

BEARTOOTH ALL-AMERICAN ROAD

— CORRIDOR MANAGEMENT PLAN —



PREPARED BY:

The Beartooth All-American Road Steering Committee

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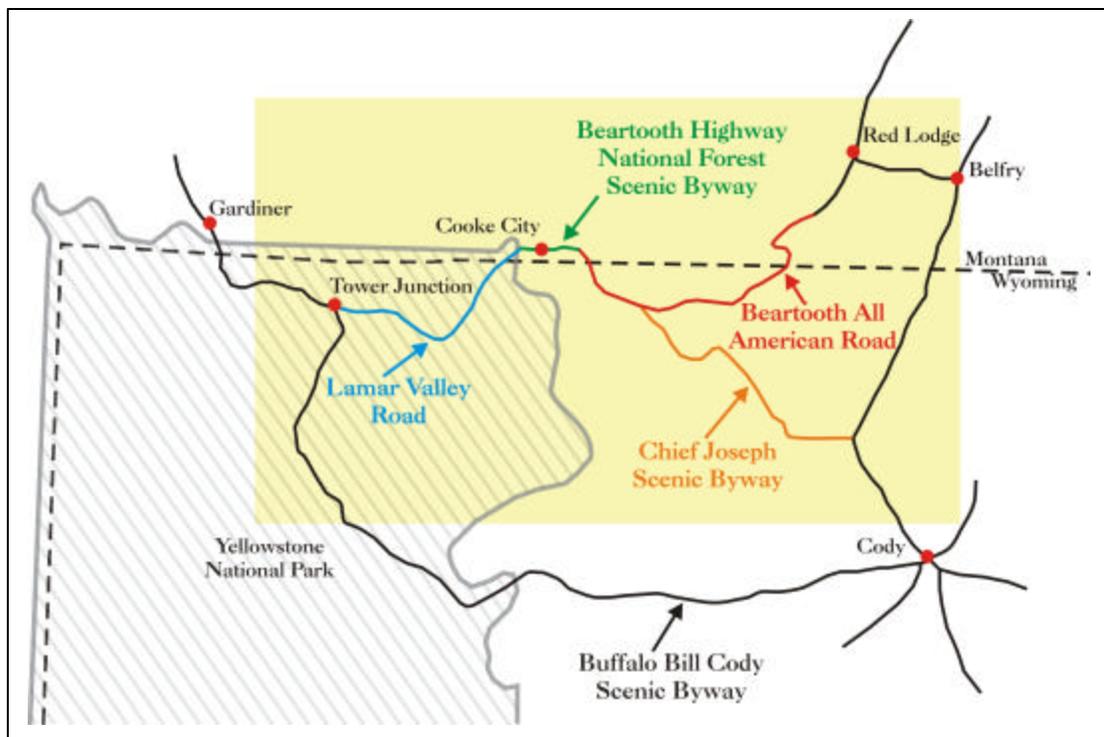
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INTRODUCTION

The 67-mile Beartooth Highway (U.S. 212) starts at the Yellowstone National Park Boundary in Montana, extends southeast into Wyoming, then ascends northeast toward the Town of Red Lodge, Montana. The Beartooth Highway is situated in an area rich in scenic, natural, cultural, historic, and recreational opportunities, and is one of the most popular Northeast Yellowstone Scenic Corridors. Other popular Northeast Yellowstone Scenic Corridor routes include the Lamar Valley Road in Yellowstone National Park, Chief Joseph Scenic Byway, and Beartooth Highway National Forest Scenic Byway (*Figure 1*).

Figure 1. Highlight of the Northeast Yellowstone Scenic Corridors



The Beartooth All-American Road Corridor Management Plan (CMP) provides a vision, goals, and management recommendations for protecting and enhancing a 53-mile portion of the Beartooth Highway referred to as the Beartooth All-American Road (AAR). The Beartooth AAR extends between the Custer National Forest boundary south of Red Lodge to Colter Pass, which is located just east of Cooke City, Montana (*Figure 2*).

For purposes of this document, the term “Beartooth Corridor” refers to the entire Beartooth Highway and includes the above mentioned designations: the 53-mile Beartooth AAR, the Beartooth Highway National Forest Scenic Byway, and undesignated portions of the Beartooth Highway. This CMP describes the Beartooth AAR within the context of the larger Beartooth Corridor. However, it only identifies management recommendations along the 53-mile Beartooth AAR.



Figure 2
Beartooth All-American Road
Corridor Map

Based on: 1:100,000 BLM topographic maps

Description of the Beartooth All-American Road and Beartooth Corridor

The Beartooth AAR is heralded as one of the most scenic drives in the United States. The route features breathtaking views of the Absaroka and Beartooth Mountains, and open high alpine plateaus dotted with countless glacial lakes, forested valleys, waterfalls and wildlife. Surrounded by National Forest and wilderness, visitors to the Beartooth AAR are provided the unique opportunity to witness and explore pristine, untouched alpine and montane landscapes.

The Beartooth AAR is the highest elevation highway in Wyoming (10,947 feet) and Montana (10,350 feet), and is the highest elevation highway in the Northern Rockies.

The construction of the highway began as a dream of Dr. J. C. F. Siegfriedt, a Red Lodge-area physician in the early 1900s. Siegfriedt's goal was to create a tourist attraction that would bring prosperity back to the Red Lodge area after the closing of the coal mines. In 1931, Siegfriedt's idea finally bore fruit. Congress passed the Park Approach Act, which authorized the Secretary of the Interior to approve and construct national approach highways. The Beartooth Highway is the only road constructed under this Act. Construction of the road from Red Lodge to Cooke City took five years and \$2.5 million.



Construction of the Beartooth Highway over the Beartooth Ravine was one of the many challenges faced by early highway engineers.

Since its completion in 1936, the highway has provided millions of visitors a rare opportunity to see the transition from a lush forest ecosystem to alpine tundra in the space of just a few miles. The Beartooth Corridor is one of the highest and most rugged areas in the lower 48 states, with 20 peaks reaching over 12,000 feet in elevation. In the surrounding mountains, glaciers are found on the north flank of nearly every mountain peak over 11,500 feet high.

Recreational opportunities abound in the Beartooth Corridor. Visitors can cross-country ski in June and July, hike across broad plateaus, and view and photograph wildlife such as mountain goats, moose, elk, marmot, mule deer, and the occasional black bear, grizzly bear, and wolf. Visitors also can take a guided horseback trip, fish for trout in the streams and lakes adjacent to the highway, and camp in the area's 13 National Forest campgrounds. When the highway is formally closed to automobiles in the winter, snowmobilers travel roughly the same route and enjoy a spectacular winter wonderland.

Corridor Management Planning

A Corridor Management Plan (CMP) reflects the value the public places upon a particular resource. A CMP articulates a vision of the communities for a scenic byway and represents a commitment to conserve and enhance its intrinsic qualities. It specifies the actions, procedures, operational and administrative practices, and strategies to maintain the natural, scenic, recreational, historic, cultural, and archaeological qualities of a byway corridor while recognizing the primary transportation role of the highway. A CMP also is a working document; therefore, it will be continually reviewed and revised as new information arises. In this case, the CMP will be secondary to National Forest Land Management Plans. An official Beartooth AAR Steering Committee comprised of interested individuals and stakeholders will work to implement the CMP and update it as needed.

Plan Contents

This CMP provides a vision for preserving and enhancing the Beartooth AAR and prescribes management strategies, including:

- Preservation of the highway's intrinsic qualities
- Development of interpretive features to enhance the visitor experience
- Recommendations on existing and future marketing needs
- Implementation of the CMP
- Continuing public, land management agencies, highway agencies, and community participation.

This plan has been prepared under the guidance of the Beartooth All-American Road Steering Committee and cooperatively funded by Yellowstone Country Montana, Inc., Red Lodge Lodging Association, Beartooth Front Community Forum, Red Lodge Area Chamber of Commerce, Cody Country Chamber of Commerce, Cooke City Chamber of Commerce, Park County (Wyoming) Travel Council, citizen donations, and the U.S.D.A. Forest Service (Forest Service).

Benefits of All-American Road Designation

All-American Road designation is a privilege that only 16 other roads share. To receive an All-American Road designation, a road must possess multiple intrinsic qualities that are nationally significant and contain "one-of-a-kind" features that do not exist elsewhere. The road or highway also must be considered a "destination unto itself." That is, the road must provide an exceptional traveling experience so recognized by travelers that they would make a drive along the highway a primary reason for their trip.

The Beartooth Highway is recognized as an AAR in Wyoming. Formal recognition as an AAR in both Wyoming and Montana will provide many benefits to highway visitors, nearby residents, and local communities. Some of the benefits include:

National Recognition

All-American Road recognition carries with it not only a heightened awareness of the highway route as one of the premier destination roads in the U.S., but also recognition of the agencies, organizations, and communities that sought designation.

Partnerships

All-American Road designation will help to expand the number and types of partnerships that are formed. These partnerships may extend beyond Montana or Wyoming.

Increased Pride

All-American Road designation will serve to heighten local pride among communities situated at either end of the corridor and encourage the preservation of the many scenic, recreation, and historic resources that attract visitors.

Funding

All-American Road designation will help the Beartooth Highway receive a higher priority ranking for potential funds from FHWA – National Scenic Byway Discretionary Funds and other funding sources (see *Funding and Financing*). These funds could be used to enhance interpretive facilities, information kiosks, restroom facilities, and other needed byway improvements.

PUBLIC PARTICIPATION

This CMP was developed under the guidance of the Beartooth AAR Steering Committee, which includes representatives from the Red Lodge Area Chamber of Commerce, the Cody Country Chamber of Commerce, Cooke City Chamber of Commerce, Montana Department of Transportation, Custer National Forest, Gallatin National Forest, Shoshone National Forest, business and environmental interests, and in consultation with the Wyoming landowners along the corridor.

In the fall of 2001, five public meetings were held in Cody, Wyoming and Cooke City and Red Lodge, Montana to inform the public about the CMP process and receive comments and concerns regarding the CMP and the proposed All-American Road nomination. Some of the significant needs and concerns identified at these meetings included:

- Lack of interpretive information along the highway
- Additional restroom facilities to accommodate visitors in and around Cooke City
- Develop consistent signage along the highway
- Highlight major interpretive themes along the highway
- Explore new ways of marketing and promoting the highway and encourage people to stay and visit communities like Red Lodge, Cooke City, and Cody
- Highlight the existing amenities of Red Lodge, Cooke City, and Cody
- Accommodate visitors
- Provide highway signs that depict travel distance to various destinations
- Increase awareness of private property rights along the highway
- Increase awareness in the local business communities about the benefits of AAR designation
- Lack of self-guided interpretation along certain trails to get people out of their cars
- Add signage describing fishing regulations where necessary as well as the differences in bag limits between Montana and Wyoming

State Byway Programs

Efforts to develop a CMP for the Beartooth AAR are supported by the Wyoming Scenic Byways and Backways Program and the Montana Department of Transportation.

Wyoming

The objective of the Wyoming Scenic Byways and Backways Program is to select and develop an outstanding system of routes that will promote and enhance tourism in Wyoming as well as develop an understanding and appreciation of the State's heritage. The emphasis of the program is to identify and select the most scenic and/or culturally significant routes as scenic byways or backways. The features of these routes are to be identified and interpreted in the nomination application so that the Scenic Byways Advisory Committee can determine those routes that are truly outstanding.

Montana

The Montana Scenic and Historic Byway Program, which was established in 1999 by the Montana Legislature, is still relatively new and at this time does not have a budget or staff. Due to a lack of budget authority from the Legislature, state funds cannot be used to develop a state program or designate routes, and Montana cannot apply for National Scenic Byway Program grants. However, the Transportation Commission supports the nomination of the Beartooth Highway in Montana as an All-American Road, contingent on the acceptance of this Plan by the Montana Department of Transportation and Park and Carbon Counties.

VISION AND GOALS

Vision

The vision statement for the CMP describes the value, purpose, and future of the Beartooth AAR. It also provides a foundation from which to establish goals and management strategies that will protect the highway's intrinsic qualities. The vision statement for the Beartooth All-American Road CMP was crafted by the Steering Committee and reflects a diverse set of interests.

“The Beartooth All-American Road will be managed in a manner that protects corridor resources; enhances visitor appreciation of the scenic, natural, recreational, cultural, historical and archaeological qualities of the corridor; and integrates the primary transportation role of the highway with other tourism attractions in the Northeast Yellowstone Scenic Corridors.”

Goals

Goals are developed to translate the vision into reality. Goals address specific steps that can be implemented through policy and management. The Steering Committee identified the following goals:

- Protect, conserve, and enhance the resources found along the corridor for present and future generations.
- Provide interpretive and educational opportunities related to the natural, cultural, and historic features so visitors may develop an appreciation for the unique qualities of the highway corridor.
- Develop collaborative strategies among communities within the Northeast Yellowstone Scenic Corridors that encourage visitors to enjoy the wide array of opportunities found along the highway corridor while staying in the communities surrounding the corridor.
- Promote the highway consistent with community goals and resource protection needs.
- Upgrade and maintain roads and facilities for the safety of visitors, residents, wildlife, and livestock.
- Develop partnerships to broaden the base of support for the highway.
- Ensure appropriate access to support the various uses along the corridor.
- Design and build interpretive sites to enhance the visitors' knowledge, appreciation, and enjoyment of the highway.
- Develop an integrated highway signage program that incorporates the All-American Road logo and is consistent with the signing policies of the appropriate highway agencies.

