOP SIGNS LEFT. SIGN RIGHT: GALLATIN NF HORSE TRAIL - CLARKS FORK.
2.55	6.86	MILEPOST MARKER 7 RIGHT.

ODOMETER	MILE POST	DESCRIPTION
2.69	7.00	GRAVEL PULLOUT LEFT. WILDLIFE VIEWING AREA. TRAILS LEFT AND RIGHT.
2.75	7.06	APPROACH ROAD RIGHT TO CHIEF JOSEPH CAMPGROUND. GRIZZLY BEAR USE AREA.
2.79	7.10	APPROACH ROAD LEFT TO CLARKS FORK PICNIC AREA AND TRAILHEAD.
3.12	7.43	SUMMIT COLTER PASS. ***The road does not have a posted speed limit and therefore defaults to 55 mph.***
3.53	7.84	BEGIN TALUS AREA RIGHT. ***It is not uncommon to have avalanches at this talus area as well as the next one.***
3.54	7.85	MILEPOST MARKER 8 RIGHT.
3.60	7.91	***High accident location - cars run off the road to the left over a high bank. Hazardous for traffic going downhill ahead on line.***
3.67	7.98	END TALUS SLOPE RIGHT.
3.94	8.25	BEGIN TALUS SLOPE RIGHT.
	8.35±	***Most avalanches occur at this talus area. Some mountain sheep crossings have been noted in this area.***
4.11	8.42	MONTANA/WYOMING STATE LINE. BEGIN 30' PAVED SECTION AHEAD. ***Some surface raveling has occurred, primarily from trucks refusing to remove their chains.***

END MONTANA SEGMENT 1
BEGIN WYOMING SEGMENT

MP 8.4 TO MP 24.5 FIELD REVIEWED 9/10/93 BY LANGLITZ AND EMERSON.

ODOMETER	MILE POST	DESCRIPTION
0.00	8.40	MONTANA/WYOMING STATE LINE. BEGIN WYOMING SEGMENT OF THE BEARTOOTH HIGHWAY ROUTE. 30' TOP WIDTH. CONSTRUCTED IN 1966. RESURFACED IN ABOUT 1984 UNDER FLH 15(10). BRIDGES WERE RETRO FITTED WITH CORTEN GUARDRAIL AND BRIDGE RAIL.
0.18	8.58	APPROACH ROAD LEFT. WELCOME TO WYOMING SIGN AND TURNOUT.
0.20	8.60	APPROACH ROAD LEFT.
0.38	8.78	SIGN RIGHT: SHARP CURVE LEFT NO SPEED PLATE
0.42	8.82	INDEX CREEK BRIDGE. WIDTH = 28.3'
0.45	8.85	SIGN RIGHT: DIRECTIONAL ARROW
1.65	10.05	PAVED WIDTH = 30.5' (FRICTION COURSE.)
1.93	10.33	FOX CREEK BRIDGE. WIDTH = 28.3'
2.60	11.00	FOX CREEK NF CAMPGROUND LEFT.
2.75	11.15	SIGN RIGHT: SYMBOL OPEN RANGE
4.15	12.55	PILOT CREEK TRAILHEAD RIGHT.

ODOMETER	MILE POST	DESCRIPTION
4.35	12.75	SIGN RIGHT: CURVE WARNING RIGHT WITH 30 MPH SPEED PLATE.
4.45	12.85	CLARKS FORK BRIDGE. WIDTH = 28.3'. BEGIN FLH 15(9) PROJECT AND 32' WIDTH.
4.95	13.35	PAVED WIDTH = 32.2'
6.15	14.55	APPROACH ROAD RIGHT TO B4 RANCH PROPERTY.
6.32	14.72	CRAZY CREEK BRIDGE. WIDTH = 28.0'
6.40	14.80	BEGIN FLH 15(11) PROJECT CONSTRUCTED IN 1985. 32' TOP WIDTH. ROAD HAS CORTEN GUARDRAIL, SHOULDER STRIPES, AND DELINEATORS.
6.42	14.82	CRAZY CREEK CAMPGROUND RIGHT.
7.05	15.45	APPROACH ROAD LEFT TO B4 RANCH BUILDINGS.
7.60	16.00	SIGN RIGHT: WINDING ROAD WITH 40 MPH SPEED PLATE
7.95	16.35	APPROACH RIGHT TO SCENIC OVERLOOK
8.00	16.40	APPROACH RIGHT FROM SCENIC OVERLOOK
8.25	16.65	SIGN LEFT: WINDING ROAD WITH 40 MPH SPEED PLATE
8.55	16.95	SNOWMOBILE UNDERPASS. SETTLEMENT IN PAVEMENT HAS BEEN PATCHED. NO DISTRESS IN THE CULVERT, ALTHOUGH SOMETHING HAS BROKEN SOME OF THE BOARDS IN THE BOTTOM OF THE CULVERT. PHOTO G-1.01 BACK TAKEN OF PILOT AND INDEX PEAKS FROM THE SNOWMOBILE UNDERPASS.
8.70	17.10	BEGIN FLH 15(7) GRADING PROJECT. PAVED IN 1977 UNDER PROJECT 15(8) TO 32' TOP WIDTH.
8.95	17.40	JUNCTION WITH CHIEF JOSEPH SCENIC HIGHWAY RIGHT, WYO 296. ALSO KNOWN AS CRANDELL JUNCTION AND THE SUNLIGHT BASIN ROAD.
9.05	17.45	SIGN RIGHT: SYMBOL OPEN RANGE.
9.32	17.72	SIGN RIGHT: CURVE WITH 30 MPH SPEED PLATE.
9.60	18.00	SIGN LEFT: CURVE WITH 30 MPH SPEED PLATE.
9.72	18.12	SIGN RIGHT: WINDING ROAD WITH 30 MPH SPEED PLATE.
9.87	18.27	APPROACH ROAD LEFT: LILY LAKE ROAD. FS 130-1.
10.15	18.55	LAKE CREEK BRIDGE. WIDTH = 40.2'. PHOTOS J-3.3 THROUGH J-3.8 OF NEW AND OLD BRIDGES.
10.35	18.75	SIGN LEFT: WINDING ROAD WITH 30 MPH SPEED PLATE
10.50	18.90	SIGN RIGHT: CURVE WARNING WITH 40 MPH SPEED PLATE.
10.70	19.10	VISTA PULLOUT RIGHT.
11.15	19.55	SIGN RIGHT: CURVE WARNING WITH 30 MPH SPEED PLATE.
11.25	19.65	SIGN LEFT: CURVE WARNING WITH 40 MPH SPEED PLATE.

ODOMETER	MILE POST	DESCRIPTION
11.75	20.15	SIGN RIGHT: WINDING ROAD WITH 30 MPH SPEED PLATE. PAVED WIDTH = 33.5 FEET. PAINT STRIPE AT 13'.
11.78	20.18	SIGN LEFT: CURVE WARNING WITH 30 MPH SPEED PLATE
12.60	21.00	SIGN RIGHT: CURVE WARNING WITH 30 MPH SPEED PLATE.
12.85	21.25	SIGN RIGHT: US 212 ROUTE MARKER WITH SCENIC BYWAY PLAQUE.
13.15	21.55	SIGN RIGHT: CURVE WARNING WITH 30 MPH SPEED PLATE. SIGN LEFT: US 212 ROUTE MARKER.
13.25	21.65	SIGN LEFT: CURVE WARNING WITH 30 MPH SPEED PLATE.
13.28	21.68	APPROACH LEFT TO WOODY CREEK ROAD. FS 136.
13.70	22.10	SIGN RIGHT: WINDING ROAD WITH 30 MPH SPEED PLATE.
13.75	22.15	SIGN LEFT: CURVE WARNING WITH 30 MPH SPEED PLATE.
14.25	22.65	SIGN LEFT: WINDING ROAD WITH 30 MPH SPEED PLATE. SIGN RIGHT: US 212 ROUTE MARKER WITH SCENIC BYWAY PLAQUE.
14.26	22.66	SIGN LEFT: ROUTE MARKER W/0 BYWAY PLAQUE.
14.55	22.95	SIGN LEFT: WINDING ROAD WITH 30 MPH SPEED PLATE. SIGN RIGHT: SWITCHBACK WITH 20 MPH SPEED PLATE.
14.85	23.25	SIGN RIGHT: WINDING ROAD WITH 30 MPH SPEED PLATE. SIGN LEFT: SWITCHBACK WITH 20 MPH SPEED PLATE.
15.30	23.70	APPROACH ROAD RIGHT TO NPS MAINTENANCE CAMP. PHOTO N-1.00 BACK.
15.55	23.95	SIGN RIGHT: SWITCHBACK WITH 20 MPH SPEED PLATE.
15.70	24.10	APPROACH LEFT TO PILOT/INDEX PEAK OVERLOOK. MAINLINE ROAD HAS LEFT TURN LANES.
15.80	24.20	SIGN LEFT: SWITCHBACK WITH 20 MPH SPEED PLATE. SIGN RIGHT: WINDING ROAD WITH 35 MPH SPEED PLATE.
15.95	24.35	SIGN RIGHT: ROAD NARROWS.
16.00	24.40	SIGN RIGHT: OPEN RANGE - PHOTO G-1.02 BACK.
16.10	24.50	END OF 1977 PAVING PROJECT. PHOTOS N-1.0 AND N-1.1

BEGIN DEFICIENT SEGMENT

MP 24.5 TO MP 43.1 FIELD REVIEWED 9/7/93 BY LANGLITZ, EMERSON, FEKARIS, HYNDMAN, AND COOK.