EXISTING LAND USE

Existing Land Management

The Beartooth Corridor is primarily rural and is managed by the Custer National Forest, Gallatin National Forest, and the Shoshone National Forest. The land is managed for a variety of uses, but primarily for recreation and wildlife habitat. All three National Forests have developed plans that establish goals, objectives, and standards for management of forest resources, such as vegetation, wildlife and fish, wilderness, range, timber, minerals, soils and water, wetlands and floodplains, air, recreation, cultural, and visual resources.

Land management direction for the three National Forests is described in their respective Land and Resource Management Plans. The documents provide forest-wide management goals, objectives, and standards.

Grazing

National Forests permit commercial livestock grazing. Such grazing is conducted within designated areas called grazing allotments. The grazing allotments are for cattle, horses, and domestic sheep.

Withdrawal

Much of the Beartooth Highway is protected from development by a 250-foot withdrawal on each side of the road. Under Executive Order 5949, the corridor was withdrawn from settlement, location, sale, entry, or other disposal and was reserved for park approach road purposes.

Private Land

Private land in the corridor exists west of the intersection of U.S. 212 and WY 296. The three ranches along this Wyoming section include the B4 Ranch, the RDS Ranch, and the L-T Ranch.



Pilot and Index Peaks as seen from the Clarks Fork Valley.

HIGHWAY CONDITIONS

The Beartooth Highway was constructed in the early 1930s and was reconstructed and upgraded during the late 1960s and 1970s. The two-lane highway is functionally classified by the American Association of State Highway and Transportation Officials as a “rural minor arterial,” which includes roads that link cities, larger towns, and other traffic generators (such as a resort area) that attract visitors from distant places. The State of Montana Department of Transportation also classifies the Beartooth Highway as a state primary highway because of these linkages. Minor arterials usually provide for relatively high travel speeds and minimum interference to traffic flow. However, the higher elevations and the mountainous terrain on the Beartooth Highway dictate slower travel speeds and design criteria that more closely follow lower roadway classifications such as rural collectors.



Beartooth AAR as seen near Beartooth Butte.

The existing road varies from 18 to 34 feet in width. Generally, portions of the highway with higher road widths are those that were more recently reconstructed or rehabilitated. Sections of the road with 18-foot road widths are either approved for or proposed for reconstruction and expansion.

Much of the Beartooth Highway extending from Cooke City to Red Lodge is closed during the winter season (Columbus Day to Memorial Day) due to inclement weather. One exception is the section from WY 296 to the Pilot Creek Trailhead. During the winter, snowmobiling is the primary mode of transportation along the closed sections of the highway.

Seasonal Average Daily Traffic

Seasonal Average Daily Traffic (SADT) data for various portions of the Beartooth Highway are provided in Table 1. SADT is the average amount of traffic during the season in which the highway is open. In 1997, the average number of vehicles that travel the road was about 1,200 vehicles per day. Traffic projections for 2025 predict an average of 1,972 vehicles per day.

Table 1. 1997 SADT numbers for the Beartooth Highway.

Highway Count Location	SADT (vehicles/day)
WY 296 just before the junction with US 212	611
U.S. 212 east of the junction with WY 296	591
US 212 combined SADT after convergence	1202

(Source: Cody Country Chamber of Commerce)

The Beartooth Highway generally receives the highest levels of vehicle traffic between Cooke City and the intersection of the U.S. 212 and WY 296. This can be attributed to the convergence of travelers from both Red Lodge, Montana via U.S. 212 and from Cody, Wyoming via WY 296 west of the intersection of the two highways. The month of highest use is August.

Accidents

Average accident rates calculated over a 10-year period reveal that portions of U.S. 212 extending from Yellowstone National Park to the Montana/Wyoming state line and from Red Lodge south to the Montana/Wyoming state line have the highest accident rates (1.00 and 1.03, respectively).¹ However, these values are considerably lower than the 1.44 average accident rate for Montana rural highways during the same period (Williams 2001).

The portion of U.S. 212 that extends through Wyoming has an average accident rate of about 0.84. Again, this rate is considerably lower than the 1.34 average accident rate for Wyoming rural primary roads during the same period (Stout 2001).

Roadway Safety and Maintenance

One of the most important aspects of managing an All-American Road is maintaining or improving the road to ensure adequate roadway safety. The State of Montana provides all maintenance of U.S. 212 from Red Lodge to the Montana/Wyoming state line. The National Park Service provides all maintenance along the Wyoming portion, including snow removal when the road is open. In the winter, portions of the Beartooth Highway extending from Yellowstone National Park to Cooke City also are maintained and plowed by the National Park Service. Portions of the Beartooth AAR extending from the intersection of WY 296 to Pilot Creek are plowed by Park County, Wyoming.

Because of the limited roadway maintenance, certain areas of the highway have deteriorated. Additionally, some portions of the highway have insufficient roadway width—creating additional problems for commercial tour buses, RVs, and bicyclists that often share the road with automobiles. To address these hazards, two highway reconstruction projects are proposed along U.S. 212.

¹ These areas include portions of the Beartooth Highway that are being nominated as an All-American Road in Montana. Accident rates are calculated as: Total number of vehicle crashes x 10⁶ / 365 days x daily vehicle miles.

U.S. 212 Reconstruction

The Federal Highway Administration (FHWA) is planning to reconstruct U.S. 212 from Yellowstone National Park to the Montana/Wyoming state line with work proposed to begin in 2003. This segment of the road remains in much the same condition as when it was originally built in the 1930s. Studies are also underway for the future reconstruction of portions of the highway located between the Clay Butte pullout eastward to the Montana/Wyoming state line, which is also in need of complete reconstruction. Proposed reconstruction for this portion of the highway is undergoing environmental review.

These proposed reconstruction projects will help maintain an efficient transportation link between Red Lodge and Cooke City, Montana, Cody, Wyoming, and Yellowstone National Park. Roadway surface, road alignment, travel lane width, shoulder width, bridges, and pullouts are some of the primary elements of the highway that will be improved. These projects also will result in improved and expanded wayside pullouts, and help safely accommodate current and future traffic.

Public Safety

Law enforcement in Wyoming is provided by the Park County, Wyoming sheriff and Shoshone National Forest. In Montana, the Park County, Montana sheriff provides law enforcement near Cooke City and the Montana Highway Patrol provides services for the portion of the Beartooth Highway just south of Red Lodge.

INTRINSIC QUALITIES

Intrinsic qualities are defined as inherent, essential, unique, or irreplaceable features representative or distinctly characteristic of an area. These qualities may be natural or historic features. Intrinsic qualities create a sense of place unique to an area. The Beartooth AAR possesses all six of these qualities: scenic, natural, historical, cultural, archaeological, and recreational.

Scenic Resources

Promoted as one of the most beautiful drives in the United States, the Beartooth AAR offers rare opportunities to view high mountain environments. It offers a spectacular array of scenic resources from sweeping vistas of snow-covered ridges along the Beartooth Plateau to the dramatic spire of Pilot Peak.

The Beartooth AAR passes through four distinct life zones: montane forests, montane meadows, subalpine forests, and alpine meadows. The montane forest zone contains conifer trees and undergrowth below 9,350 feet. The montane meadows are predominantly vegetated by grasses, forbs, and wildflowers and range up to 10,000 feet. The subalpine forest zone is characterized by stunted trees and shrubs. The alpine meadows above timberline (10,450 feet) include the Beartooth Plateau.

Views from the Clarks Fork Overlook and Clay Butte Lookout Tower are spectacular. They provide opportunities to look into the jagged peaks of the North Absaroka and Absaroka/Beartooth Wildernesses as well as the Clarks Fork of the Yellowstone River Canyon (Wyoming's only designated Wild and Scenic River). On top of the West Summit, the view from 10,947 feet is breathtaking as the visitor looks at one of North America's largest land masses rising above 10,000 feet. It is a land of glacier-carved cirques, high alpine lakes, and fragile tundra. At Rock Creek

MONTANE FOREST



MONTANE MEADOW



SUBALPINE FOREST



ALPINE MEADOW



Vista Point, there are phenomenal views of Rock Creek Canyon and the rolling plateau country of the Beartooth Mountains.

In addition to the awe-inspiring geologic features and vegetation zones, wildlife is an important element of the visual resources present along the highway. Mountain goats, elk, and mule deer are commonly seen along the Beartooth Highway. Moose are common along the lower stretches west of WY 296. Black bears, grizzly bears, and wolves are present but rarely seen.

Natural Resources

The Beartooth AAR is located within the 21,800-square mile Greater Yellowstone Area. This area encompasses Yellowstone National Park and much of the surrounding National Forests. The Greater Yellowstone Area is considered one of the largest relatively undisturbed temperate ecosystems in the world and supports a variety of habitats and wildlife.

Vegetation

The Beartooth Plateau supports diverse vegetation communities associated with wide ranges of elevation, topography, aspect, and moisture. The Beartooth Corridor includes alpine meadows above timberline on the eastern portion of the highway, and mountain meadows and subalpine and montane forests throughout the lower reaches of the highway. Wet meadows are present along drainages and below snowfields and seeps throughout the corridor. Upland mountain meadows are found along drainages and in scattered pockets within the forest. Shrub grassland meadows are found at lower elevations of the corridor.

Alpine Meadows. An alpine meadow community is present in the corridor at elevations above 10,000 feet. Low-growing grasses, forbs, and occasional shrubs tolerant of cold temperatures and windy conditions dominate tundra vegetation in the alpine meadow. The highway is one of the longest paved roads in America to traverse alpine meadows and affords travelers an opportunity to view rarely encountered vegetation communities. Moist alpine meadows are found below snowfields or in depressions. Rock outcrops are common in alpine meadows on steeper slopes. Rocky slopes and stone fields often support pockets of cushion plants, kings crown, lichens and mosses.

Mountain Meadows. Mountain meadows dominated by grasses and forbs are present below 10,000 feet. Mountain meadows may include small stands of scattered Engelmann spruce, subalpine fir, or lodgepole pine. Small areas of mountain meadows also are present within forest clearings. Mountain meadows are located on well-drained soils and support upland vegetation. Shrubs are infrequent, but willow species may occur near moist areas or the margins of wetlands.

Wet Meadows. Wet meadows include wetland and riparian communities that support moisture-loving vegetation. Wetlands are prevalent along streams, lakes, and areas with high ground water levels such as the Clarks Fork riparian corridor. Wet meadows are found at all elevations throughout the corridor, and species composition varies with elevation and moisture levels.

Subalpine and Montane Forests. The corridor contains subalpine to montane forests of spruce/fir, lodgepole pine, and whitebark pine. Stands of Engelmann spruce and subalpine fir are most common at higher elevation sites and on moist north-facing slopes.

Whitebark pine is frequently found in mixed forests with Engelmann spruce or lodgepole pine, but there are occasional pure stands in the corridor. A krummholz zone near timberline supports scattered low-density whitebark pine trees on rocky slopes.



Krummholz or “crooked wood” is an area of tree growth at locations of great environmental stress, such as high wind.

Shrub Grassland Meadows.

Shrubs dominate the herbaceous grasslands at elevations below 8,000 feet. Big sagebrush is the dominant shrub of this vegetation type. Also present are scattered clumps of common juniper, shrubby cinquefoil, whitebark pine, and Douglas-fir. A large variety of grasses and forbs are present in the understory of the shrub canopy.

Wetlands and Riparian Areas

Wetlands commonly occur throughout the corridor. One of the most unique wetland types found here are fens. Fens have soils with thick organic layers of partially decayed plant materials that have accumulated over thousands of years. These soil layers literally “float” on bodies of water underneath. Wetlands merit special concern because of their relative rarity in the region (such as in the case of fens), their unique values of wildlife habitat and forage, and their functional role as components of hydrological systems.

Sensitive Plants

Approximately 50 sensitive plant species occur in the general vicinity of the Beartooth Highway. Many of these species have been identified by the Custer, Gallatin, and Shoshone National Forests as requiring special management and protection measures.

Wildlife

The Beartooth Corridor transects several distinct habitat types including alpine meadow, forest, mountain meadow, wet meadow, and shrubby grassland as previously described in *Vegetation*. Each habitat type provides shelter, forage, denning, and breeding habitat for a diversity of wildlife. Wildlife often use multiple habitat types seasonally or during various stages of their life cycle.

A number of wildlife species occur within the Beartooth Corridor. These species include predators, ungulates, and raptors. While it is rare for a traveler to see some of these species, the likelihood of viewing wildlife in this area is much greater than most regions of the U.S.

Ungulates, or hooved mammals, include elk and mule deer, mountain goat, bighorn sheep, and moose. Approximately 3,400 Rocky Mountain elk and 8,000 mule deer live in the habitats adjacent to and surrounding the Beartooth Highway. These ungulates may be commonly seen during both the winter and spring months. The



Elk, grizzly bear, and coyotes are a few of the many wildlife species that thrive in the Beartooth Corridor.

mountain goat is an introduced species to the corridor and may be seen along the Beartooth Plateau. Another ungulate common in the high altitude areas is the bighorn sheep. Moose are present throughout the corridor near wetlands, rivers, and lakes.

Major predators along the corridor include the grizzly bear, black bear, Rocky Mountain gray wolf, mountain fox, mountain lion, and coyote. The Byway Corridor and the Greater Yellowstone Area provide habitat for one of the largest populations of grizzly bears in the lower 48 states. This is one of the few places in the United States where grizzly bears are free to roam wild and raise their young.

The Rocky Mountain gray wolf was reintroduced to Yellowstone National Park beginning in 1995. Wolves are wide ranging species whose distribution is tied primarily to its principal prey—elk, deer, bison, and moose. Wolf packs near the corridor include a population of 10 wolves in Sunlight Basin about 10 to 12 miles south of the road and two packs that recently formed east of Yellowstone National Park in 2000 (USFWS et al. 2000). These new wolf packs are the Beartooth pack, which includes three adults southeast of Cooke City, Montana and the Absaroka pack located northwest of Cody, Wyoming. Potential wolf use of the corridor is possible during the summer and fall when prey such as elk and moose is present.

Two species related to the Rocky Mountain gray wolf are the mountain fox and coyote. The mountain fox is a gray color variant of the red fox, and could be a new subspecies. The mountain fox inhabits the high elevation grasslands of the Beartooth Plateau and in the Absaroka Mountains to the south. The coyote occurs throughout Wyoming and Montana and its range overlaps with the gray wolf. The elusive mountain lion occurs throughout Wyoming and Montana. It follows the seasonal migrations of mule deer, its primary prey species.

Notable raptors common in the corridor include the golden eagle and bald eagle. Golden eagles nest and are year-round residents in Wyoming and Montana and hunt the open areas along the AAR. Bald eagles prefer to nest in large trees near open water and/or riparian habitats. Wintering bald eagles use habitat similar to nest sites for establishing diurnal perches near feeding areas. Bald eagles may occasionally migrate through the corridor en route to breeding or wintering habitat. Some of the key prey for eagles is waterfowl species. Wetlands and lakes throughout the Beartooth Corridor provide valuable migratory and nesting habitats for ducks such as mallards, blue- and green-winged teal, pintail, gadwall, and widgeon as well as Canada geese and other shorebirds.

Geology

The Beartooth AAR is associated with some of the most complex geology in the world. The topography of the area was sculpted by great movements of the earth in the form of faults accompanied by many earthquake episodes. These earthquakes were caused by westward movement of the American plate during continental drift. The explosive volcanic eruptions of the Absarokas and the Yellowstone Plateau left ash flow, tuffs, and lava beds, which now cap the horizon. Pilot and Index Peaks are the remainders of an extensive volcanic field. The formation of the Beartooth Mountains resulted from an uplifting of a block of metamorphic rocks that were eroded, flooded with volcanic lava on the southwest corner, and then covered with glaciers. Seventy million years of formation went into making this section of the Rocky Mountains. The glaciers edged their way down just 10 thousand years ago. Younger rocks are the sources of coal exploited by the early settlers of Red Lodge, Montana. During the course of the Beartooth uplift, sedimentary rock cover was “piggybacked” on the basement rocks, as evidenced today by remnants of sedimentary rock on Beartooth Butte and Clay Butte.

Virtually all of the area in and around the corridor has been affected by the action of glaciers. Glaciers rounded these mountains and formed the flat-bottomed valleys of the Clarks Fork of the Yellowstone River and Rock Creek. Evidence of glacial action also includes the glacial moraine deposits along the valley margins and creeks, and the horns and sharp ridges of the Absaroka Range. Present day forces of wind, water, and gravity continue to erode the topography and carry the sediments to the sea.

Another geological feature of significance in the Beartooth Corridor is the Hart Mountain Detachment, where as many as 50 massive blocks of rock of similar origin (some as many as 12 miles in diameter) are dispersed over a 1300-square mile land area extending from just south of Silver Gate to the Bighorn Basin. Geologists estimate that movement of these rock formations occurred between 40 to 30 million years ago.

Surface Water Resources

Due to the high elevation of the AAR, the Beartooth Corridor receives the majority of precipitation in the form of snow from November through May. Thunderstorms provide a moderate amount of precipitation during the remainder of the year. Although the corridor lies in a precipitation shadow on the east side of the Absaroka

Range and Beartooth Mountains, the higher elevations (8,000 to 9,000 feet) receive an annual average of approximately 30 to 40 inches of precipitation while lower to the mid-elevations (4,000 to 8,000 feet) receive 15 to 30 inches of precipitation. The upper reaches of the corridor receive an average annual snow accumulation of up to 60 inches and an average snow water equivalent of 20 inches.

The highway traverses numerous perennial streams noteworthy for their pristine water quality. These streams include Index, Fox, Pilot, Muddy, Lake, Crazy, Little Bear, and Rock Creeks. The Clarks Fork of the Yellowstone River, crossed by the Beartooth AAR west of WY 296, is a Class 1 stream, as defined by the Wyoming Department of Environmental Quality. It is designated Class 1 only within the Shoshone National Forest boundary.



Lily Lake is another of the many glacial lakes that can be found along the Beartooth Corridor.

The streams in the corridor are generally perennial and most of the flow is from snowmelt runoff. Some stream flows are maintained by seeps or springs. Annual streamflows are dominated by a single snowmelt peak during late spring/early summer, with low variability in daily mean discharge throughout the year.

Along the road are numerous lakes that formed in depressions created by glacial activity. Surface water is readily stored due to the low porosity of the soil,

shallow depth to bedrock, and large expanses of outcropping granitic bedrock. Notable lakes include Beartooth, Island, Gardner, Twin, Little Bear, Long and Lily Lakes.

Historical, Cultural, and Archaeological Resources

The Beartooth AAR is rich in the history of the West. A portion of the Beartooth AAR is the designated driving route for the Nee-Me-Poo Trail which traces the flight of the Nez Perce tribe in 1877. The entire 1,170-mile Nee-Me-Poo Trail extends from Oregon to Montana and was named as a National Historic Trail in 1986. Along this trail, Chief Joseph and the Nez Perce eluded capture for months, traveling through newly established Yellowstone National Park and the surrounding area.

The first recorded history of crossing the Beartooth Plateau occurred in 1882 when General Phillip Sheridan led a force of 129 soldiers from Cooke City to Billings, Montana in an attempt to cut off the Nez Perce Indians. A trail from Red Lodge to Cooke City was built a year later following roughly the same path blazed by Sheridan and his men. In 1883, Van Dyke, a trapper, modified the trail location and

created a pack trail between Cooke City and Red Lodge. Remnants of the Van Dyke Trail are visible between the upper two switchbacks of the Beartooth Highway. The switchbacks can be seen from the Rock Creek Vista Overlook.

The Van Dyke trail served as the only route from Red Lodge to Cooke City until 1936 when the Beartooth Highway was constructed. Community leaders in Red Lodge were responsible for the highway connecting Red Lodge to Yellowstone National Park. In the early 1900s, these visionary leaders foresaw the value of a route that connected Red Lodge to Yellowstone. In 1931, President Hoover signed the Park Approach Act, which provided the authority and funding to construct the highway. The Beartooth



© Flashes, Red Lodge, MT

Grazing sheep near the Top of the World Store during the 1950s.

Highway is the only highway ever constructed under this authority. The highway opened to the public for travel on June 12, 1936. Due to this history, portions of the Beartooth Highway is eligible for listing under the National Register of Historic Places.

The corridor's most important cultural value is that it offers visitors a chance to appreciate human activities that flourish in natural environments. These include livestock grazing on open range, timber management in National Forests, hunting in natural habitats, and fishing in pristine streams. These and other similar activities thrive today along the highway, continuing a long tradition.

Archaeological artifacts along the Beartooth Corridor are limited. The harsh environmental conditions associated with Beartooth Corridor probably restricted human occupation to a short period during the summer. During this time of year, more moderate weather conditions likely provided sufficient opportunity to hunt and gather plants adapted to high elevations. The presence of several limited use camps, isolated finds, and resource extraction sites are consistent with these activities. Additionally, it is very possible that areas within the Beartooth Corridor were used for spiritual purposes by native peoples.

History of the Surrounding Communities

Red Lodge, Montana

Discovery of coal and the Northern Pacific Railroad's coal-hungry locomotives brought prosperity to Red Lodge. Hundreds of Danish, Finnish, Irish, Italian, Scandinavian, Scottish, and Yugoslavian miners came to share it. There were three Native American Indians to every white man and four men to every white woman

around 1886. As Red Lodge grew, optimistic citizens had the town platted and incorporated. By 1892, the population reached 1,180. By 1896, as mining companies took control, Red Lodge had achieved a more orderly growth. It now had twenty saloons and lots of miners. In 1906, eight men died in the town's first mine disaster, but prosperity continued to smile on the population, which had grown to 4,000. Large herds of cattle and sheep grazed the foothills of the Beartooth Mountains and crops grew in abundance. By 1910, Carbon County led Montana in coal production and by 1911, Red Lodge boasted a population of 5,000.

Red Lodge suffered an economic blow with the closing of the West Side Mine in 1924. The Great Depression of the 1930s forced many more mines to close. To offset economic ills, illegal bootleg liquor, labeled “syrup” was made locally and marketed as far as away Chicago and San Francisco.

Legend says a small group of Crow Indians, finding this area to be a perfect hunting ground, set up permanent camp and decorated their lodges with red clay. The area was removed from the Crow Reservation in 1882, and the city, named for the red lodges of the Crow, came into being in 1885 because of the coal mining in the area. Today, Red Lodge is a resort town of about 2,300 people.

Cooke City, Montana

John Colter was the first recorded visitor to the area where Cooke City is located. Colter was an explorer and mountain man who was originally part of the Lewis and Clark Expedition. In the middle 1860s, prospectors began searching the area for gold. Gold was discovered in 1869 by a party led by Adam “Horn” Miller. A mining camp soon developed and was named Shoofly. Growth to the area came slow because the mining district was part of the official home of the Crow Indians. In 1870, mining and placer claims were staked on Miller and Republic Mountains. In 1875, a smelter furnace was constructed to process the gold, silver and lead ore. The amount of bullion actually produced is not known because the records were destroyed in 1878 when a raiding party of Nez Perce Indians burned some of the buildings and took lead, presumably to convert to bullets. In 1880, Shoofly was renamed Cooke City in honor of Jay Cooke, Jr., son of the Northern Pacific Railway financier who invested in mining property and tried to promote a railroad to Cooke City. Today, Cooke City is home to about 100 people in the winter and up to about 325 people in the summer.

Cody, Wyoming

Cody, Wyoming, located 53 miles from the East Entrance to Yellowstone National Park, was founded in 1896 by Colonel William F. “Buffalo Bill” Cody. Oil was discovered near Cody in 1904 and several large producing fields are still located nearby. When the Buffalo Bill Dam was completed in 1910, it was the highest dam in the world.

Buffalo Bill founded Cody with economic development in mind. In the true entrepreneurial spirit, Buffalo Bill used his stature and position to provide Cody with growth potential by providing abundant water supplies, affordable electricity, rail service, and excellent highways. Excellent infrastructure and prime location

have propelled Cody to become the trade center for an area larger than some states. Today, Cody has a diversified economy and a population of about 8,800 people.

Recreation Resources

Both active and passive outdoor recreation activities are directly associated with the scenery along the corridor. Most of the corridor is within National Forest lands primarily managed for recreation and wilderness. Hundreds of square miles of public lands provide recreational opportunities throughout the year. Activities include fishing, hiking, hunting, off-highway vehicle use, horseback riding, snowmobiling, downhill skiing, cross-country skiing, and backcountry skiing. Opportunities for developed and dispersed camping, and nature viewing abound.

The highway offers access to the Absaroka-Beartooth Wilderness, the North Absaroka Wilderness, and adjacent National Forest lands. There are hundreds of miles of trails, including some designated as National Recreation Trails such as the Beartooth Loop.

At either end of the corridors there are commercial RV facilities, food, and fuel for automobile-based tourism. These amenities can be found in Cooke City and Red Lodge, Montana, and just outside the corridor in Cody, Wyoming. The communities are recreation-oriented with lodging, restaurants, and service stations. The Top of the World Store, located in the middle of the corridor, sells gasoline and other supplies for travelers. Full-service campgrounds for recreational vehicles are available in Red Lodge or Cody. The Red Lodge International Race Camp on the north side of East Summit on the Twin Lakes headwall is a camp for aspiring Olympic-class skiers, and provides a viewing opportunity for highway travelers.

Developed outdoor recreation resources within the corridor include campgrounds, picnic areas, and trailheads managed by the three National Forests bisected by the road. Thirteen campgrounds are located along the route. Although developed, these facilities are limited in capacity and are rustic in character and level of service.

Cars, motorcycles, and recreational vehicles are the most common mode of transportation used by visitors to Red Lodge, Cooke City, and Cody. Most visitors who drive the Beartooth AAR do so in less than one day. In some cases, the drive is part of a loop trip into Yellowstone National Park or another scenic byway.



Existing National Forest Trailhead sign for the Beartooth Loop National Recreational Trail.

Developed Recreation

Developed recreation sites within the National Forests include campgrounds, picnic areas, and trailheads with parking. Based on campground fee data, campground use along the Beartooth AAR increased from 1996 to 1999. No trail use data are available for the major trails within the corridor.

One of the more popular developed recreation sites along the Beartooth AAR is the Clay Butte Lookout Tower. Built in 1942, the former fire lookout tower stands at 9,800 feet and provides an expansive view of the National Forests, Beartooth Butte, Beartooth Lake, as well as the Beartooth Highway.