ODOMETER	MILE POST	DESCRIPTION
16.10	24.50	BEGIN 18' PAVEMENT WIDTH AHEAD. FROM HERE TO THE STATE LINE AT MP 43.1, THE ROAD WAS REHABILITATED AND RESURFACED IN 1968 AND 1969 UNDER FLH 15(1) AND YNP 10-1. ***Good location for roadside pullout right overlooking valley. Good view of Clay Butte from here also.***
16.12	24.52	GRAVEL TURNOUT RIGHT - 100' LONG X 30' WIDE. TOTAL PAVED WIDTH = 21'
16.35	24.75	FS SIGN RIGHT: FS LOOKOUT ROAD, VISITORS WELCOME, 1/4 MILE AHEAD.
16.39	24.79	SIGN LEFT: CATTLE ON HIGHWAY. SURFACE PATCH. PHOTO J-1.1 OF SURFACE PATCH.
16.40	24.80	LARGE DRAINAGE AREA, MINOR LIVE STREAM. DOUBLE 30" PIPE ABOUT 100' LONG. SOME RUST. HAS MASONRY HEADWALL ON INLET. PHOTOS J-1.2 OF THE INLET. ***Slide across road. Drainage problems.***
16.43	24.83	BEGIN GRAVEL TURNOUT RIGHT - 100' LONG X 40' WIDE.
16.59	24.99	APPROACH ROAD LEFT TO CLAY BUTTE LOOKOUT - 3 MILES. PHOTO N-1.2 BACK. ***Approach needs to be improved and paved. 200 visitors per day. Begin wetlands to the right. Good moose viewing area. Photos G-1.13 and G-1.14. Excellent turnout area about 300' ahead.***
16.70	25.1	WETLAND RIGHT. ROCK CUT LEFT.
16.75	25.15	END WETLAND RIGHT. GRAVEL TURNOUT RIGHT.
16.82	25.22	SIGN LEFT: FS LOOKOUT ROAD, VISITORS WELCOME, 1/4 MILE AHEAD. PHOTO J-1.3 LOOKING BACK AT ROADWAY PATCH.
16.85	25.25	LIVE STREAM - TRIPLE 30" CMP WITH MASONRY HEADWALL ON INLET. PHOTO J-1.4 OF OUTLET.
16.87	25.27	BEGIN GUARDRAIL RIGHT. GALVANIZED, NOT BLOCKED OUT, 12.5' POST SPACING. PAVED DITCH LEFT. ***Wet ditch right. NPS has put in french drain. Road distress.***
16.95	25.35	END GUARDRAIL RIGHT.
17.05	25.45	SIGN RIGHT: WINDING ROAD WITH 30 MPH SPEED PLATE.
17.07	25.47	BEGIN GRAVEL TURNOUT RIGHT - 150' LONG X 40' WIDE.

ODOMETER	MILE POST	DESCRIPTION
17.22	25.62	PAVED TURNOUT RIGHT - 50' LONG X 35' WIDE. BEGIN GUARDRAIL RIGHT. PHOTOS G-1.03, G-1.04, J-1.5, J-1.6, AND J-1.7 LOOKING AHEAD AT RUGGED CONSTRUCTION AREA. ***Begin narrow area. Pullout is not large enough. Most serious encroachment of rock into the road. NPS had serious accident here this year. Major rock work for widening. Waterfall to the right is a special focal point. Needs parking area for viewpoint. Some rock does ravel from the rock cut slope - nothing serious, and nothing real big. A scaling operation would be good. Consider half bridge rather than removing rock, or some combination of the two.***
17.26	25.66	FILL FAILURE RIGHT ABOVE EXTREMELY HIGH FILL. SMALL HAND LAID ROCK WALL ATTEMPTING TO HOLD ROAD SHOULDER. PHOTOS J-1.8 AHEAD, N-1.3 RIGHT, AND N-1.4 BACK.
17.32	25.72	END GUARDRAIL RIGHT.
17.38	25.78	BEGIN GUARDRAIL RIGHT. 100' HIGH ROCK CUT LEFT. 100' HIGH FILL RIGHT. EXTREMELY RUGGED AREA.
	25.95±	***Turnout needed for waterfall across the canyon.***
17.70	26.10	END GUARDRAIL RIGHT. PHOTOS N-1.5, J-1.9 AND J-1.10 LOOKING BACK. END EXTREMELY RUGGED AREA. ***End of steep canyon area. This area drifts heavily - 15 feet deep.***
17.85	26.25	BRIDGE OVER OUTLET FROM BEARTOOTH LAKE. DECK IS 22' WIDE. MASONRY ABUTMENTS AND PIERS. PHOTOS J-1.11 LEFT, J-1.12 AHEAD, AND N-1.6 BACK. PHOTO G-1.05 OF BRIDGE AND LAKE COMBINED. THIS BRIDGE WAS BUILT IN 1936 AND IS PROBABLY HISTORIC. ***Heavy use area - fisherman. Turnout is inadequate. Bridge width is better here than an the other locations. Snow drifts over rail here - snowmobilers sometimes ride right over it. This bridge is probably historic, but the State didn't know if it was on their list of historic structures. MDT suggested leaving the structure in place.***
17.95	26.35	SIGN RIGHT: NATIONAL FOREST CAMPGROUND WITH TOILET FACILITIES. PAVED PARKING AREA LEFT - 75' LONG X 30' WIDE. ***This parking area needs extended and enlarged. The lake may be stocked, but not heavily. Good fishing!***
18.05	26.45	WYE INTERSECTION LEFT TO BEARTOOTH LAKE CAMPGROUND. TWO STOP SIGNS. ***A left turn lane is needed into Beartooth Lake Campground. Cars stack up trying to turn left.***
18.07	26.47	SIGN LEFT: CAMPGROUND WITH BRICK MASONRY BASE IN THE MIDDLE OF THE WYE INTERSECTION.

ODOMETER	MILE POST	DESCRIPTION
18.25	26.65	SIGN LEFT: NATIONAL FOREST CAMPGROUND WITH TOILET FACILITIES.
		THICK FOREST ADJACENT TO THE ROAD - 12" MAX.DIAMETER. MODERATE CUTS AND FILLS WITH GRANITE BOULDERS SHOWING IN THE CUT SLOPES. ***Some seepage along the hill leading up from Beartooth Lake. Some shoulder distress from wet ditch. Spring runoff is a problem. This area usually has a 5' snowbank along the ditchline. This segment of the road has severe pumping problems even though the gradeline is 2'± above the water table.***
18.65	27.05	GRAVEL TURNOUT LEFT - VERY SMALL.
18.85	27.25	LIVE STREAM - DOUBLE 30" CMP WITH MASONRY HEADWALL. FAIR CONDITION. ***This culvert dams up from ice and snow and then runs down the road. A concrete box culvert or larger size pipes may be more appropriate.***
19.08	27.48	GRAVEL TURNOUT LEFT - 150' LONG.
19.15	27.55	GRAVEL TURNOUT LEFT - 50' LONG X 20' WIDE.
19.25	27.65	GRAVEL TURNOUT LEFT - 50' LONG X 10' WIDE. PHOTO N-1.7 BACK.
19.31	27.71	SIGN RIGHT: CURVE WARNING
19.60	28.00	BEGIN LONG TANGENT ALIGNMENT AHEAD. CHANGE FROM FOREST TO OPEN ALPINE MEADOWS WITH NO TREES.
19.63	28.03	SIGN LEFT: CURVE WARNING .
19.69	28.09	PAVEMENT DISTRESS. PHOTOS J-1.13 AHEAD AND J-1.14 BACK. ***Road distress continues all the way to the Top Of The World Store.***
19.72	28.12	SIGN RIGHT: TRAVELERS SUPPLIES AHEAD.
19.78	28.18	BRIDGE OVER LITTLE BEAR CREEK, 20' WIDE. MASONRY ABUTMENTS. UPSTREAM ABUTMENT AHEAD ON LINE (SE) HAS COMPLETELY FAILED, INCLUDING THE ROADWAY. PHOTOS J-1.15 AHEAD, N-1.8, J-1.16 AND J-1.17 BACK, AND J-1.18 RIGHT. PHOTO G-1.06 OF TOP OF THE WORLD STORE. PAVED WIDTH = 19.5'. ***The waterway under this bridge freezes solid with ice and snow, and water runs over the road during spring runoff.***
19.90	28.30	APPROACH ROAD LEFT TO TOP OF THE WORLD STORE. STOP SIGN LEFT. ***A loop road into the Top Of The World Store needs to be paved. There are sight distance problems at this location that need to be corrected.***
19.92	28.32	BEGIN GRAVEL PARKING AREA RIGHT, ABOUT 70' WIDE.