Dispersed Recreation

Recreation opportunities on National Forest lands along the road include hiking, hunting, fishing, wildlife viewing, bicycling, four-wheeling, horseback riding, cross-country skiing, backcountry skiing, snowshoeing, and snowmobiling. Accessing these recreation activities is a major reason that individuals use the Beartooth AAR. The road also offers access to the Absaroka-Beartooth Wilderness, the North Absaroka Wilderness, and the Northeast Entrance to Yellowstone National Park.

MANAGEMENT AND PROTECTION STRATEGIES

The scenic, natural, historical, cultural, archaeological, and recreational resources associated with the Beartooth AAR are at the core of the visitor experience and an important component of the quality of life for nearby residents. It is a goal of the CMP to protect, conserve, and enhance resources found along the corridor for present and future generations. The CMP also acknowledges that the land in and around the corridor have been used traditionally for a variety of purposes, and that many of the activities that occur on and near the corridor (e.g., grazing, outfitting, mining, hunting, and fishing) are part of the AAR's cultural resource base.

Scenic Resource Strategies

The majority of the land within the Beartooth AAR viewshed is managed by the Shoshone, Custer, and Gallatin National Forests. The USFS uses a Visual Management System that establishes sensitivity levels as a measure of people's concern for the scenic quality of the National Forests. The Beartooth AAR is categorized as Sensitivity Level I, the highest level. Therefore, both residents and visitors are likely to place a high value on views along the corridor.

Visual Quality Objectives (VQOs) are measurable standards established by the USFS for visual management of lands (see inset). These VQOs range from "Preservation" to "Maximum Modification." The Shoshone, Custer, and Gallatin National Forests have established a VQO of "Retention" for lands adjacent to the Beartooth AAR. To meet a VQO of Retention, activities must not be visually evident to the average observer traveling on the road. Changes resulting from activities must repeat form, line, color, and texture frequently found in the characteristic landscape. Changes in size, amount, intensity, direction, and pattern must not be evident. The VQOs established in the three National Forests will serve to protect the visual resources along the Beartooth AAR. The CMP encourages the Shoshone, Custer, and Gallatin National Forests to continue protecting the viewsheds in the corridor.

Visual Quality Objectives

The U.S. Forest Service uses five Visual Quality Objectives to manage visual resources. They are:

- P – Preservation
- R – Retention
- PR – Partial Retention
- M – Modification
- MM – Maximum Modification

Natural Resource Strategies

Protection of the natural resources along the Beartooth AAR is important. Much of the Beartooth AAR traverses high alpine areas, fragile wetlands, and important habitat for a variety of plant and animal species. Currently, natural resources in the Beartooth AAR are afforded a high level of protection through applicable Forest Service land use management regulations, as well as Park County and Carbon County, Montana and Park County, Wyoming regulations related to minimizing

impacts of development on natural resources. Additional recommendations developed by the Steering Committee that are designed to complement these ongoing natural resource protection strategies include:

1. Minimize visitor impacts on natural resources by designing interpretive facilities that educate tourists and recreation visitors about proper behavior regarding sensitive plants, ferns, animals, and other critical natural resources.
2. Minimize human interactions with grizzly bears, and help preserve the species and its habitat by designing interpretive facilities that educate visitors about proper behavior in grizzly bear habitat.
3. Educate visitors about applicable Montana and Wyoming fishing regulations where necessary.
4. Educate visitors about disposing of trash properly and “Leave No Trace” land ethics.
5. Support land managers in their efforts to minimize impacts to natural resources on public lands.
6. Explore mitigation strategies that ensure the safety of visitors, residents, wildlife, and livestock.

Historical, Cultural, and Archaeological Resource Strategies

The area’s historical and cultural resources represent a variety of themes associated with mining, livestock grazing, timber management, wildlife use and management, and early recreation use. The area also was used by numerous Native American Indian tribes. Strategies for enhancing and protecting some of the historic and cultural resources along the corridor include:

1. Recognize and interpret the Native American Indian history in and along the Beartooth AAR and surrounding area.
2. Recognize and interpret the activities of early European settlers to the Beartooth AAR and surrounding area (e.g., various types of mining and trapping).
3. Interpret important cultural and historic sites near the Beartooth AAR to foster appreciation for multiple use and occupancy of the area by varied cultures.
4. Support land managers in their efforts to protect cultural and historic resources on, and uses of, public lands.

Recreation Resource Strategies

The Beartooth AAR has numerous resources for recreation and tourism. These include developed recreation, access to dispersed recreation, scenic driving, and access to wilderness. Recreation management strategies include:

1. Promote a high-quality recreation experience and maintain the unique resources of the Beartooth AAR.
2. Coordinate and consult with the Forest Service to enhance the quality of the modified, natural recreation experience at existing campgrounds, picnic areas, trailheads and waysides, and information and interpretation sites.
3. Identify maintenance and enhancement opportunities for developed facilities that do not alter the natural setting and character, or quality of experience for the general visitor.
4. Upgrade and expand day-use facilities such as picnic areas, developed overlooks, and restrooms.
5. Support land managers in their efforts to preserve and enhance recreation resources along the Beartooth AAR.
6. Identify enhancement opportunities to modify facilities to provide access of only moderate challenge for people with disabilities.

DEVELOPMENT PLAN

The Beartooth Corridor is predominantly managed as public land; therefore, development of private land is not an issue along the vast majority of the Beartooth AAR. Some private lands, including the B4 Ranch, the RDS Ranch, and the L-T Ranch, are dispersed near the junction of the Beartooth AAR and the



Scenic view of a ranch in the Clarks Fork Valley.

Chief Joseph Scenic Byway. These ranches have historic and cultural importance along the byway. Their owners are committed to conserving their properties and have expressed interest in pursuing conservation easements to protect their properties in perpetuity (Larson 2001). Because the corridor is almost entirely managed by the USDA Forest Service, the intrinsic qualities that make the Beartooth AAR unique will be protected into the future. The Montana portions of the Beartooth AAR are entirely on National Forest lands.

The Beartooth AAR traverses three counties, each of which has taken its own specific measures to establish policies and guidelines related to development. The CMP recognizes the role and authority of local governments and property owners to make decisions regarding the development and use of private lands within the corridor. Some of the policies and guidelines that are relevant to lands outside of the Beartooth AAR are summarized below.

Park County, Wyoming

The majority of the Beartooth AAR passes through Park County, Wyoming and falls within the Shoshone National Forest. A few inholdings of private land are near the junction with the Chief Joseph Scenic Byway. The Park County Land Use Plan identifies the area around the AAR under its “Conservation” category. Under “Conservation” land, any private land would generally be suitable for:

- 35- to 50-acre lot subdivisions
- Cottage industries
- Mining, oil, and gas extraction
- Timber production
- Agricultural production

Carbon County, Montana

Carbon County is currently revising its County Growth Policy. According to the Draft Policy (Carbon County 2001), all of the area surrounding the Beartooth AAR in Carbon County falls within the Custer National Forest; therefore, development of private land is not an issue.

Park County, Montana

All of the land encompassing the Beartooth AAR within Park County, Montana is part of the Gallatin National Forest, and therefore development of private land is not an issue.

SIGNAGE

Three types of signage are present along the nominated Beartooth All-American Road. These include directional and safety, byway, and interpretive signage. The signage is intended to facilitate traveler safety, environmental awareness, and education as they relate to natural, cultural, and historic resources in the Beartooth Corridor.

While much of this signage is limited and in sufficient quantity so as not to detract from the overall visitor experience, there are some areas where signage needs to be added, removed, or replaced. General signage recommendations provided by the Steering Committee included the following:

- Design a sign specific to the Beartooth AAR.
- Concentrate signage near points of entry.
- Signage should comply with existing county and Manual on Uniform Traffic Control Devices (MUTCD) standards.

Byway Signage

Currently, Forest Service Scenic Byway and State of Wyoming Scenic Byway signage are the two types of byway signage along the Beartooth Highway. Additional All-American Road signage may further confuse travelers. To resolve this issue, it is recommended that all Forest Service Scenic Byway and Wyoming Scenic Byway signage be removed from the AAR and replaced with appropriate AAR signage once the Montana portions of the Beartooth Highway are afforded AAR recognition. Areas outside of the AAR should maintain their existing signs. The AAR signage should include an easy to recognize All-American Road logo and be consistent throughout the length of the AAR. Portions of the Beartooth Highway outside of the AAR designation should maintain existing Forest Service Scenic Byway signage.



Additional Byway signage recommendations include:

- Place Beartooth AAR entry signs near two of the Beartooth AAR's three points of entry (near the intersection of WY 296 and the Beartooth AAR and the Custer National Forest Boundary near Red Lodge).
- AAR entry signs should use non-obtrusive colors such as a light brown background with white text or green background with white text.

Directional and Safety Signage

Directional and safety signage help orient travelers and promote safe travel for motorists and non-motorists alike. Existing directional signage at the intersection of WY 296 and the Beartooth AAR indicate direction to the surrounding communities of Cody, Cooke City, and Red Lodge. Similar orientation signage is needed at the

points of entry to the Beartooth AAR (see *Interpretation*). Such signage will help facilitate loop-tour travelers and better direct visitors to these communities for tourist services.

Other directional and safety signage recommendations include:

- Support efforts to provide signage in appropriate areas that inform drivers of sharing the road with pedestrians, bicyclists, equestrians, and livestock where necessary.
- Support efforts to provide signage in appropriate areas that inform drivers of large semi-trucks and other commercial vehicles that such traffic is prohibited (e.g., such as the westernmost point of entry and the area east of the intersection of WY 296 and the Beartooth AAR).

Interpretive Signage

Interpretive signage needs and design recommendations are described in detail in the Interpretation section of the CMP.

Funding and Maintenance

Signage construction, installation and maintenance responsibilities will be determined based upon the location of the signs. All signs must be approved by the appropriate highway agency.

Outdoor Advertising Controls

USFS policy prohibits the use of commercial billboards on National Forests. Federal law prohibits new billboards along Scenic Byways and All-American Roads. The goal of this requirement is to maintain an attractive right-of-way for the highway and avoid distracting clutter.

COMMERCE

The communities of Red Lodge, Cooke City, and Cody provide the necessary user services and facilities to sustain year-round visitation. Private businesses and vendors offer a variety of shopping, dining, lodging, and emergency services. The Top of the World Store, operating under a special use permit, is on the Beartooth AAR and supplies gasoline, rustic lodging, and miscellaneous supplies. Full-service campgrounds are located in all of the adjacent communities along with 13 Forest Service campgrounds that offer 226 campsites. Rock Creek Vista Overlook is a Montana Department of Transportation rest area that accommodates the traveling public. In addition, there are several overlooks and wayside pullouts that have restroom facilities. There also are outfitters and guides that provide a broad range of recreational services.

Logging trucks and commercial vehicles are not allowed on the Beartooth Highway from the intersection of Chief Joseph Scenic Byway in Wyoming east to the intersection of Rock Creek Road in Montana. However, some commercial vehicles transport goods to Cooke City via WY 296 and the westernmost portion of the Beartooth Highway.

Commercial tour buses are allowed to use the highway, and may increase in the future with the proposed road reconstruction projects. Currently the Red Lodge Area and Cody Chambers of Commerce promote a loop tour that links Red Lodge, Cody, the Chief Joseph Scenic Byway, and Beartooth Pass. Many local residents also drive this loop.



Cody, Wyoming.



Cooke City, Montana.



© Creative Design Works

Red Lodge, Montana.

INTERPRETATION

The Beartooth AAR offers visitors an unparalleled opportunity to witness wildlife in its native surroundings, unsurpassed alpine and mountain scenery, evidence of early glaciation, and a rich array of historic mining and cultural resources. In addition, visitors to the Beartooth AAR have the opportunity to travel through the highest elevation highway in Montana (10,350 feet) and Wyoming (10,947 feet) and experience montane, subalpine, and alpine life zones. Interpreting these and the many other natural, recreational, cultural, and historic qualities along the Beartooth AAR are the keys to helping visitors fully understand and appreciate the road's resources.

Interpretation can also serve to educate visitors on management of the associated land.



Existing interpretive sign.

A number of developed turnouts along the highway provide exceptional opportunities for interpretation. Of these, only two (Rock Creek Vista Overlook and Clay Butte Lookout) offer detailed interpretive signage. While there are numerous Forest Service signs along the highway corridor that provide information identifying specific campground sites and various pullouts, information designed to orient or educate visitors about the abundant recreation opportunities in and along the highway corridor is minimal. The potential to enhance interpretive opportunities through signage is considerable.

Steering Committee members, local land managers, and local residents all acknowledge the need for additional interpretive facilities. The intent of this section is to highlight key interpretive planning objectives for the Beartooth AAR, identify high priority sites for interpretation, and provide interpretive theme recommendations.

The interpretive theme recommendations contained in this CMP take into account resource management goals included in the various National Forest management plans and local government comprehensive plans. To the extent possible, all future planning processes affecting corridor resources should factor in the interpretive themes for the Beartooth AAR.