ODOMETER	MILE POST	DESCRIPTION
19.93	28.33	SIGN LEFT: TOP OF THE WORLD STORE. TOP OF THE WORLD STORE HAS GAS, MOTEL FACILITIES, TV SATELLITE DISH, MISCELLANEOUS SUPPLIES. PHOTOS G-1.07 AND G-1.08 OF STORE AND G-1.09 OF ROADWAY LOOKING BACK WHICH ALSO SHOWS CLAY BUTTE. PHOTO J-1.19 LOOKING BACK AT PAVEMENT DISTRESS. ALSO SHOWS WETLANDS AND LITTLE BEAR CREEK. ***The store is open on Memorial Day and usually open to Thanksgiving. The store is on FS lands under a Special Use Permit.***
19.96	28.36	APPROACH ROAD LEFT TO STORE. STOP SIGN LEFT.
20.03	28.43	END GRAVEL PARKING AREA RIGHT.
20.10	28.50	LITTLE BEAR CREEK AGAINST RIGHT FILL SLOPE.
20.25	28.65	WETLANDS RIGHT. PHOTO N-1.9 BACK.
20.30	28.70	SIGN LEFT: 1/4 MILE TO TOP OF WORLD STORE.
20.35	28.75	PHOTO J-1.20 LOOKING BACK AT ROAD DISTRESS. ***The segment of road across the flat in front of the store should be reconstructed even if the remainder of the route is only resurfaced. A geotextile fabric may be required to help bridge this soft, wet area.***
20.55	28.95	BRIDGE OVER LITTLE BEAR CREEK. WIDTH = 20'. MASONRY ABUTMENTS. PHOTOS J-1.22 RIGHT AND J-1.23 LEFT. PAVED WIDTH = 19' TOP (21' WITH TAPERS). ***No maintenance problems at this bridge except for the narrow width.***
20.60	29.00	BEGIN GRAVEL TURNOUT LEFT - 20' WIDE. PHOTO J-1.21 LOOKING BACK.
20.63	29.03	END GRAVEL TURNOUT LEFT.
20.80	29.20	LIVE STREAM. ***Water runs over the road in this area on top of the snow. The road needs elevated ahead to the campground entrance.***
20.88	29.28	SIGN RIGHT: ISLAND LAKE CAMPGROUND AHEAD. PHOTO J-1.24 AHEAD SHOWING ROAD INTERSECTION AND PAVEMENT DISTRESS.
20.90	29.30	STREAM PARALLELS ROAD ON RIGHT TO ODOMETER 21.0. PAVEMENT DISTRESS THROUGHOUT THIS AREA.
21.13	29.53	APPROACH ROAD LEFT TO ISLAND LAKE CAMPGROUND. STOP SIGN. LARGE CAMPGROUND SIGN WITH BRICK MASONRY BASE IN THE MIDDLE OF THE INTERSECTION.
21.23	29.63	SMALL GRAVEL TURNOUT RIGHT.
21.30	29.70	SIGN LEFT: ISLAND LAKE CAMPGROUND. HAS COMFORT FACILITIES.
21.32	29.76	WETLANDS RIGHT TO ODOMETER 21.38.

ODOMETER	MILE POST	DESCRIPTION
21.40	29.80	APPROACH ROAD RIGHT (FS ROAD NUMBER 149). STOP SIGN. ***Snow stacks up 18 to 20' deep in the curve just ahead. The road shoulder is distressed due to poor drainage during the spring.***
21.65	30.05	GRAVEL TURNOUT RIGHT - 75' LONG X 20' WIDE . OVERLOOKS CHAIN LAKES. ***This turnout needs to be paved. The size is probably OK.***
21.82	30.22	SIGN LEFT: THIS IS GRIZZLY BEAR COUNTRY.
21.86	30.26	SIGN LEFT: CLOSED TO MOTORIZED VEHICLES. (TRAIL AROUND LITTLE BEAR LAKE).
21.95	30.35	SIGN RIGHT: WINDING ROAD SIGN WITH 35 MPH PLATE.
21.98	30.38	SIGN LEFT: LITTLE BEAR LAKE.
22.08	30.48	APPROACH ROAD RIGHT. BEGIN WETLANDS BOTH SIDES TO ODOMETER 22.13.
	30.55	***There is constant spring flow across the road at this location. A larger structure is needed, and the grade of the road needs to be raised. A ditch from the road to the lake would improve the drainage.***
22.25	30.65	PHOTO G-1.10 LOOKING BACK AT LITTLE BEAR LAKE AND WETLANDS. FOREST ALONG ROAD AGAIN.
22.40	30.80	GRAVEL TURNOUT RIGHT TO ODOMETER 22.42.
22.00	30.40	APPROACH ROAD LEFT (FS ROAD NUMBER 150).
22.65	31.05	GRAVEL TURNOUT LEFT.
22.80	31.20	BRIDGE OVER OUTLET FROM LONG LAKE. WIDTH = 22'. WETLANDS ON BOTH SIDES OF THE ROAD ON BOTH SIDES OF THE BRIDGE. PHOTO G-1.11 OF LONG LAKE. BEGIN LONG TANGENT AHEAD. PHOTO J-2.1 LEFT, J-2.2 BACK, AND J-2.3 RIGHT. OUT OF FOREST AGAIN, ALMOST AT TIMBER LINE. ***There is a settlement problem on the left approach abutment to this bridge. Old buried bridge timbers in the fill are suspected to be contributing to the problem.***
22.88	31.28	PAVED PULLOUT LEFT AHEAD TO ODOMETER 22.92 WITH GARBAGE CANS AND ROCK BARRIER. SIGN LEFT: WYO FISHING LICENSE REQD.
22.95	31.35	SIGN LEFT: WINDING ROAD WITH 35 MPH SPEED PLATE.
22.97	31.37	APPROACH ROAD RIGHT WITH BARRIER GATE. MORRISON JEEP ROAD NO. 120. DOLLAR LAKE TRAILHEAD - 2 MILES. CLARKS FORK RIVER - 20 MILES.
23.05	31.45	SIGN RIGHT: ROUTE US 212 MARKER WITH SCENIC BYWAY PLAQUE.
23.10	31.50	BEGIN NO PASSING STRIPE.
23.19	31.59	END NO PASSING STRIPE.
23.24	31.64	BEGIN NO PASSING STRIPE.

ODOMETER	MILE POST	DESCRIPTION
23.28	31.68	DRAINAGE PROBLEM. ***The culvert is being jacked out of the ground by frost. It needs to be insulated. A low road grade and ground water contribute to the problem.***
23.35	31.75	END NO PASSING STRIPE
23.45	31.85	BEGIN GRAVEL PARKING AREA LEFT. ***This trailhead needs to be enlarged and paved to accommodate up to 8 vehicles with trailers. The Sierra Club is concerned about defining/creating trailheads along this route.***
23.50	31.90	SIGN RIGHT: HAUSER LAKE TRAILHEAD. BIG STICKER SAYS BEAR COUNTRY. PHOTOS J-2.4 AND J-2.5 RIGHT. WATER DRAINING DOWN RIGHT DITCH. PHOTO N-1.25 AHEAD.
23.53	31.93	END GRAVEL PARKING AREA LEFT.
23.70	32.10	END LONG TANGENT. BEGIN ROUGHER TERRAIN.
23.80	32.20	ROAD CLOSURE POINT. THREE MOVABLE SIGNS: TIRE CHAINS REQUIRED; ROAD CLOSED; DO NOT ENTER (24 X 24) ICY ROAD. ***This is the first location where getting rid of the snow becomes a problem for maintenance.***
23.85	32.25	GRAVEL PULLOUT LEFT. ***This area is used for putting on tire chains. The size is OK, but it should be paved. An old pit area from the 1930's is on the left.***
23.90	32.30	MOVABLE SIGN: BARRICADE 300'
24.01	32.41	ROAD BARRICADE. SIGN: WARNING- ROAD SUBJECT TO SUDDEN CLOSURES. GATE MAY BE LOCKED WITHOUT NOTICE. ***The gate posts are down 7' but are still being jacked up from frost action.***
24.03	32.43	SIGN RIGHT. DANGER. WATCH FOR SNOW EQUIPMENT. EQUIPMENT MAY OPERATE AGAINST TRAFFIC. ***Drainage problem on the left. Water doesn't hit the channel, runs down the shoulder of the road, and washes it out.***
24.10	32.50	WETLAND RIGHT
24.20	32.60	MOVABLE SIGN LEFT. BARRICADE AHEAD. 30" CULVERT PIPE.
24.23	32.63	GRAVEL PULLOUT RIGHT.
24.30	32.70	SIGN RIGHT: WINDING ROAD WITH 30 MPH SPEED PLATE.
24.36	32.76	SIGN LEFT: SWITCHBACK CURVES WITH 30 MPH SPEED PLATE.
24.41	32.81	GRAVEL PULLOUT RIGHT TO ODOMETER 24.45. ***This turnout needs to be widened and paved. It is a popular location providing an overlook of the lakes.***
24.52	32.92	GRAVEL PULLOUT RIGHT TO ODOMETER 24.56
24.60	33.00	GRAVEL PULLOUT RIGHT.

ODOMETER	MILE POST	DESCRIPTION
24.61	33.01	BEGIN GUARDRAIL RIGHT. GALVANIZED - NOT BLOCKED OUT. PHOTO J-2.6 LOOKING BACK. PHOTO J-2.7 LOOKING AT LAKE.
24.65	33.05	END GUARDRAIL RIGHT. PULLOUT LEFT TO ODOMETER 24.70. PHOTO J-2.8 AHEAD. ***An original pit area is on the right. Snow storage is a problem in this area, and there is insufficient curve width around the inside of the switchback. In general, all sharp curves ahead have insufficient width on the inside. There are no shoulders, and no ditch in some of the rock cuts. The road section is extremely narrow with no place to put the snow. Turnouts are heavily used throughout this segment of the route and need to be paved.***
24.75	33.15	PHOTO J-2.9 AHEAD SHOWING TERRAIN.
24.80	33.20	BEGIN GUARDRAIL LEFT. PHOTO N-1.10 BACK
24.93	33.33	END GUARDRAIL LEFT
25.05	33.45	GRAVEL PULLOUT LEFT.
25.09	33.49	GRAVEL PULLOUT LEFT. PHOTO J- 2.10 BACK LOOKING DOWN THE VALLEY AT LONG LAKE AND ROAD.
25.10	33.50	BEGIN GUARDRAIL LEFT.
25.18	33.58	END GUARDRAIL LEFT.
25.20	33.60	GRAVEL PULLOUT LEFT.
25.28	33.68	GRAVEL PULLOUT LEFT.
25.39	33.79	BEGIN GUARDRAIL LEFT.
25.52	33.92	PULLOUT LEFT - GUARDRAIL AROUND THE OUTSIDE.
25.55	33.95	PHOTOS J-4.18 AND J-4.19 BACK, AND J-4.20 AHEAD SHOWING ROCK CUT ADJACENT TO DRIVING LANE WITH NO SHOULDER. PHOTO N-1.24 AHEAD.
25.70	34.10	GRAVEL PULLOUT LEFT OVERLOOKING FROZEN LAKE. PHOTO J-2.11 AHEAD LOOKING AT SERIES OF SWITCHBACKS UP TO THE SUMMIT. END GUARDRAIL LEFT.
25.82	34.22	SIGN RIGHT: WINDING ROAD WITH 20 MPH SPEED PLATE. 2 BULLET HOLES. ***The left side is an excellent location for a turnout. The culvert at this location is being jacked up by frost.***
25.85	34.25	BEGIN GUARDRAIL LEFT.
25.87	34.27	END GUARDRAIL LEFT.
26.00	34.40	PULLOUT RIGHT. ***Snow drifts in the middle of the switchback. The culvert dams up and runs down the road shoulder causing dangerous icing conditions. A larger culvert or concrete box culvert is needed.***
26.18	34.58	GRAVEL PULLOUT RIGHT TO ODOMETER 26.20.
26.22	34.62	BEGIN GUARDRAIL RIGHT TO ODOMETER 26.25
26.30	34.70	PULLOUT LEFT TO ODOMETER 26.32.

ODOMETER	MILE POST	DESCRIPTION
26.32	34.72	SIGN LEFT: WINDING ROAD WITH 20 MPH SPEED PLATE.
26.51	34.91	GRAVEL PULLOUT LEFT.
26.65	35.05	WINDING ROAD SIGN - NO SPEED PLATE.
26.70	35.10	GRAVEL PULLOUT LEFT.
26.78	35.18	GRAVEL PULLOUT LEFT.
26.88	35.28	PAVEMENT DISTRESS. WET ALONG THE INSIDE OF THE SWITCHBACK. PHOTO J-2.12 BACK. ***The subgrade is wet and pumping also. The culvert at this location is being jacked up by frost. It needs to be larger.***
26.95	35.35	GRAVEL PULLOUT RIGHT. PHOTO J-2.13 LOOKING BACK AT DISTRESS. ***This pullout needs to be paved. It is heavily used by skiers.***
27.05	35.45	STEEP AREA BOTH CUT AND FILL THAT WOULD BE DIFFICULT TO WIDEN. ***This area has a very narrow and unstable shoulder. It is also an extremely bad snowdrift area. Guardrail installation is not desired.***
27.25	35.65	SIGN RIGHT: SWITCHBACK. GRAVEL PULLOUT RIGHT
27.28	35.68	BEGIN GUARDRAIL RIGHT.
27.35	35.75	END GUARDRAIL RIGHT. ***The subgrade is pumping in the inside of the switchback.***
27.40	35.80	GRAVEL PULLOUT LEFT.
27.45	35.85	SIGN LEFT: SWITCHBACK WITH 20 MPH SPEED PLATE.
27.55	35.95	GRAVEL PULLOUT LEFT. PHOTO J-2.14 AHEAD SHOWING ROAD DISTRESS. ***Losing the shoulder of the road ahead to ODOMETER 27.65.***
27.58	35.98	ROAD DISTRESS IN LEFT LANE.
27.70	36.10	BEGIN GUARDRAIL LEFT.
27.78	36.18	END GUARDRAIL LEFT.
27.83	36.23	PULLOUT LEFT. PHOTO N-1.12 RIGHT.
27.85	36.25	SIGN RIGHT: SWITCHBACK WITH 20 MPH SPEED PLATE. BEGIN GUARDRAIL LEFT.
27.95	36.35	PULLOUT INSIDE OF SWITCH BACK. GUARDRAIL ENDS AT ODOMETER 27.96. ***This curve is known as "Dead Mans Curve." A fatal accident occurred at this location - the truck is still there.***
28.05	36.45	SIGN LEFT: SWITCHBACK WITH 20 MPH SPEED PLATE.
28.10	36.50	SIGN RIGHT: WEST SUMMIT AHEAD. COMFORT FACILITIES.
28.18	36.58	PULLOUT RIGHT. PHOTOS J-2.15 AND J-2.16 LOOKING BACK AT ROAD DISTRESS AND DOWN THE VALLEY. ***This pullout needs paved.***
28.19	36.59	BEGIN GUARDRAIL RIGHT.
28.28	36.68	END GUARDRAIL RIGHT. PULLOUT AT END OF GUARDRAIL.

ODOMETER	MILE POST	DESCRIPTION
28.45 BK	36.85	APPROACH ROAD LEFT TO WEST SUMMIT REST AREA. SIGN SAYS WEST SUMMIT - ELEVATION 10,947. ***An expanded turnout is needed at this location. There are vault toilet facilities at the rest area. The FS is trying to eliminate the toilet facilities, but keep the area as an interpretive site.***

ODOMETER MILEAGE EQUATION: 28.45 BACK = 28.80 AHEAD

28.80 AH	36.85	PULLOUT RIGHT, SUMMIT. BEGIN DOWN GRADE. ***Lots of snow drifting occurs ahead down grade from here.***
28.95	37.00	BEGIN GUARDRAIL LEFT.
29.08	37.13	END GUARDRAIL LEFT
29.15	37.20	BEGIN ROAD DISTRESS - OVERLAY. ***Drainage is inadequate and needs larger pipes. Springs and water in the right ditchline are causing serious alligator cracking in the roadway. Surface has been blade patched.***
29.20	37.25	SIGN LEFT: NATIONAL FOREST REST AREA WEST SUMMIT. PULLOUT LEFT. ***This turnout needs widened to accommodate 6 cars. It is used by skiers for the Gardner headwall.***
29.32	37.37	BEGIN PAVED PULLOUT LEFT. ROAD DISTRESS ENDS. PHOTO J-2.17 LOOKING BACK.
29.33	37.38	SIGN LEFT: ARROW TO THE BEAR'S TOOTH MOUNTAIN. PHOTOS J-2.19 AND N-1.13 OF THE BEAR'S TOOTH AND PHOTO J-2.18 OF WILDLIFE.
29.34	37.39	BEGIN GUARDRAIL LEFT. END PAVED PARKING AREA LEFT.
29.45	37.50	END GUARDRAIL LEFT. BEGIN GUARDRAIL RIGHT.
29.62	37.67	END GUARDRAIL RIGHT.
29.70	37.75	BEGIN GUARDRAIL LEFT. PAVEMENT HAS ALLIGATOR CRACKING AROUND INSIDE OF SWITCHBACK. 150' LONG. PHOTO J-2.20 AHEAD. ***There is no drainage ditch, and water drains across the road surface. Snow drifts 12' high in this area. Guardrail around the outside of the switchback is unstable and needs replaced. A CCC hand-placed rock wall is supporting the base of the fill on the right.***
29.80	37.85	END GUARDRAIL LEFT.
29.82	37.87	BEGIN GUARDRAIL LEFT.
29.92	37.97	END GUARDRAIL LEFT.
29.98	38.03	BEGIN GUARDRAIL RIGHT. PULLOUT LEFT. ***This area has the deepest snowdrifts along the route. Drifts have been 43' deep at spring opening. Bighorn sheep and Rocky Mountain Goats both frequent this area.***
30.05	38.10	END GUARDRAIL RIGHT.