Existing Interpretive Information

Previous efforts to develop an Interpretive Plan for the Beartooth Highway date back to the late 1970s, when the Shoshone National Forest developed a Draft Interpretive Plan for the entire Beartooth Corridor (including the portions of WY 296, which is now designated as the Chief Joseph Scenic Byway). Additionally, there are several interpretive brochures offered by the Red Lodge and Cooke City Chambers of Commerce in Montana, and the Cody Country Chamber of Commerce in Wyoming. These interpretive brochures highlight some of the more significant interpretive pullouts along the highway. Three of these brochures are:

- *The Beartooth Scenic Byway – Red Lodge, Montana to Yellowstone National Park*
- *Beartooth / East Yellowstone Scenic Drives – Beartooth Scenic Byway, Chief Joseph Scenic Byway, and Buffalo Bill Cody Scenic Byway*
- *Cooke City, Silver Gate, and Colter Pass*

Interpretive planning objectives and interpretive sites identified in this section were based on the original Draft Interpretive Plan, as well as the interpretive brochures that have already been developed.

Interpretive Planning Objectives

Interpretive planning objectives identified for the Beartooth AAR are consistent with needs previously identified by visitors in the corridor and management direction of neighboring National Forests. These objectives serve as a guide for all interpretive planning relative to the highway corridor. The aim of these objectives is to stimulate the awareness of humankind's placement in the natural scene by supplying the facts, information, and interpretation necessary to enhance visitor knowledge, understanding, and respect for the historic and natural resources. Through this process, visitors can recognize their responsibility in traveling the Beartooth AAR without degrading the intrinsic resources that draw so many visitors each year. The interpretive planning objectives are:

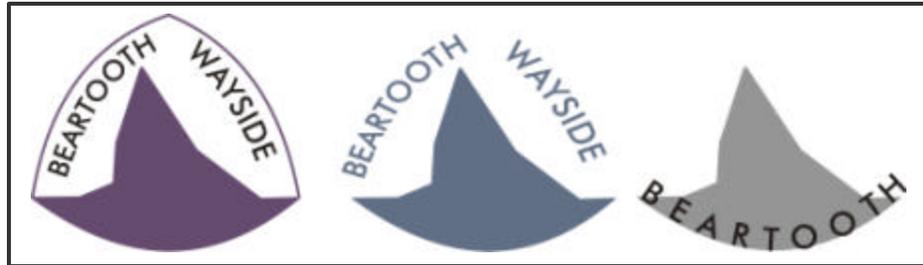
- 1) Orient visitors to the facilities and attractions of the area.
- 2) Educate visitors about the road's intrinsic qualities.
- 3) Enhance visitor enjoyment by interpreting natural resources, scenic attractions, and the natural and cultural history of the area.
- 4) Identify recreational resources and educate visitors about responsible recreational use.
- 5) Obtain public involvement in protecting and conserving the cultural and natural resources of the area.
- 6) Inform visitors of the resource management activities within the highway corridor.

General Recommendations Common to All Interpretive Facilities

General recommendations to be considered for all interpretive facilities along the Beartooth All-American Road include:

- Develop a logo unique to interpretive pullouts along the highway. This logo could appear on interpretive media and as a small sign identifying waysides, trails, and vistas at interpretive stops. Possible examples of a logo are provided in Figure 3.

Figure 3. Possible Wayside Pullout Logos



- Maintain consistency between design elements and construction materials for interpretive signage throughout the corridor. Because of the harsh climatic conditions along the highway, it will be necessary to use durable materials. Signage elements such as font type, size, and color should be consistent.
- Construct all wayside pullouts and facilities using natural materials that blend with the surrounding landscape.
- Recommend that all parking areas at interpretive pullouts are to be a paved asphalt surface.
- Develop an updated self-guided brochure highlighting interpretive wayside pullouts.
- Consideration and implementation of these recommendations will be subject to available funding, other project priorities, and existing highway maintenance, signing, and construction standards.

AAR Orientation Sites

Orienting travelers to the Beartooth AAR ensures that travelers are not only familiar with the route, but also nearby destination communities, recreation and scenic opportunities, and what it means for a highway to be recognized as an AAR. The Steering Committee identified two areas for possible AAR orientation sites. One site is near the eastern terminus of the Beartooth AAR and another site is located at the junction of the Beartooth AAR and WY296 (see *Figure 4*). At these sites, it is recommended that the following content to be included on interpretive signage:

- Information about All-American Road designation.
- Maps of the highway and distances to nearby towns and Yellowstone National Park.
- Information about seasonal road closure and traffic rules and conditions.
- Other scenic loop tours within the Northeast Yellowstone Corridors.

Another orientation site is planned outside the Beartooth AAR where U.S. Highway 212 leaves the Yellowstone National Park Northeast Entrance and becomes the Beartooth National Forest Scenic Byway. Plans for this site include a four-panel kiosk that provides travelers exiting Yellowstone with information consistent with the recommendations provided above.

Interpretive Zones

The Beartooth AAR Steering Committee identified four zones that contain a number of resource features and themes of interpretive value to visitors (see *Figure 4*). Major interpretive themes for these zones as well as significant interpretive sites are provided below. The Steering Committee selected 16 pullouts that offer the most significant interpretive value along the Beartooth AAR.

Zone 1 – Clarks Fork River Valley

This zone receives its name from the Clarks Fork of the Yellowstone River, which over the centuries has carved a magnificent mountain valley that features dramatic topography, thick forest stands, and magnificent views of the surrounding Beartooth Mountain Range.

Interpretive features in this zone should include information related to the historic, cultural, and natural resources of the Clarks Fork River Valley and the surrounding mountains. The story of the Lewis and Clark expedition of 1803 and the rich deposits of silver and gold that attracted prospectors to the area in the 1870s are important cultural and historic themes. The few private ranches situated along the Clarks Fork River and the livestock grazing permitted on National Forest lands reflect the ongoing interface between humans and the surrounding land.

Other significant interpretive subjects in this zone are related to the area's diverse natural resources, including wildlife, vegetation, and the surrounding Beartooth Mountains. Geologic history is also worthwhile to touch upon, including the creation and formation of the Beartooth Mountains. For example, south of the Clarks Fork River are the remnants of glaciated volcanic peaks and cliffs created by massive historical lava flows. Also noticeable in this area are the exposed Heart Mountain detachment blocks, which are massive pieces of rock that spread out over 1300 square miles from their point of origin west of Cooke City. In addition, Pilot and Index Peaks are volcanic landmarks of the western border of the Beartooth Corridor.



- Start and End Points
- Interpretive Site
- ✱ AAR Orientation Site
- Zone 1 - Clarks Fork River Valley
- Zone 2 - Alpine Forest and Meadow
- Zone 3 - Beartooth Plateau
- Zone 4 - Rock Creek Valley
- National Forest
- Wilderness
- Forest Boundary

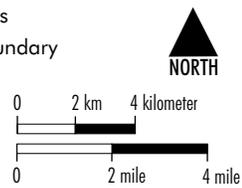


Figure 4
Beartooth All-American Road
Interpretive Zones and Sites

Based on: 1:100,000 BLM topographic maps

Table 2. Interpretive Sites for Zone 1.

<i>Site 1: Arbor Day</i>	
Current Conditions	Interpretive Recommendations
<p>This site features a small trail that connects to the Clarks Fork trailhead and provides access to and views of revegetation areas established following the 1988 fires.</p> <p>Limited parallel parking is available for 4 vehicles.</p>	<ul style="list-style-type: none"> • Overall topic or theme – Post 1988 fire recovery and replanting. • Interpret post fire recovery efforts for grizzly bear and moose habitat.
<i>Site 2: Chief Joseph Campground</i>	
Current Conditions	Interpretive Recommendations
<p>This site includes a campground and is situated within montane forest life zone.</p> <p>Currently no interpretive information is available. There is no non-camper parking in the Chief Joseph Campground. The campground includes 8 campsites. The entire campground and information/fee station is proposed to be reconstructed in the next 3 years.</p>	<ul style="list-style-type: none"> • Overall topic or theme – Chief Joseph and the Nez Perce Indians. • Install interpretive panels that depict the story of Chief Joseph and the Nez Perce Indians attempted escape from Nelson A. Miles and his army. • Interpret any other early human history associated with the land.
<i>Site 3: Clarks Fork River Valley</i>	
Current Conditions	Interpretive Recommendations
<p>This site features a picnic area and trailhead to wilderness area and offers views of the Clarks Fork River Valley. Area is popular for fishing. Site also includes historical remains of a flume leading to a historical power generating plant.</p> <p>Currently no interpretive information is available. There is parking for about 40 vehicles.</p>	<ul style="list-style-type: none"> • Overall topic or theme – Historical mining. • Install handicap accessible hard-surfaced trail (paved with a gravel coat) that leads to a handicapped accessible picnic site and scenic viewing and fishing platform. Trail will pass four interpretive panels. These panels will include an overlook flume, a waterfall, and the generating plant. Panorama sign will point out Granite Peak. • Information board will have information on wilderness, moose, and grizzly bear.

Zone 2 – Montane Forest and Alpine Meadow

Zone 2 features a wide range of scenic opportunities ranging from the North Absaroka Mountains, Beartooth Falls, dense stands of montane forest, high mountain glacial lakes, and mountain and wet meadows. Wildlife is abundant in the area, and it is not uncommon for visitors to see deer, elk, moose, mountain goats, and occasionally black bears, wolves, and grizzly bears.

Interpretive information in this zone should focus on the diverse array of vegetation and wildlife species in the area, as well as some of the life zones visitors pass through as they drive along Beartooth AAR. Information related to recreation activities such as fishing, hiking, and warnings with respect to approaching wildlife

are also worthwhile interpretive subjects. Livestock grazing, a historical land use, also would be a valuable interpretation subject.

Table 3. Interpretive Sites for Zone 2.

<i>Site 4: AAR Orientation Site at Chief Joseph Scenic Byway</i>	
Current Conditions	Interpretive Recommendations
<p>Pullout does not currently exist. It is recommended that a new pullout be developed near the Intersection of WY 296 and the Beartooth Highway. This orientation site should provide parking for at least 10 vehicles.</p>	<ul style="list-style-type: none"> • Overall topic or theme – Orienting travelers to the Beartooth AAR, other Northeast Yellowstone Scenic Corridors, and nearby towns and attractions. • Provide information about All-American Road designation. • Provide maps of the highway and distances to nearby towns and Yellowstone National Park. • Provide information about seasonal road closure and traffic rules and conditions. • Point out other scenic loop tours within the Northeast Yellowstone Scenic Corridors. • Provide information on Montana and Wyoming fishing regulations and that fishing license requirements may vary by state depending on the location of a particular lake or stream.
<i>Site 5: Lake Creek Falls</i>	
Current Conditions	Interpretive Recommendations
<p>Scenic opportunities at this site are limited to the Lake Creek Falls and surrounding montane forest life zone.</p> <p>No interpretive facilities are present. Limited parallel parking is available for up to 4 vehicles on 1 side of the bridge and up to 10 vehicles on the other side. No restrooms are present; trail to historic footbridge is not developed.</p>	<ul style="list-style-type: none"> • Overall topic or theme – The role of water in forming the land. • Interpret the role of water in creation of the canyon. • Describe construction history of the original bridge that crosses Lake Creek. Construction of the bridge dates back to the 1930s and exhibits the craftsmanship of Depression Era projects.
<i>Site 6: Clarks Fork Overlook</i>	
Current Conditions	Interpretive Recommendations
<p>Site provides scenic views over the Clarks Fork Valley and nearby ranches.</p> <p>No interpretive facilities are present. Limited parking is available for up to 6 vehicles and 1 or 2 pull-through RVs. Restroom facilities are present.</p>	<ul style="list-style-type: none"> • Overall topic or theme – Life zone communities and range management. • Interpret the various ecotypes of Beartooth Country, including sagebrush, mountain meadow, wet meadows, montane and subalpine forests. • Interpret the range management story as it applies to the Beartooth Plateau historical ranching activities in the Clarks Fork Valley. • Interpret the 1988 fires and forest succession. • Interpret forest timber management.

<i>Site 7: Pilot and Index Peak Overlook</i>	
Current Conditions	Interpretive Recommendations
<p>Site provides excellent scenic views of Pilot and Index Peaks to the west.</p> <p>No interpretive facilities are present. Limited parking is available for up to 6 vehicles. Restroom facilities are present.</p>	<ul style="list-style-type: none"> • Overall topic or theme – Creation of North Absaroka Range. • Interpret the geologic history of the massive volcanic, glacial, and earth movement activity that produced the key landforms of the surrounding area (including the North Absaroka Mountains). • Identify the panoramic scene and interpret names of points of interest. • Note the distance to Yellowstone National Park, which is visible in the distance.
<i>Site 8: Clay Butte</i>	
Current Conditions	Interpretive Recommendations
<p>Clay Butte Lookout is located 2 miles off of the Beartooth Highway. This site is a natural attraction for travelers seeking the 360° view of Clay Butte and the surrounding montane forest life zone. This site also serves as a premier vantage point from which to view the Beartooth AAR.</p> <p>Existing interpretive facilities at the lookout tower interpret geology, fossil resources, and the impacts of the 1988 fires. Parking facilities are available for up to 15 vehicles. Restroom facilities are present.</p>	<ul style="list-style-type: none"> • Overall topic or theme – Geologic history, fossil resources and panoramic views. • Interpret Volcanic Peaks of the Absaroka Range, topography and fossils associated with shale and limestone. • Interpret Wilderness that is visible from lookout. • Relate the fire management story as it applies to the lookout, and historical management practices focused on fire prevention. Highlight the difference between past fire management and present practices related to controlled burning. • Interpret the natural role of fire and its relation to forest evolution (e.g., fire is a natural force that plays a needed and beneficial role in many ecosystems).
<i>Site 9: Beartooth Lake</i>	
Current Conditions	Interpretive Recommendations
<p>Social trails along the edge of the lake extend from parking area and provide excellent views of Beartooth Lake and Beartooth Butte, a fortress of limestone and sandstone rising from the lake's shoreline. Fishing is one of the more popular recreation activities at this site.</p> <p>No interpretive facilities are present. Limited parking available just east of bridge for up to 3 vehicles. No restroom facilities are present.</p>	<ul style="list-style-type: none"> • Overall topic or theme – Geologic history and self-exploration trail. • Provide a geologic history of the Beartooth Butte, with emphasis on strata, red stain, and fossils. • Possibly construct a trail on south side of highway extending toward an interpretive site at Beartooth Falls. • Provide information on fishing regulations.