ODOMETER	MILE POST	DESCRIPTION
30.18	38.23	ALLIGATORED PAVEMENT. *The outside of the fill around the switchback is unstable. The road is cracking back to the middle of the left lane. The guardrail is losing its footing and leaning out. An old CCC rock wall is supporting the base of the fill slope on the left.*
30.20	38.25	BEGIN GUARDRAIL LEFT. *No ditch.*
30.30	38.35	END GUARDRAIL LEFT. PHOTO N-1.14 RIGHT.
30.45	38.50	PULLOUT LEFT. APPROACH ROAD LEFT TO OLD MATERIAL SOURCE WHICH WAS USED FOR THE FLH 15(1) PROJECT IN 1968. *It may be possible to use this source again. However, it would require NEPA clearance. There is another CCC rock wall supporting the toe of the fill for the switchback above and to the right of the road.*
30.55	38.60	PULLOUT RIGHT. *Wind erosion is a serious problem at some locations at these higher elevations. It is actually removing material from the road fill in this area. Pebble-sized rocks are easily moved by the wind!*
30.59	38.64	BEGIN GUARDRAIL LEFT AND RIGHT. WIDEN TO THE LEFT.
30.65	38.70	END GUARDRAIL LEFT AND RIGHT.
30.68	38.73	PULLOUT RIGHT. GARDINER LAKE TRAILHEAD SIGN. PHOTOS J-2.21 AND N-1.16 RIGHT, AND PHOTO N-1.15 BACK. SHEEPHERDER TRAILER PARKED HERE. *This parking area is used by skiers and hunters. It needs improvement and paved adjacent to the road. The size is adequate. Domestic sheep graze this entire area.*
	38.75 TO *39.35*	*There is a drainage problem along the west side of the road throughout this entire length. The ditch is not deep enough to handle the spring runoff, and water runs across the road. Culverts are inadequate. The pavement is distressed all the way.*
30.92	38.97	PULLOUT RIGHT TO ODOMETER 30.93.
31.00	39.05	SIGN RIGHT: CURVE WARNING WITH NO SPEED PLATE.
31.05	39.10	PAVEMENT DISTRESS FROM WATER PROBLEM TO ODOMETER 31.15.
31.15	39.20	SIGN LEFT: CURVE WARNING WITH NO SPEED PLATE.
31.25	39.30	PAVEMENT DISTRESS TO ODOMETER 31.35. WET AREA.
31.38	39.43	PULLOFF RIGHT TO ODOMETER 31.43. *This pulloff needs paved.*
31.43	39.48	SIGN RIGHT: SWITCHBACK WITH 30 MPH SPEED PLATE. PHOTO N-1.17 BACK.
	39.55±	*The combination of curvature, grade, and superelevation causes traffic problems when the road is icy. Cars and the rotary snowplow get stuck. The superelevation needs to be reduced.*

ODOMETER	MILE POST	DESCRIPTION
31.88	39.93	SIGN RIGHT: WINDING ROAD NO SPEED PLATE. BEGIN DISTRESSED PAVEMENT.
31.95	40.00	SIGN RIGHT: CONGESTED AREA AHEAD (SKI AREA.) ***This segment of the road leading up to the ski area is extremely hazardous during spring runoff. Ice builds up across the road as much as 4 to 6" thick. Permafrost is 2.5' below the ground surface.***
32.00	40.05	END DISTRESSED AREA. BEGIN PARKING AREA LEFT. SUMMIT.
32.12	40.17	SKI LIFT LEFT. THIS IS ALSO THE EAST SUMMIT, ELEVATION 10,936. ***The ski area is only used the first two weeks in June for training the US Olympic Ski Team.***
32.22	40.27	SIGN LEFT: CONGESTED AREA AHEAD
32.39	40.44	SIGN RIGHT: SWITCHBACK WITH 20 MPH SPEED PLATE.
32.43	40.48	BEGIN GUARDRAIL RIGHT.
32.49	40.54	END GUARDRAIL RIGHT.
32.58	40.63	SIGN LEFT: SWITCHBACK WITH 20 MPH SPEED PLATE. ***The left lane is pumping and has been patched. A spring is causing the problem.***
32.65	40.70	SIGN RIGHT: SWITCHBACK. BEGIN PARKING AREA RIGHT. PHOTO N-1.18 BACK. ***Albright Turnout. This turnout needs to be upgraded and paved. It has to be plowed to accommodate 3 to 4 buses from the ski tow. Drainage is poor on the left side. The road is pumping at the end of the turnout.***
32.72	40.77	SIGN LEFT: SWITCHBACK. END PARKING AREA RIGHT. BEGIN GUARDRAIL LEFT.
32.80	40.85	END GUARDRAIL LEFT. PHOTO N-1.23 LEFT.
32.85	40.90	SIGN LEFT: CURVE WARNING WITH NO SPEED PLATE. WET AREA. DISTRESSED SHOULDER LEFT. ***This is a high wind location that frequently has glazed ice. The road superelevation is too much and needs to be reduced.***
33.05	41.10	PULLOUT RIGHT.
33.10	41.15	SIGN RIGHT: CURVE WARNING WITH NO SPEED PLATE. PHOTO N-1.19 BACK.
	41.35±	***Sheep Herders Turnout. This turnout on the right needs to be upgraded. Uncontrolled vehicle use is occurring outside the parking area. As many as 8 to 12 vehicles are off the road at times, and they are destroying the fragile tundra. Some signing changes were suggested as an interim measure to control off-road use. Signing is substandard along this 18.5 mile segment.***
33.42	41.47	BEGIN PULLOUT LEFT TO ODOMETER 33.48. ***This is a major pullout that needs widened and paved.***
33.50	41.55	BEGIN GUARDRAIL LEFT. ***A lot of wind erosion is occurring in this area. Support for the guardrail is disappearing.***
33.55	41.60	SIGN RIGHT: CURVE WARNING WITH NO SPEED PLATE.

ODOMETER	MILE POST	DESCRIPTION
33.60	41.65	PULLOUT LEFT. ***This turnout needs to be expanded and paved. A vista/interpretive site is being considered.***
33.65	41.70	RETAINING WALL REPAIR SITE. PHOTOS N-1.22 LEFT AND J-2.22 AND J-2.23 AHEAD. PHOTOS J-4.21 AND J-4.22 AHEAD SHOWING FRESH CUTSLOPE NPS CONSTRUCTED TO MOVE AWAY FROM THE SLIDE. ***Twin Lakes retaining wall repair site included with MDT project. An old CCC wall failed due to a large void under the wall. Superelevation of the road toward the fill may have contributed to the problem.***
33.80	41.85	RETAINING WALL REPAIR SITE. PHOTOS J-2.24 AND N-1.21 BACK. ***Repair site included in MDT project. An old CCC fill wall about 75' down the slope washed out and caused the road failure. There is a serious icing problem on the roadway from a small drainage ditch on the right.***
33.82	41.87	END GUARDRAIL LEFT. PAVEMENT WIDTH = 18' WITH 3' PAVED DITCH.
33.85	41.90	SIGN LEFT: WINDING ROAD WITH NO SPEED PLATE.
34.18	42.23	PULLOUT LEFT TO ODOMETER 34.25
34.55	42.60	SIGN LEFT: NO OFF ROAD VEHICLES. BEGIN PULLOUT LEFT. TURNABLE SIGN RIGHT SAYS BARRICADE AHEAD.
34.63	42.68	END PULLOUT LEFT.
34.75	42.80	BARRICADE ACROSS ROAD. SAME MESSAGE AS OTHER BARRICADE.
34.83	42.88	APPROACH ROAD LEFT TO PAVED PULLOFF AREA. PULLOFF AREA HAS SIGN STATING WELCOME TO MONTANA. CUSTER NATIONAL FOREST. ***This turnout is inadequate in size and needs to be tripled or quadrupled. The radius on the approach roads also needs to be increased substantially. The turnout provides a place for: (1) the rotary snow plows to turn around, (2) vehicles to chain up, and (3) storing traffic until the gates open. It is also a popular tourist photo point.***
34.85	42.90	APPROACH ROAD LEFT.
34.89	42.94	SIGN LEFT: BARRICADE AHEAD.
35.00	43.05	SIGN LEFT: DANGER. WATCH FOR SNOW EQUIPMENT. EQUIPMENT MAY OPERATE AGAINST TRAFFIC.
35.05	43.10	FIXED SIGN LEFT: ROAD NOT MAINTAINED BETWEEN 3:00 PM AND 8:00 AM. CHAINS MAY BE REQUIRED. TURNABLE SIGNS LEFT: 1 = ICY ROAD; 2 = ROAD CLOSED, DO NOT ENTER; 3 = TIRE CHAINS REQD. 4 = WARNING ROAD MAINTENANCE DISCONTINUED FOR SEASON. TRAVEL AT YOUR OWN RISK. PHOTO N-1.20 AHEAD.

ODOMETER	MILE POST	DESCRIPTION
35.06 BK	43.11 BK	MONTANA STATE LINE. SIGN RIGHT: CURVE WARNING WITH NO SPEED PLATE. PAVEMENT WIDTH - 19' ON WYOMING SIDE AND 28' ON MONTANA SIDE. PHOTOS J-3.1 AND J-3.2 LOOKING BACK FROM MONTANA SIDE SHOWING TRANSITION TO NARROWER WIDTH.

END DEFICIENT SEGMENT
END WYOMING SEGMENT

ODOMETER MILEAGE EQUATION 9/10/93. 35.06 BACK = 0.00 AHEAD AT STATE LINE HEADING TOWARD RED LODGE. MILE POST EQUATION: MP 43.1 BACK = MP 45.00 AHEAD. MP 45 TO RED LODGE FIELD REVIEWED 9/10/93 BY LANGLITZ AND EMERSON.

BEGIN MONTANA SEGMENT 2

0.00 AH	45.00 AH	MILEPOST MARKER 45 RIGHT. STATE LINE.
0.32	45.32	APPROACH ROAD RIGHT TO LINE PIT.
2.3	47.3	BEGIN NARROWER SECTION. HEADING DOWN SWITCHBACKS.
4.05	49.1	VISTA OVERLOOK RIGHT.
4.95	50.0	MILEPOST MARKER 50 RIGHT.
	53.75	END OF CONSTRUCTION PROJECT FH 59-2(2). QUAD CREEK DRAINAGE. STATE PLOWS TO MP 55± ON REQUEST FROM SNOWMOBILERS.
10.90	56.0	MILEPOST MARKER 56 RIGHT
12.22	57.3	ROCK CREEK ROAD LEFT, 421
13.80	59.0	MILEPOST MARKER 59 RIGHT. LAKE FORK ROAD LEFT, 346
14.38	59.48	ROCK CREEK BRIDGE.
14.85	60.00	END OF CONSTRUCTION PROJECT 59-2(2). PAVED WIDTH BACK = 28'. PAVED WIDTH AHEAD = 34'.
16.15	61.3	EASTSIDE ROAD RIGHT. HAS CAMPGROUNDS.
19.10	64.25	CHANGE PROJECT WIDTHS. 40' AHEAD.
22.00	67.21	WEST FORK ROCK CREEK BRIDGE.
23.00	68.14	RANGER STATION IN RED LODGE.
	68.66	END FH ROUTE. ROAD RIGHT TO BELFRY

END MONTANA SEGMENT 2

END BEARTOOTH HIGHWAY ROUTE

APPENDIX D

Minutes of Field Meeting

R Wasill

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
610 EAST FIFTH STREET
VANCOUVER, WA 98661-3893

496 #1

July 17, 1992
IN REPLY REFER TO

HPC-17.1
SUNLIGHT.LTR

TO ADDRESSEES

Beartooth Highway Field Trip Report

Enclosed is a copy of the minutes taken during the field trip of the Beartooth Highway on June 30, 1992. If you have any questions or corrections, please contact Richard Wasill, Planning & Coordination Engineer, at (206) 696-7717.

A letter inviting each agency to identify participants in a Steering Committee has been sent. I hope this will help clarify the future of the Beartooth Highway.

I truly enjoyed your participation in this field review and look forward to future developments.

Sincerely yours,

James N. Hall
Division Engineer

Enclosure
List of Addressees:

John Rothwell, Acting Dir., MTD, Helena
Frederick A. Behrens, Div. Administrator, Cheyenne
Henry Honeywell, Montana Division Administrator, Helena
L. N. MacDonald, Regional Administrator, Region 8, Denver
Howard Wagner, Chief, Branch Park Roads, NPS-DSC
John Gingles, Park Service, D.C.
Tom Edick, FLH Program Administrator, D.C.
Jerry Budwig, Division Engineer, Denver
Cordell Wringel, BIA, Billings
Donald G. Diller, Director, Wyoming Highway Department, Cheyenne
Bob Barbee, Superintendent, YNP
Beryl Johnston, Director of Engineering, Region 1, FS
Bill J. Gournay, Director of Engineering, Region 2, FS, Lakewood
Robert M. Baker, Regional Director, RMR, NPS, Denver

#11403L.RGW

FIELD TRIP REPORT
BEARTOOTH HIGHWAY

JUNE 30, 1992

On June 30, 1992, a field trip of the Beartooth Highway was organized by the Western Federal Lands Highway Division. Attached is a copy of the list of attendees.

Prior to beginning the tour, a brief meeting was held in Cody to permit introduction of all the participants and identification of issues. Richard Wasill, Planning & Coordination Engineer, Western Federal Lands Highway Division, solicited any interest, issues or concerns of the participants regarding the Beartooth Highway. Those issues and concerns were identified as follows:

- FHWA, Federal Lands Highways, Western office versus Central office, responsibility for the route?
- Route system continuity between Montana and Wyoming regarding the National Highway System and/or the State Transportation Program.
- Jurisdiction ownership and maintenance.
- Scenic byway implications.
- National parkway status.
- Status of the US Highway 212 Booster Group.
- Alternate modes Transportation System Study in YNP.
- Available funding?
- Wyoming commitment to Chief Joseph Scenic Byway.
- Appropriate standards for the Beartooth.
- Maintenance of the route. Montana currently maintaining from Red Lodge to the Montana State Line with the National Park Service maintaining the remainder of the route.
- Environmental sensitivity.
- Dialogue among interested parties.
- Public Lands Fund Status - hold harmless.
- Look for positives.
- Need overall strategy coordination/clearing effort.
- What are Forest Service impacts - recreation, mining, etc. Also Forest Service National Scenic Byway corridor studies.
- Montana interest in Scenic Byway assistance.
- The Beartooth is a Forest Highway.
- Have mine contributions been considered?
- Study/develop a proposal for possible congressional funding.
- Year-round maintenance. Chief Joseph access to Cooke City versus Gardiner access to Cooke City.
- Much of the Beartooth doesn't serve wyoming--takes traffic away from Cody. Wyoming legislature against demos especially those which do not benefit State.
- Public comment - scenic - amenities.
- Mine traffic impacts.

A booklet on the history and current conditions of the Beartooth Highway was prepared by WFLHD and provided to each participant. After completing a bus trip over the route from Red Lodge to the NE entrance station to Yellowstone N.P. with stops along the route, a closeout meeting was held. Due to the size of the group and large number of issues identified, it was recognized that few of the above issues could be discussed in the time available to the group. Several items and issues which were discussed are as follows:

JURISDICTION

State of Montana owns and maintains the easterly portion of the Red Lodge-Cooke City Highway, extending from Red Lodge southwesterly to the Montana/Wyoming, State Line. Montana questioned the status of the westerly portion of the Beartooth through Montana to Yellowstone National Park. Carl Wolf noted that a Forest Service easement transfer has been executed with Montana transferring ownership of this western portion of the road to the State. Maintenance of this portion of the roadway has not been accepted by the state and is still performed by the National Park Service.

The National Park Service (Yellowstone National Park) has maintenance responsibility from the park boundary M.P. 0 to M.P. 44 at the Montana/Wyoming State Line. The state of Wyoming denies ownership and/or maintenance responsibility for those portions of the Beartooth within the state of Wyoming. Wyoming has entered into no agreements concerning the route. Wyoming would insist on an iron clad agreement protecting it from any negative funding impacts before participating and/or cooperating in any joint efforts to improve this route.

CONDITION

There are two fill slope failures located at approximately M.P. 42 which pose safety hazards and need immediate corrective action.

There seems to be general agreement and support that this road needs improvement in particular that section between the easterly Montana/Wyoming State Line to the junction with the Sunlight Basin Road as well as the westerly portion of the Beartooth which is in Montana leading from Yellowstone National Park to Cooke City.

FUNDING POSSIBILITIES

At this point the discussion shifted to explore various funding sources for both the immediate fill slope failure repair as well as overall route improvement. Some of the possible funding sources identified were as follows:

- Fillslope Failure:

  YNP is currently responsible for maintenance of these areas.

  Operation and maintenance funds from Yellowstone National Park could be used.

  Park road and Parkway funding could be used.

  National Park Service Emergency Funds could be used for the slide repairs. NPS receives approximately $2,000,000 nationwide per year for this purpose.

  Forest Service funding per se is not available at this time.

  The two fill slide failures might be added to Montana's FY 1993 proposed Public Lands discretionary project.

  Forest Service Emergency Funds do not exist, only ERFO, and the slide failures would not qualify for ERFO.

  It was generally agreed Yellowstone National Park and the RMRO will pursue NPS funding for the slide repairs as soon as possible.

- Future Route Improvements:

  Forest Highway funding is now available under the ISTEA. The Forest Service is seeking partners in order to leverage their funding with regard to long-term overall improvements to the route.

  Public Lands discretionary funding is now eligible under the ISTEA. Scenic Byway funding is eligible under the ISTEA. It was clarified that whether the state has or has not designated this route as a scenic Byway, the fact that the National Forest Service has identified the Beartooth as a Forest Service National Scenic Byway, automatically qualifies it for Scenic Byway funding.

  Both Public Lands discretionary as well as Scenic Byway funding will count against the State's "hold harmless" provisions in accordance with the ISTEA.

  A demonstration project or projects, as part of annual appropriations bills, could be established for the Beartooth Highway. Legislation could be proposed to establish a National Scenic Parkway for the route.

FUTURE ACTION

Mr. Hall then suggested that a smaller Task Force or Steering Committee be established to further consolidate and coordinate actions regarding the Beartooth Highway. Each agency was encouraged to volunteer to take the lead in this activity, however, Region 1 of the Forest Service pointed out that perhaps FHWA should have the lead in that FHWA has no ownership interest in the route and

would therefore be able to maintain impartiality. There was unanimous silent support for Mr. Hall to take the initial lead on establishing such a Task Force at which point he indicated that he would accept this challenge and that the purpose of this Task Force would be two-fold; (1) to develop a memorandum of understanding defining what each agency would contribute to the process, and (2) to develop a strategy in focus which would include a reconnaissance study and needs estimate along the route for future action by the land management agencies. Mr. Hall indicated that Western Federal Lands Highway Division will contact each agency directly and request that they designate one person to serve on this Task Force. Each member of the Task Force would be responsible to spread the word within their agency regarding the activities and status on any coordination issues regarding the Beartooth Highway. Mr. Hall indicated that within 2 weeks he would notify each agency and request their members be identified in order to begin this process. He reiterated the purpose would be to develop a Memorandum of Understanding between the agencies, refine the statements of issues and problems and develop them into an action document.