Site 10: Island Lake	
Current Conditions	Interpretive Recommendations
<p>This site provides excellent views of Island Lake, evidence of earlier glaciers, and the Absaroka-Beartooth Wilderness. Fishing and boating are popular recreational activities.</p> <p>Developed campground located just off the highway provides parking for up to 30 vehicles and also has numerous campsites. No interpretive facilities are present. Site includes a boat ramp, restroom facilities at trailhead, and campground. Trailhead extends into Absaroka-Beartooth Wilderness.</p>	<ul style="list-style-type: none"> • Overall topic or theme – Glacial history of Island Lake, and information on responsible visitor use. • Describe the glacial history and its role in sculpting the mountain landscape, including remnant glacial till that served as a natural dam for Island Lake once the glaciers retreated. • Educate visitors about fish species found in high mountain lakes. • Inform visitors of boat ethics and fishing regulations. • Educate visitors about the conservation and protection of the fragile resources associated with the alpine environment (i.e., wilderness and “Le ethics). • Show the trail where mule trains hauled supplies to Cooke City prior to development of the Beartooth Highway.
Site 11: Long Lake	
Current Conditions	Interpretive Recommendations
<p>This site provides excellent views of Long Lake, glacial valleys, and the subalpine forest and alpine meadow life zones. Fishing is a popular recreation activity at this site.</p> <p>No interpretive facilities are present. Site is a day-use area with small pullout alongside highway that provides parking for about 6 vehicles.</p>	<ul style="list-style-type: none"> • Overall topic or theme – Alpine lake water quality, native and stocked fish species. • Interpret water ecotype of high elevation lakes. • Additional information about the relative high water quality of alpine lakes, water temperature, limited nutrient supply, and types of native and stocked fish species. • Provide information on fishing regulations. • Interpret fens, which contain organic materials dating back 10,000 years (if sufficient pedestrian access is available following reconstruction of this segment of the highway).

Zone 3 – Beartooth Plateau

Zone 3 features inspiring panoramic views of the Beartooth Mountains, Beartooth Plateau, and Hellroaring Plateau. Here, the Beartooth AAR travels its two highest points, and includes the East and West Summit pullouts, which are 10,936 feet and 10,947 feet, respectively. Numerous recreation opportunities exist in this zone including fishing, hunting, hiking, camping, and skiing. During the summer, permitted sheep grazing is allowed on some of the National Forest lands bordering the Beartooth AAR.

Interpretive themes in this zone should focus on educating visitors about vegetation and wildlife in the subalpine and alpine environment (including adaptations that allow vegetation and wildlife to withstand the harsh climatic conditions) as well as the many recreation opportunities that are available. The Red Lodge International

Race Camp near East Summit and the Gardner Lake bowl provide expert terrain for both competitive athletes and experienced skiers. Other opportunities include:

- Educating visitors about glaciers and their role in development of the many cirque lakes and glacial valleys visible from the highway;
- Wilderness and wilderness management;
- Land uses in the high alpine environment, including permitted sheep grazing on National Forest lands; and
- Significant landmarks such as the “Bear’s Tooth” (from which the AAR derived its name).

Table 4. Interpretive Sites for Zone 3.

<i>Site 12: West Summit Overlook</i>	
Current Conditions	Interpretive Recommendations
<p>This site is the highest elevation point along the highway and offers panoramic views of the Beartooth Mountains and Beartooth Plateau, and landforms created by glaciers. Alpine tundra surrounds much of the area.</p> <p>No interpretive or restroom facilities are present. Currently, limited parking is available at this site for about 15 to 18 cars. Following reconstruction of this segment of the Beartooth AAR, this pullout for 21 to 22 cars and about 3 recreational vehicles or buses.</p>	<ul style="list-style-type: none"> • Overall topic or theme – Harsh conditions associated with the high alpine environment. • Note the elevation at the pass and the fact that the Beartooth AAR is the second highest paved road in the U.S. • Interpret ongoing revegetation experiments being carried out at the summit and describe the alpine tundra life zone. • Interpret “pink snow” which is caused by the decay of a microscopic plant that grows on snowbanks. • Interpret patterned ground that results from freezing and thawing.
<i>Site 13: Gardner Lake</i>	
Current Conditions	Interpretive Recommendations
<p>This site features views of Gardner Lake and the Gardner Lake headwall, which is a steep talus slope that descends toward Gardner Lake. The headwall is a popular spot for experienced alpine and telemark skiers during the spring.</p> <p>No interpretive or restroom facilities are present. Currently, there is limited parking for about 10 to 12 vehicles. Following reconstruction of this segment of the Beartooth AAR, parking will be available for 20 vehicles and up to 4 recreational vehicles or buses.</p>	<ul style="list-style-type: none"> • Overall topic or theme – Role of glaciers in forming Gardner Lake and winter recreation activities. • Describe the role of glaciers in their formation of Gardner Lake and how the rocky slopes of the Gardner Lake headwall are the product of freezing and thawing of ice. • Describe the winter recreation opportunities for experienced alpine and telemark skiers and other winter recreationists.

<i>Site 14: East Summit</i>	
Current Conditions	Interpretive Recommendations
<p>This site features panoramic views of the “Bear’s Tooth” and the surrounding Beartooth Mountains, Hell Roaring Plateau, and Beartooth Plateau. The Red Lodge International Race Camp can be seen from this site.</p> <p>No interpretive or restroom facilities are present. Currently, there is limited parking for about 10 to 12 vehicles. Following reconstruction of this segment of the Beartooth AAR, parking will be available for 36 vehicles and up to 4 recreational vehicles or buses.</p>	<ul style="list-style-type: none"> • Overall topic or theme – Identification of wilderness, significant landmarks, and land uses in the high alpine environment. • Identify elevation at East Summit. • Identify the “Bear’s Tooth” and various landmarks visible in the seen area. • Interpret the Red Lodge International Race Camp and the use of this ski area by aspiring competitive athletes. • Interpret permitted sheep grazing that occurs in the alpine meadows of National Forest lands during the summer.

Zone 4 – Rock Creek Valley

Interpretive features in this zone should include visitor information facilities such as an introduction to the corridor, map, and general history of the natural and cultural resources present in the area. This may include information about the route and the significance of All-American Road designation, traffic rules and conditions, visitor cautions concerning game on the highway, and map identifying the Beartooth AAR and distances and travel times to Cody, Wyoming; Cooke City and Red Lodge, Montana; and Yellowstone National Park.

Table 5. Interpretive Sites for Zone 4.

<i>Site 15: Rock Creek Vista Point</i>	
Current Conditions	Interpretive Recommendations
<p>Rock Creek Vista Point is the most developed interpretive pullout located along the Beartooth AAR. The site offers interpretive materials on alpine wildlife; the history surrounding the construction of the highway in 1936; and the chrome mining that was carried out within the Rock Creek drainage.</p> <p>The site offers paved parking for up to 20 to 25 vehicles. Restroom facilities are available at this pullout.</p>	<ul style="list-style-type: none"> • This site currently has sufficient interpretive information, but could be improved.

<i>Site 16: AAR Orientation Site at East Terminus</i>	
Current Conditions	Interpretive Recommendations
<p>This pullout includes a Custer National Forest boundary sign and serves as the northeastern point of access for the Beartooth AAR.</p> <p>No interpretive facilities are present. Parking is available for up to 10 vehicles.</p>	<ul style="list-style-type: none"> • Overall theme – Orienting travelers to the Beartooth AAR, other Northeast Yellowstone Scenic Corridors, and nearby towns and attractions. • Provide information about All-American Road designation. • Provide maps of the highway and distances to nearby towns and Yellowstone National Park. • Provide information about seasonal road closure and traffic rules and conditions. • Provide information on Montana and Wyoming fishing regulations and that fishing license requirements may vary by state depending on the location of a particular lake or stream. • Point out other scenic loop tours within the Northeast Yellowstone Scenic Corridors. • Interpret historic value of Beartooth Highway (e.g., the fact that it was constructed as a Park Approach Road and is an engineering feat).

MARKETING AND PROMOTION

The Beartooth AAR is a one-of-a-kind driving experience that attracts visitors from across the country and all over the world. The natural and scenic beauty of the Beartooth Corridor and the highway's proximity to Yellowstone National Park draw over 300,000 to 400,000 people each year. Gateway communities such as Red Lodge, Cooke City, and Cody subsequently benefit from the tourism dollars generated from these visitors. These communities will further benefit from the increased visibility and tourism resulting from formal acknowledgement of the Beartooth Highway as an All-American Road.

Unlike many other Scenic Byways or All-American Roads that only have the support and financial backing of a single local government or promotional entity, the Beartooth AAR has support of numerous local, state, and federal government agencies, chambers of commerce, and local citizens. This wide base of local and regional support provides numerous options for marketing and promoting the Beartooth AAR.

Another asset of the Beartooth AAR is its proximity to numerous other scenic byways and scenic loop tours located in other Northeast Yellowstone Scenic Corridors, one of which is the Chief Joseph Scenic Byway that intersects the highway in Wyoming.

Present Marketing Efforts

Informational Brochures

Currently, the Red Lodge Area, Cooke City, and Cody Country Chambers of Commerce market the Beartooth Highway in several promotional brochures. Collaboratively developed by the three Chambers, one brochure entitled *Beartooth/East Yellowstone Scenic Drives* focuses on marketing the Beartooth Highway as one of several scenic drives in the Eastern Yellowstone Region. Brochures related to the Beartooth Highway include:

- *Beartooth/East Yellowstone Scenic Drives*
- *Scenic Drives – Buffalo Bill's Yellowstone Country*
- *The Beartooth Highway, National Forest Scenic Byway*
- *The Beartooth Scenic Byway – Red Lodge, Montana to Yellowstone National Park*
- *Wyoming Scenic Byways and Backways Brochure*





Magazines and Visitor Guides

Several locally published magazines and visitor guides provide additional information on the Beartooth Highway as a scenic byway. While many of these efforts are headed by organizations other than local Chambers of Commerce, the Red Lodge, Cooke City, and Cody Chambers often write articles for these magazines and guides or provide input on tourism-related information as it applies to the Beartooth Highway. Examples of some of these locally-published magazines and guides include:

- *Go Red Lodge Magazine* (to be renamed “*Beartooth Country*” in Spring 2002) (published by the Carbon County News)
- *Destination Red Lodge – A Travel Guide* (published by the Red Lodge Lodging Association)
- *Cody Country Summer Guide– Gateway to Yellowstone National Park* (published by the Cody Enterprise)
- *Yellowstone Park 2002* and *Cabin Fever 2002* (published by the Billings Gazette)

Distribution of Brochures, Magazines, and Visitor Guides

Visitors to Red Lodge, Cooke City, and Cody can obtain informational brochures, magazines, and visitor guides at the local Chambers of Commerce. Much of this information also is available at Forest Service District offices and lodging facilities in and around Red Lodge, Cooke City, and Cody as well as visitor centers in the region.

Internet Information

Information on the Beartooth Highway can be obtained at the Red Lodge and Cody Chambers of Commerce websites. The Red Lodge Area Chamber of Commerce website provides a link to regional recreation activities, including a description of the Beartooth Highway as a Scenic Byway.² The Cody Country Chamber of Commerce provides a link to scenic drives and various loop tours in the Northeast Yellowstone Scenic Corridors, and includes the Beartooth Highway Loop Tour.³

² www.redlodge.com

³ www.codychamber.org

Additional information on the Beartooth Highway is available at websites for the Gallatin, Shoshone, and Custer National Forests,⁴ National Recreation Reservation Service;⁵ and National Scenic Byways' Program website.⁶

Other

Due to be completed in early 2002, the Red Lodge Area Chamber of Commerce is working with a professional advertising agency to develop a marketing plan for Red Lodge. The goal of this plan is to identify target markets, recommend advertising media, and marketing and promotional themes that will attract visitors to Red Lodge. The Beartooth AAR serves as one of several themes that is included in this plan, and scenic driving along the highway is acknowledged as a major recreation attraction.

Future Marketing Efforts – Positioning the Beartooth AAR

Positioning the Beartooth Highway as an All-American Road will be the starting point for all future marketing and promotion efforts. This will require that the various chambers of commerce and local promotional entities such as the Carbon County News and Cody Enterprise work together to ensure that existing marketing materials are updated and future marketing materials include the All-American Road theme. To date, all of the existing marketing efforts for the Beartooth Highway have promoted the route as a scenic byway. Once both of the Montana and Wyoming portions of the Beartooth Highway are officially recognized as an All-American Road, existing marketing and promotion materials will need to be updated accordingly.