MINE STATUS

A final question regarding the mine which is being proposed north of Cooke City and could generate substantial traffic along the Beartooth Highway and the Sunlight Basin Road was answered by the Forest Service. The mine has not as yet submitted an operations plan, nor have they started the EIS process. Current projections are for the mine to create two truck loads of ore per day hauling as well as transportation of people and equipment. Approximately 2 to 3 million dollars per year will be spent over the initial period for exploration. The mine is planning approximately 100 employees initially with 300 to 400 employees projected for the future. Duration of the mining activities will be from 20 to 30 years. Employee housing at the mine camp, presumably somewhere north of Cooke City, will in itself create some additional traffic both to the northeast entrance of Yellowstone National Park as well as the Beartooth and Sunlight Basin Roads.

The return bus trip through the Sunlight Basin Road afforded the group an appreciation of Wyoming's Chief Joseph Scenic Byway. The group was particularly impressed with the slope rounding on the current construction projects as well as the Sunlight Bridge project.

#11403L.RGW Attachment

MEETING ROSTER

NAME	TITLE	ORGANIZATION	PHONE NO.
hn W. Freeman	Landscape Architect	NPS-DSC-TCE-CRT	(303) 969-6992
vin B. Dunham	Landscape Architect	NPS-DSC-TCE-CRT	(303) 969-6992
e Alston	Asst. Superintendent	Yellowstone N.P.	(307) 344-7381
rald Anders	Proj. Anlys & Prog. Engr.	MDT	(406) 444-6114
y R. Ventura, Jr.	District Engineer	MDT, Billings	(406) 252-4138
rry Williams	Secondary Roads Engr.	MDT, Helena	(406) 444-6110
ward Wagner	Chief, Branch Park Roads	NPS-DSC	(303) 969-6992
ephen C. Kologi	Dep. Dir. Plng. & Prgm.	MDT, Helena	(406) 444-6105
ryl Johnston	Dir. of Engineering	FS, Missoula	(406) 329-3175
m Hall	Division Engineer	FHWA, Vanc., WA	(206) 696-7710
ch Wasill	P&C Engineer	FHWA, Vanc., WA	(206) 696-7710
ill Harper	Asst. Dir. of Engr.	FS, Missoula	(406) 329-3178
n Diller	Director	Wyo. Dept. Trans.	(307) 777-4484
ob Herzog	District Engineer	WDT, Basin, WY	(307) 568-3321
orge Bell	Asst. Chief Engineer	WDT, Cheyenne	(307) 777-4484
John Kliethermes	Regional Engineer	FHWA, Denver	(303) 969-6715
ederick A. Behrens	Division Administrator	FHWA, Cheyenne	(307) 772-2101
le Paulson	Environmental Engr.	FHWA, Helena	(406) 449-5310
e Gibson	Forest Engineer	USDA, Gallatin NF	(406) 587-6733
l Wolf	Programs Manager	Custer NF, Billings	(406) 657-6361
t Bates	Forest Supervisor	Custer NF, Billings	(406) 657-6361
l Gournay	Director of Engr.	FS, Denver	(303) 776-9585
hn Drake	Director of Recreation	FS, Missoula	(406) 329-3584
rry Davis	Supervisor, Shoshone	FS, Cody	(307) 527-7023
Tim Hudson	Chief, Maintenance	Yellowstone N.P.	(307) 344-7381
d. Edick	FLH Prog. Administrator	FHWA, Denver	(202) 366-9494
mes D. Roller	P&C Engineer	FHWA, Central	(303) 969-5927
e Greer	Trans. Sys. Planner	FS, Missoula	(406) 329-3357
hn Sacklin	Supv. Outdoor Rec. Plan	Yellowstone NF	(307) 344-7381
tt Rustay	Proj. Dvlp. Engineer	FHWA, WFLHD	(206) 696-7780
e Garber	Gallatin Forest Supv.	FS, Region 1	(406) 587-6701

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APPENDIX E

Bridge Inspection Report

BRIDGES

There are 11 bridges located within the route. Information from the bridge inspection reports is summarized below:

NAME	Index Creek
LOCATION (MP)	8.82
YEAR BUILT	1963
TOTAL LENGTH	50 feet
C.TO C. WIDTH	28.3 feet
TYPE	Concrete Tee Beam
CONDITION RATING:	
DECK	7
SUPERSTRUCTURE	7
SUBSTRUCTURE	7
CHANNEL	3
APPRAISAL RATING:	
STRUCTURAL EVAL	8
DECK GEOMETRY	5
BRIDGE POSTING	5
APPROACH ALIGN	8
REMAINING LIFE	40 yr

NAME	Fox Creek
LOCATION (MP)	10.33
YEAR BUILT	1963
TOTAL LENGTH	50 feet
C.TO C. WIDTH	28.3 feet
TYPE	Concrete Tee Beam
CONDITION RATING:	
DECK	8
SUPERSTRUCTURE	8
SUBSTRUCTURE	6
CHANNEL	3
APPRAISAL RATING:	
STRUCTURAL EVAL	8
DECK GEOMETRY	5
BRIDGE POSTING	5
APPROACH ALIGN	6
REMAINING LIFE	50 yr

NAME	Clarks Fork Yellowstone
LOCATION (MP)	12.85
YEAR BUILT	1965
TOTAL LENGTH	49 feet
C.TO C. WIDTH	28.3 feet
TYPE	Steel Multi Beam
CONDITION RATING:	
DECK	8
SUPERSTRUCTURE	8
SUBSTRUCTURE	8
CHANNEL	8
APPRAISAL RATING:	
STRUCTURAL EVAL	8
DECK GEOMETRY	5
BRIDGE POSTING	5
APPROACH ALIGN	8
REMAINING LIFE	50 yr

NAME	Crazy Creek
LOCATION (MP)	14.72
YEAR BUILT	1965
TOTAL LENGTH	49 feet
C.TO C. WIDTH	28.0 feet
TYPE	Steel Multi Beam
CONDITION RATING:	
DECK	8
SUPERSTRUCTURE	6
SUBSTRUCTURE	8
CHANNEL	8
APPRAISAL RATING:	
STRUCTURAL EVAL	8
DECK GEOMETRY	5
BRIDGE POSTING	5
APPROACH ALIGN	8
REMAINING LIFE	50 yr

NAME	Lake Creek
LOCATION (MP)	18.55
YEAR BUILT	1974
TOTAL LENGTH	406 feet
C.TO C. WIDTH	40.2
TYPE	Curved Steel Girder
CONDITION RATING:	
DECK	8
SUPERSTRUCTURE	7
SUBSTRUCTURE	6
CHANNEL	8

NAME	Beartooth Creek
LOCATION (MP)	26.25
YEAR BUILT	1932
TOTAL LENGTH	72 feet
C.TO C. WIDTH	22.2 feet
TYPE	Concrete Cont. Slab
CONDITION RATING:	
DECK	7
SUPERSTRUCTURE	7
SUBSTRUCTURE	8
CHANNEL	8

APPRAISAL RATING:
STRUCTURAL EVAL 6
DECK GEOMETRY 7
BRIDGE POSTING 5
APPROACH ALIGN 8
REMAINING LIFE 30 yr

NAME Little Bear Creek
LOCATION (MP) 28.2
YEAR BUILT 1932
TOTAL LENGTH 29 feet
C.TO C. WIDTH 20.2 feet
TYPE Concrete Slab
CONDITION RATING:
DECK 6
SUPERSTRUCTURE 7
SUBSTRUCTURE 6
CHANNEL 8
APPRAISAL RATING:
STRUCTURAL EVAL 6
DECK GEOMETRY 3
BRIDGE POSTING 5
APPROACH ALIGN 8
REMAINING LIFE 15 yr

NAME Long Lake Outlet
LOCATION (MP) 31.2
YEAR BUILT 1932
TOTAL LENGTH 20 feet
C.TO C. WIDTH 22.6 feet
TYPE Concrete Slab
CONDITION RATING:
DECK 8
SUPERSTRUCTURE 8
SUBSTRUCTURE 8
CHANNEL 8
APPRAISAL RATING:
STRUCTURAL EVAL 6
DECK GEOMETRY 3
BRIDGE POSTING 5
APPROACH ALIGN 8
REMAINING LIFE 20 yr

NAME West Fork Rock Creek
LOCATION (MP) 67.2
YEAR BUILT 1980
TOTAL LENGTH 99 feet
C.TO C. WIDTH 44 feet
TYPE Concrete Tee Beam
CONDITION RATING:
DECK 7
SUPERSTRUCTURE 7
SUBSTRUCTURE 7
CHANNEL 8

APPRAISAL RATING:
STRUCTURAL EVAL 5
DECK GEOMETRY 3
BRIDGE POSTING 5
APPROACH ALIGN 8
REMAINING LIFE 50 yr

NAME Little Bear Creek
LOCATION (MP) 28.95
YEAR BUILT 1932
TOTAL LENGTH 20 feet
C.TO C. WIDTH 20.2 feet
TYPE Concrete Slab
CONDITION RATING:
DECK 7
SUPERSTRUCTURE 8
SUBSTRUCTURE 7
CHANNEL 8
APPRAISAL RATING:
STRUCTURAL EVAL 6
DECK GEOMETRY 3
BRIDGE POSTING 5
APPROACH ALIGN 8
REMAINING LIFE 20 yr

NAME Rock Creek
LOCATION (MP) 59.5
YEAR BUILT 1965
TOTAL LENGTH 136 feet
C.TO C. WIDTH 30.0 feet
TYPE Prestressed Conc. Girders
CONDITION RATING:
DECK 7
SUPERSTRUCTURE 8
SUBSTRUCTURE 7
CHANNEL 8
APPRAISAL RATING:
STRUCTURAL EVAL 7
DECK GEOMETRY 6
BRIDGE POSTING
APPROACH ALIGN 7
REMAINING LIFE

DECK GEOMETRY 8
BRIDGE POSTING
APPROACH ALIGN 8
REMAINING LIFE yr

The following codes explain the condition ratings:

9 Excellent Condition
8 Very Good Condition
7 Good Condition
6 Satisfactory Condition
5 Fair Condition
4 Poor Condition
3 Serious Condition
2 Critical Condition
1 Imminent Failure Condition
0 Failed Condition

The following codes explain the appraisal ratings:

9 Superior to present desirable criteria
8 Equal to present desirable criteria
7 Better than present minimum criteria
6 Equal to present minimum criteria
5 Somewhat better than minimum adequacy to tolerate being left in place.
4 Meets minimum tolerable limits to be left in place as is.
3 Basically intolerable requiring high priority of corrective action
2 Basically intolerable requiring high priority of replacement.
1 This rating not used
0 Bridge closed.

APPENDIX F

Remarks-US Rep Nick J. Rahall, II

EXTENSION OF REMARKS
U.S. REP. NICK J. RAHALL, II

COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
AGENDA ON TRANSPORTATION LEGISLATION

Mr. Speaker, on behalf of the leadership of the Committee on Public Works and Transportation and in my capacity as Chairman of the Subcommittee on Surface Transportation, I would like to take this opportunity to advise my colleagues and the public of two major legislative initiatives of the Committee with regard to highway and transit legislation: first, introduction today of an ISTEA technical corrections bill, and second, action early next year on designation of the National Highway System. In making this announcement, I particularly want to address questions from some of my colleagues as to whether there will be highway and transit authorizing legislation more frequently than every six years. The answer to that question is most definitely yes.

The last major highway and transit legislation, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), did provide the basic authorization for a six year period. However, we never intended for Congress to completely walk away from these major programs for six years. We recognized that, particularly in legislation of this sweep and complexity, some adjustments would undoubtedly need to be made after an initial period of experience. We therefore provided specifically in ISTEA that Congress had to revisit these programs approximately midway through the term of ISTEA, in part to adopt the National Highway System (NHS), and in part to make any other needed adjustments to the programs to reflect changed needs, early experience, and the simple fact that we are now nearly two years along the learning curve of ISTEA.

Let me make it clear that we consider ISTEA to be basically successful legislation, and we do not intend to alter the ISTEA blueprint in any fundamental way. Praised by both President Bush and Governor Clinton during the 1992 Presidential campaign, it was one of the most widely applauded acts of the last Congress. However, it is simply not realistic to hold that two years of experience could not reveal a single improvement to the original.

Most importantly, however, we must adopt the NHS. By way of background, as the construction of the Interstate System draws to completion, the Congress in ISTEA recognized the need to clearly define which highways were of sufficient national interest to receive federal resources in the future. The Interstate System was clearly of such significance, but so too were some larger group of non-Interstate principal arterial highways. Under ISTEA, the NHS is to be that universe of highways of sufficient national interest to merit the investment of federal resources. It is to include the Interstate System, plus those arterial highways which are essential to interstate travel and international commerce.

By December 18, 1993, the Secretary of Transportation, after consultation with the states and the metropolitan planning organizations (MPOs) is to recommend to Congress which highways meet that test and should be included in the NHS. Under ISTEA, the Congress has until September 30, 1995, to adopt an NHS in authorizing legislation. Until Congress adopts that authorizing legislation, no NHS is actually designated. If Congress fails to act in the time provided, the states would face a cutoff of all NHS and Interstate maintenance funds.

It is clear to many of us, however, that our method of authorizing these specific projects could be improved and therefore must be improved. We need better information about the projects proposed for specific authorization; we need a clear opportunity for input by the relevant state and local governments and by the Executive Branch; and we need a regularized process which is open to all, including open Committee markups, and provides full accountability.

In pursuit of these goals, I am today announcing how we will handle the consideration of increased authorizations for authorized projects and new authorizations for new projects as part of the NHS legislation.

First, in the case of highway projects for which project-specific statutory authorization (new or increased) is sought, and in the case of Section 3 new-start transit projects for which project-specific statutory authorization (new or increased) is sought, Members must submit a request and specific information about the project to the Committee by January 7, 1994. I emphasize that, as in the past, most highway projects and most transit projects will be funded through the operation of the basic highway and transit programs and not through any project-specific authorization. And that will continue to be the case. Our new process applies only to those projects for which project-specific authorization is sought in statute. Furthermore, it does not apply to projects which are already authorized and for which no change in the authorization is sought.

Second, the specific information which must be submitted by January 7 with each project requested must include responses for the following inquiries:

1. Identify the State or other qualified recipient responsible for carrying out the project.

2. Describe the design, scope and objectives of the project, including the phase or phases proposed for funding.

3. Is the project eligible for the use of Federal-aid funds?

4. What is the total project cost and source of funds?

5. Will there be private sector funding for a portion of the project and, if so, how much private sector financing is being made available for the project?

6. Will the completion costs for the project exceed the amounts requested for the project?

7. Has early work, such as preliminary engineering and environmental analysis been done on the project?

8. What is the proposed schedule and status of work on the project?

9. Is the project included in the metropolitan and/or State transportation improvement plan(s), and if so, scheduled for funding?

10. Is the project considered by State and/or regional transportation officials as critical to their needs?

11. Why have State and/or regional transportation officials not given this project sufficient priority to obtain funding through the normal ISTEA funding process?

12. Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other types of concerns?

13. How will the project objectives be attained?

14. Describe the economic, energy efficiency, environmental, congestion mitigation and safety effects associated with completion of the project.

15. Will the project require an additional investment in other infrastructure projects? If so, how will these projects be funded?

16. In lieu of the proposed project, what other transportation strategies have been considered by State and local transportation officials?

17. Is the authorization requested an increase to a previously authorized amount for this project, or would this be the first authorization for this project? Has this project previously received federal fundings, commitments regarding future federal funding (such as an LOI or Full Funding Agreement), or appropriations?

18. If Highway Trust Fund revenues are not made available for the project, would you support general fund revenues for it?

With regard to Question 18 in particular, I should note that very little Trust Fund money is likely to be available for authorization for highway projects during the life of ISTEA and its present revenue title. Most highway project-specific authorizations are therefore likely to be General Fund authorizations. Those who are considering making project requests should fully consider whether they believe this type of funding is suitable for their project.

Third, as I have already indicated, the Committee will want relevant state and local governments to have the opportunity to comment on the projects requested. Any state or MPO within whose boundaries any part of the project is located will be considered for this purpose a relevant state or local government. Members requesting project-specific authorizations may contact these governments and seek their comment for inclusion with the request. However, if such comment is not included with the request, the Committee intends to contact the relevant state and local governments and extend to them the opportunity to comment. Furthermore, the Committee plans to extend to the U.S. Department of Transportation the opportunity to comment on any requested project.

Finally with regard to the NHS legislation, Mr. Speaker, I would emphasize that our deliberations will be open and fair to all, that our recommendations with respect to the NHS designation and any adjustments to ISTEA, including rescissions and added project-specific authorizations, must be acted on by the full House and then ultimately enacted into law, and that we fully appreciate that our recommendations must be well-suited to passing that series of tests. We expect to meet that challenge.

Mr. Speaker, our highway and transit agenda includes not only the NHS legislation just discussed, but also much more limited technical corrections bill. Last year this House approved legislation, H.R. 5753, to amend ISTEA and related provisions of law, largely for the purpose of making technical and conforming amendments. However, the 102nd Congress adjourned without taking final action on this bill, because the Senate was reluctant to take it up. The Senate's reluctance had largely to do with their view that too many non-technical matters had been added to the bill.

There are a number of technical corrections and minor policy clarifications which need to be enacted, and the sooner the better. There is also a large amount of law revision work that needs to be done to these statutes and is now ready to be done.

The statutes will work better, and the programs will work better, with these changes. And we would be better off taking care of these minor and non-controversial items quickly, before getting to work on the larger matters at issue in the NHS legislation. However, very few are going to consider this technical corrections bill must-pass legislation, in contrast to the NHS bill which clearly is must-pass legislation. Technical corrections, as we saw in the last Congress, is simply unable to serve as the vehicle for larger issues.

Therefore, I and my colleagues Chairman Mineta, Mr. Shuster, and Mr. Petri are today introducing a slimmed-down technical corrections bill. It contains only technical corrections, minor policy clarifications, and recommendations of the Law Revision Counsel. It contains no major policy changes, no new projects, and no new budget authority at all. And we intend to keep it that way, for the simple reason that to do otherwise would likely made consideration of this bill a waste of everyone's time.

Our intent is to move this technical corrections bill quickly through the Committee and to the House floor, so that we can focus our attention and energies on the NHS legislation and on the significant issues which will be considered as part of that legislation.

Mr. Speaker, the Committee on Public Works and Transportation remains committed to the idea that sound investment in our nation's transportation infrastructure is one of the essential investments we must make in our Nation's economy and in the productivity and international competitiveness of our private companies. It is our hope that by informing our colleagues of our planned course of action, all will be better able to understand what we are doing, to participate in our efforts, and to support these essential programs.

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