Marketing Goals, Objectives, and Strategies

The CMP developed the following goals, objectives, and strategies for marketing and promoting the Beartooth AAR:

Goals

- Promote the Beartooth AAR both as a destination unto itself and as a component of other nearby attractions in the Northeast Yellowstone Corridors, including Yellowstone National Park and other scenic drives.
- Promote the nationally and internationally recognized intrinsic qualities of the Beartooth AAR.
- Obtain additional funding to implement marketing strategies and objectives.

⁴ www.fs.fed.us/r1/gallatin; www.fs.fed.us/r2/shoshone; www.fs.fed.us/r1/custer

⁵ www.ReserveUSA.com

⁶ www.byways.org

Objectives

- Expand outreach beyond Red Lodge, Cooke City, and Cody.
- Revisit previously successful marketing themes.
- Generate funding.
- Build upon existing relationships and seek new partnerships.

Strategies

- Provide informational kiosks at the Billings, Bozeman, and Cody regional airports that highlight Northeast Yellowstone Scenic Attractions, including the Beartooth All-American Road.
- Where possible, expand marketing and promotion efforts outside of Red Lodge, Cooke City and Cody through presentation of informational/interpretive brochures at regional Chambers in Bozeman and Billings and local lodging facilities in these areas.
- Determine whether distributing informational/interpretive brochures through an information display agency like *Certified Folder Display Service* or *Western Brochure Services* is an economically viable and worthwhile option. These are a couple of the major companies that maintain visitor display racks throughout Montana, Wyoming, and other western states, and may provide additional means of expanding outreach.
- Update and incorporate additional information on the Beartooth AAR on Red Lodge and Cody Country Chambers of Commerce, National Forest websites. Each of these websites should also provide a link to the National Scenic Byways website. This information should be listed on international directories and search engines.
- Consider advertising the Beartooth AAR and nearby loop tours in regional newspapers and magazines (e.g., *Sunset Magazine*, *RV Companion*, and other magazines that promote scenic drives).
- Market and promote the Beartooth AAR as one of the several scenic drives found in Northeast Yellowstone Scenic Corridors, emphasizing the unique natural, scenic, recreational, cultural, and historical qualities that warranted All-American Road designation.
- Submit grant proposals as allowed by TEA 21 to generate additional funds for marketing the Beartooth Highway as an All-American Road.
- Seek additional funding for marketing and promotion from individuals, private businesses, and local governments.
- Currently, the local Chambers of Commerce in Red Lodge, Cooke City, and Cody work together on various marketing and promotion efforts. While there is a need for these organizations to market and promote the Beartooth Highway independently, maintaining close ties and collaboratively working on

shared marketing and promotion goals may be in the financial and promotional best interest of these communities.

- Build upon existing partnerships with Shoshone, Gallatin, and Custer National Forests.
- Develop new partnerships with local and state governmental agencies that may offer financial support in the future. Maintaining close contact with the Montana Department of Transportation and Wyoming Department of Transportation scenic byway programs also will be beneficial when seeking support for state and federal grants.
- Encourage local businesses to integrate the Beartooth AAR theme into various merchandise including t-shirts, hats, and other thematic goods.

MULTI-LINGUAL INFORMATION PLAN

Although no studies are available on the origins of international visitors along the Beartooth Highway, representative data exists in Yellowstone National Park. In addition to English, the Park produces tourist brochures in German, Spanish, French, and Japanese (Matthews 2001). German and Spanish are the most common foreign language needs in the Park. Based on this knowledge and the visitors' frequent use of the Beartooth AAR, foreign languages should be implemented in the following order: German, Spanish, French, and Japanese. Goals, objectives, and strategies related to multi-lingual planning for the Beartooth AAR are provided below.

Multi-lingual Goals, Objectives, and Strategies

Goals

- Attract international visitors to the Beartooth AAR.
- Enhance the experience for international visitors.

Objectives

- Provide as much multilingual information as possible in the following four languages: German, Spanish, French, and Japanese.

Strategies and Projects

- Include translations on all printed materials in four languages whenever possible.
- Include translations in four languages on website.
- Use international symbols on signs at restrooms and campgrounds along the AAR.
- Depending on future funding, the following multi-lingual projects are recommended for implementation:
 - Brochure and website to interpret intrinsic assets and encourage preservation of the natural, visual, historic, and cultural resources.
 - German and Spanish translation for new video releases and other media projects.

TOURISM PLAN

The tourism industry is well established in the Beartooth Corridor. This CMP focuses on enhancing current tourism resources and encouraging the existing movement toward value-added services. The local chambers of commerce also are focusing their tourism development efforts on facilities, services, and other resources that center around historic interests and eco-tourism activities. The surrounding communities receive approximately 70 to 75 percent of their tourism dollars from automobile-based tourism (Hoffman 2001). These tourists and the communities will benefit from AAR designation.

Lodging

Lodging is abundant in Cody (a total of 1,305 hotel and motel rooms) and to a lesser degree in Red Lodge (325 rooms) and Cooke City (188 rooms). It is feasible for Beartooth travelers to obtain lodging in these locations because of the corridor's proximity to these communities.

In addition to the facilities in Cody, Cooke City, and Red Lodge, guest ranches in the Crandall Creek and upper Clarks Fork of the Yellowstone accommodate overnight guests. The Top of the World Store, located between Island and Beartooth Lakes, is a concessionaire facility offering gasoline and traveler supplies during the summer. Currently there are sufficient lodging facilities to accommodate visitors; however, in the future it may be necessary to provide additional lodging facilities to accommodate projected future increases in visitors.

Channels of Distribution

Although byway travel is unique because the customer comes to the product, there are a number of advertising techniques that can be applied. Virtual travel opportunities are available and can have positive economic benefits for AAR stakeholders. Virtual trips are possible via television, video, radio, books, magazines, and the internet. The Beartooth Highway video is one of many existing resources that can be enhanced to meet the needs of international travelers. Virtual travel opportunities are a key marketing tool to physically bring visitors to the AAR.

Rainy Days

The communities surrounding the Beartooth AAR host a number of tourism activities appropriate for "rainy days," or times of the year where visitor numbers tend to be lower. Some of these might include visiting local historic sites and museums. Two such sites are the Peaks to Plains Museum and the Beartooth Nature Center in Red Lodge. The Museum documents the area's history and has a section specifically focused on the region's colorful mining history. The Nature Center has a large number of animals native to Montana and a petting zoo. Cody also has a number of museums housed within the Buffalo Bill Historic Center. This center maintains the largest collection of American West culture, history, and art in

the world. Visitors can choose from the Whitney Gallery of Western Art, Buffalo Bill Museum, Plains Indian Museum, Cody Firearms Museum, and the new Draper Natural History Museum. During the public involvement process for this CMP, citizens from Cooke City clearly articulated a desire for a museum in their town. The Beartooth AAR would greatly benefit from having museums located in the surrounding communities of Cody, Cooke City, and Red Lodge.

Another facet that could provide opportunities to attract visitors to the AAR throughout the year would be a meeting and convention business. The facilities in Cody and Red Lodge could be used to hold seminars, business conferences, and important local community events such as weddings and graduations. Local consultants, writers, and artists in a myriad of fields could provide seminars on a small scale at a reasonable cost. Businesses could attend a board meeting, a retreat, or company function and then drive one of the most scenic roads in America.

Tourism Goals, Objectives, and Strategies

The following list of goals, objectives, and strategies is intended to guide future efforts related to tourism development for the Beartooth Corridor.

Goals

- Provide value-added visitor services that simultaneously improve the standard of living for local residents.
- Maintain the intrinsic qualities of the highway.

Objectives

- Develop and enhance tourism to increase the economic base.
- Improve existing tourism infrastructure.
- Leverage the local resources to create high-end tourism jobs.

Strategies

- Create innovative public and private sector partnerships.
- Construct a mining museum in Cooke City.
- Develop interpretive wayside exhibits.
- Explore feasibility of constructing and expanding meeting and convention centers.
- Obtain trademarks based on the AAR.
- Enhance existing distribution products such as the Beartooth Highway video to meet international visitors' needs.

- Install a large area informational/interpretive map at all entrances to the Northeast Yellowstone Scenic Corridors.
- Review and monitor adequacy of existing lodging facilities in Cooke City.
- Construct additional public restroom facilities near Cooke City to accommodate visitors.

IMPLEMENTATION

Evaluation and Monitoring

The Beartooth AAR has been operating as a Forest Service Scenic Byway for over a decade. The Beartooth Corridor's outstanding intrinsic qualities are an important resource for both Wyoming and Montana. In order to continue the All-American Road's resource protection and interpretation goals, the Steering Committee is committed to long-term monitoring and evaluation of the resources found along the Beartooth Corridor. The Steering Committee recognizes that many agencies and organizations are engaged in routine monitoring and management of the corridor (see *Partnerships*). Predominantly, the Steering Committee will rely upon these existing efforts to evaluate and monitor the AAR. As part of this effort, the Steering Committee will conduct bi-annual meetings, implement an on-going evaluation and monitoring program consisting of an impact assessment, tourism organization review, and partnerships.

Corridor Management Plan Implementation Responsibilities

Individuals responsible for implementing the Beartooth CMP will include all of the individuals on the current Steering Committee. A breakdown of responsibility titles and corresponding individuals is provided below:

<i>All-American Road Leader (Wyoming)</i>	Brent Larson, Shoshone National Forest
<i>All-American Road Leader (Montana)</i>	Rand Herzberg, Custer National Forest
<i>Gallatin National Forest Representative</i>	Jane Ruchman, Landscape Architect
<i>Marketing Director (Montana)</i>	Denise Parsons, Exec. Dir., Red Lodge Area Chamber of Commerce
<i>Marketing Director (Wyoming)</i>	Paul Hoffman, Exec. Dir., Cody Country Chamber of Commerce
<i>Cooke City Area Representative</i>	Boyd Bernard, Pres. Cooke City Area Chamber of Commerce
<i>Carbon County Planning Board</i>	Glory Mahan, President
<i>Beartooth Alliance Representative</i>	Nellie Israel
<i>Cooke City Citizen Representative</i>	Florence Zundel

Steering Committee Meetings

The Steering Committee will meet bi-annually, beginning in June 2002. There will be an early summer meeting and a winter meeting each year. It is also agreed that any member of the committee may call a special meeting together with the consensus of the Steering Committee as needed or when special opportunities arise. The All-American Road Leaders will be responsible for monitoring the effectiveness of the group and will schedule the bi-annual meetings. The All-American Road Leaders also will be responsible for filling vacancies that occur in the Steering Committee.

Impact Assessment

The Steering Committee will evaluate the impact of AAR designation on the Byway Corridor and area communities. This will involve monitoring traffic changes along the Beartooth AAR, monitoring pull-outs and campgrounds for visitor impacts, surveying visitors and businesses to determine the economic impact of increased visitation, and assessing the quality of visitor services.

Tourism Organization Review

Every five years, tourism organizations involved with the Beartooth AAR will address marketing issues, problems, and opportunities. The key tourism organizations include but are not limited to Cody Country Chamber of Commerce, Cooke City Chamber of Commerce, Park County (Wyoming) Travel Council, Red Lodge Area Chamber of Commerce, and Yellowstone Country Inc.

Partnerships

The existing management of the Beartooth AAR presents an opportunity for a functioning partnership between two states, three National Forests, Yellowstone National Park, three counties, and the private sector. This partnership provides land management, maintenance, law enforcement, and emergency services. Existing and potential partners in the management, operation, and marketing of the Beartooth AAR are listed in Table 6.

BEARTOOTH ALL-AMERICAN ROAD
CORRIDOR MANAGEMENT PLAN

Table 6. Current and Potential Partners.

Beartooth Alliance	Nellie Israel	(406) 962-3530 (406) 838-2374
Billings Area Chamber of Commerce	Butch Ott	(406) 245-4111
Town of Bear Creek	LuDon Deville	(406) 445 4094
Town of Belfry	Dan Dutton	(406) 664 3000
Carbon County, Montana	Glory Mahan	(406) 446 1232
Cody Country Chamber of Commerce	Paul Hoffman	(307) 587-2297
Cooke City Chamber of Commerce	Florence Zundel Boyd Bernard	(406) 838-2153 (406) 838-2231
Custer National Forest	Rand Herzberg	(406) 446-2103
Gallatin National Forest	Jane Ruchman	(406) 587-6966
Federal Highways Administration Division Office (Montana)	Bob Burkhardt	(406) 449-5303 ext. 241
Federal Highways Administration Division Office (Wyoming)	Rod Vaughn	(307) 772-2004 ext. 48
Greater Yellowstone Coalition	Michael Scott	(406) 586-1593
Montana Department of Transportation	Kristine Christensen Patricia Saindon	(406) 444-9240 (406) 444-0401
Travel Montana	Betsy Baumgart	(406) 444-2654
Park County, Montana	Ellen Woodbury	(406) 222-4102
Park County, Wyoming	Tim Morrison Hal Dicks	(307) 527-8511 (307) 754-4049
Park County Travel Council	Claudia Wade	(307) 587-2777
Red Lodge Area Chamber of Commerce	Denise Parsons	(406) 446-1718
Shoshone National Forest	Brent Larson	(307) 527-6921
Wyoming Department of Transportation	Treva A. Blumenshine Vic Strube Sleeter Dover	(307) 777-4941 (307) 568-3425 (307) 777-4375
Wyoming Business Council	Laurie Green	(307) 777-2800
Yellowstone Country	Susan Albrecht	(406) 556-8680
Yellowstone National Park	Tim Hudson Rick Obernesser	(307) 344-2313 (307) 344-2101

FUNDING AND FINANCING

As an All-American Road, the Beartooth Highway is eligible for several funding and financing options. Three main sources of funding opportunities exist for scenic highways— federal, state, and other. The majority of funding will be found at the federal and state levels through government grants, trusts, and assistance programs. Additional funding may be found in other public agencies or from private groups.

Each funding program has requirements for eligible applicants and stipulations on how the monies can be used. Most often, these determinations are made on a case-by-case basis dependent on the applicants' needs. Funding opportunities and contact information are detailed below:

Federal Funding

U.S. Department of Transportation—Federal Highway Administration

National Scenic Byways Program Grant. The federal share typically shall be 80 percent reimbursable with a matching 20 percent coming from non-federal funds. These grant funds include projects associated with the development of corridor management plans involving work activities such as safety improvements to a highway, construction of scenic byway facilities (e.g., rest areas, turnouts, shoulder improvements, overlooks, interpretive facilities, pedestrian and bicycle amenities), protection of historic, archaeological, and cultural resources adjacent to the highway, and development and provision of tourism information to the public, including interpretive information about the byway.

Forest Highway Funds. Forest Highways provide access to and within National Forests. The state, Forest Service, and FHWA developed a program of projects within available funding that is allocated by administrative formula. The entire route is eligible for Forest Highway funds.

Public Lands Highway Funding. Any public road providing access to and within federal lands is eligible for public lands highway funding. The project selection is discretionary and is made by the FHWA Administrator. Montana received this type of funding in FY93 for the resurfacing of Segment 5. Wyoming used this funding on the Chief Joseph Scenic Byway. The majority of the Beartooth Highway is eligible for these funds.

Surface Transportation Program Funding. The Surface Transportation Program provides flexible funding that may be used by states and localities for projects on any federal-aid highway, including the National Highway System, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. Under Montana law, the Montana portion of the Beartooth Highway is eligible for STP funding due to its status as a Primary Highway.

U.S. Department of the Interior

Land and Water Conservation Fund. The Department of the Interior is authorized to distribute funds under the Land and Water Conservation Fund program for parks, trails, and other recreation-oriented sites. The Fund has two separate funding categories: federal land acquisition, and the state grants program. The federal land acquisition priorities are determined by requests from federal agencies—the National Park Service, Bureau of Land Management, Forest Service, and Fish and Wildlife Service—and money is appropriated directly from Congress.

The state grants program provides block grants directly to states for the acquisition of park land and the enhancement of recreational facilities. The states can use this money themselves or distribute it further to counties, towns, and municipalities. All federal dollars in the program must receive an equal match of state or local funds, thus maximizing the effectiveness of federal acquisition dollars.

In Montana, communities and other political subdivisions are eligible to apply for assistance on a 50/50 cost share basis through the Montana Department of Fish, Wildlife and Parks.

Montana Department of Fish, Wildlife and Parks
1420 East Sixth Avenue
Helena, Montana 59620-0701
(406) 444-3750

Historic Preservation Fund. The Historic Preservation Fund was established in 1966 as part of the National Historic Preservation Act. A portion of this fund is passed through from the National Park Service to the State Historic Preservation Offices for a number of purposes including the following:

- Providing information and technical assistance to communities, state and federal agencies, organizations, and individuals.
- Maintaining a statewide inventory and conducting survey and planning studies to determine the nature, condition and significance of various historic and prehistoric resources.
- Monitoring undertakings and activities, which require review under state and/or federal statutes governing historic preservation.
- Establishing and maintaining a system of Certified Local Governments with local preservation officers.
- Assisting in the preparation of National Register nominations and applications for federal preservation tax incentives.

Montana Historical Society
1410 8th Avenue
P.O. Box 201202
Helena, Montana 59620-1202
(406) 444-7717

Wyoming State Historic Preservation Office
Dept. of State Parks and Cultural Resources
2301 Central Avenue, 3rd floor
Cheyenne, Wyoming 82002
(307) 777-7697

U.S. Department of Commerce, Economic Development Administration

The Economic Development Administration provides funds for technical assistance, planning and the development of projects that result in the creation of new employment. Technical assistance grants usually average about \$25,000 and require a small cash match. Capital grants and revolving loan funds are available on a 50/50 matching basis and vary in size from hundreds of thousands to millions of dollars. Funds may be applied, for example, to economic development projects which make use of historic resources. State Historic Preservation Offices generally review projects for compliance. Both Wyoming and Montana are covered under the Denver Region Office.

Denver Region
1244 Speer Boulevard
Suite 670
Denver, Colorado 80204-3591
(303) 844-4715

U. S. Department of Agriculture

U.S. Forest Service

The U.S. Forest Service has two significant programs:

1990 Farm Bill. An appropriation in the 1990 Farm Bill provides matching funds to communities for projects in rural economic development. Recipient communities must meet certain threshold requirements in the area of unemployment particularly as it relates to changes in the forest economy. Funds are available on an annual basis and applications are typically due in early spring.

Challenge Cost Share Funds. The Forest Service provides Challenge Cost Share Funds on a matching basis for projects that result in partnerships between local communities and the Forest Service to improve cultural, natural and recreational resources on or adjacent to Forest Service lands. Funding cycles reflect the federal fiscal year (October 1 through September 30).

Fee Demonstration Funds. In 1996, Congress authorized the Recreation Fee Demonstration Program (fee demo), for the Forest Service, National Park Service, Bureau of Land Management, and U.S. Fish and Wildlife Service. Fee demo funds provide a useful means of generating funds for enforcement and maintenance of the byway.

Institute of Museum Services (IMS)

IMS is an independent agency within the Executive Branch of the federal government. It was established by an Act of Congress in 1976 to encourage and

assist museums in modernizing their methods and facilities so that they may be better able to conserve our cultural, historic and scientific heritage and to ease the financial burden borne by museums as a result of their increasing use by the public. IMS provides funding for conservation assessments and projects and is the only federal agency that provides general operating support for museums of all disciplines. For many museums, IMS is the only source of federal support.

Institute of Museum Services
100 Pennsylvania Avenue, NW, Room 609
Washington, D.C., 20506
Phone: (202) 606-8539

Montana Programs

Community Transportation Enhancement Program. The Montana Department of Transportation has developed a state program to comply with the federal law that requires that 10% of all Surface Transportation Program funds each state receives must be used for enhancement projects including historic preservation. Funds are made available on a per capita basis to cities over 1,000 in population, tribal governments, and counties for local enhancement projects.

Montana Department of Transportation
PO Box 201001
2701 Prospect Ave.
Helena, Montana 59620-1001
(406) 444-6201

Montana Cultural Trust. The state makes grants to cultural and aesthetic projects from interest earned in the investment of coal tax revenues in the Cultural Trust. Funds are available in operations, capital, special projects and endowment development categories for historic preservation activities. Applications are reviewed bi-annually by a 16-member Cultural and Aesthetic Projects Advisory Committee. Their funding recommendations are submitted to the Montana Legislature for final approval. Applications are typically due during the summer prior to the legislative session. Eligible applicants include local government entities, state colleges and universities and Native American Indian Tribes.

Montana Arts Council
PO Box 202201
316 North Park Ave., Suite 252
Helena, Montana 59620-2201
(406) 444-6514

Resource Indemnity Trust. The Montana Department of Natural Resources and Conservation makes grants from the Resource Indemnity Trust Fund every 2 years. Grants are reviewed by the Department and then referred to the Legislature for approval. Funds for this program come from severance taxes associated with mining

activity in the state. Renewable resource projects, including water conservation, water quality, forestry, air quality, resource education, waste management, and other renewable resource-related projects, are eligible to receive grant and loan funding. Applicants must be a unit of state government, such as a municipality, or Native American Indian Tribes.

Department of Natural Resources and Conservation
1625 Eleventh Avenue
PO Box 201601
Helena, Montana 59620-1601
(406) 444-6700

Montana Committee for the Humanities. The National Endowments for the Arts and Humanities provide funds to the State of Montana for re-granting purposes. Funds may be used to help finance historic and prehistoric surveys, public forums on preservation issues, research, oral history, public speakers on preservation and other related topics. Project planning and implementation must involve humanists and those groups (such as Native American Indian Tribes) who might have a direct interest in the particular resources at issue.

Montana Committee for the Humanities
311 Brantly Hall
The University of Montana
Missoula, Montana 59812
(406) 243-6022

Travel Montana. Travel Montana, a division within the Montana Department of Commerce, is charged with the development and promotion of tourism-related economic development for the State of Montana. Their funds are primarily derived from the Montana bed tax, an accommodation tax of four percent levied on users of Montana's lodging facilities.

Travel Montana has a Tourism Infrastructure Investment Program that awards grants to tourism-related non-profit groups for activities such as project construction costs (bricks and mortar) associated with building new and/or rehabilitating older tourism and recreation attractions, historic sites or artifacts; costs associated with purchasing new and/or existing tourism and recreation attractions, historic sites or artifacts and equipment purchased for a specific tourism project operation. Grant application materials are available from Travel Montana in late spring of each year. The application deadline is August 1.

Travel Montana
Montana Department of Commerce
1424 9th Avenue
P.O. Box 200533
Helena, Montana 59620-0533
(406) 444-2654

Wyoming Programs

Transportation Enhancements Activities Local (TEAL). The Wyoming Department of Transportation has made funds available under the Federal Transportation Act (TEA-21). The purpose of the grants is to fund projects that are off the state highway system (non-highway department), transportation related and that will add community and environmental value to the transportation system. Project types include non-motorized transportation (walking/bike paths), scenic beautification (roadside landscaping), historic preservation (transportation related). Public agencies: city, county, state or federal agencies (excluding the administering bodies), tribal councils, joint powers boards, and school districts are eligible. The typical range of award is from \$100,000 to \$200,000 and requires a 20 percent local match. The application deadline is June 30.

Wyoming Department of Transportation
5300 Bishop Blvd.
Cheyenne, Wyoming 82009-3340
(307) 777-4384 or (307) 777-4275

Recreational Trail Fund Grant. Local, state and federal agencies as well as qualifying private organizations are eligible for awards that range from \$2,500 to \$75,000. A 20 percent match is required. These grants are for trail-related activities that further specific goals related to trails in the Wyoming State Comprehensive Outdoor Recreation Plan of 1995. Eligible programs include: maintenance and restoration of existing recreational trails; trailhead and trailside facility development; equipment for trail construction and maintenance; construction of new trails where need is shown; easements and fee simple title to property for recreational trails and corridors and trail-related safety; and environmental education programs. Grant packages are mailed in early fall; the usual deadline is in mid-November.

Grants Program Specialist
122 W. 25th St.
Cheyenne, Wyoming 82002
(307) 777-3483

Habitat Trust Fund Grant. Private landowners; conservation organizations; local, state and federal agencies are eligible for awards that range from \$1,000 to \$20,000 to maintain or improve water developments and riparian habitat for the benefit of wildlife. The types of grants are: Water Maintenance and Development Grant, Upland Habitat Grant or Riparian Habitat Improvement Grant. Funding comes from interest generated from Wyoming Game and Fish Commission's Wildlife Trust Fund. Project sponsors must provide at least 50 percent of project cost in terms of money or in-kind services. Deadline is Jan. 2.

Wyoming Game and Fish Department, Wildlife Division
5400 Bishop Blvd.
Cheyenne, Wyoming 82002
(307) 777-4559

Habitat Trust Fund Grant (Aquatic). Eligibility, requirements, and deadlines are the same as the Habitat Trust Fund Grant. Awards range from \$1,000 to \$10,000 with the purpose of maintaining or improving water developments and riparian habitat for the benefit of aquatic wildlife.

Game and Fish Department, Fish Division
5400 Bishop Blvd.
Cheyenne, Wyoming 82002
(307) 777-4559

Lola Homsher Endowment Fund Awards. Grants up to \$1,500 to individuals or organizations to assist in historical projects. Applications are due January 15th and June 15th. Information about the grant program can be found in the Wyoming State Historical Society Awards Program booklet, which is available from the Society.

Wyoming State Historical Society
Lola Homsher Grant Program
PMB #184, 1740H Dell Range Blvd.
Cheyenne, Wyoming 82009-4946

Certified Local Government Grants (CLG). Local or county unit of government in partnership with the Wyoming State Historic Preservation Office and the National Park Service State Parks and Cultural Resources, and State Historic Preservation Office are eligible for grants to support historic preservation projects from education to rehabilitation. The typical range of awards is from \$1,000 to \$25,000 and require 40 percent cash or in-kind match. The project must meet federal standards for historic preservation. Deadline is March 15. Park County, Wyoming is a CLG.

Wyoming State Historic Preservation Office
Dept. of State Parks & Cultural Resources
2301 Central Avenue, 3rd floor
Cheyenne, Wyoming 82002-
(307) 777-7697

Park County CLG Contact:
Mr. Hal Dicks
P.O. Box 1299
Powell, Wyoming 82435

Wyoming and Montana Programs

Arts Council. The Montana and Wyoming Arts Councils administer re-grant funds from the National Endowment for the Arts (NEA). Funds may be used to undertake cultural resources planning, to sponsor activities and events (folk festivals, art shows, indigenous craft shows, and apprenticeship programs). NEA also supports funds in the field of art and architecture and supports the activities of local arts agencies. Application for funding may also be made directly to the national offices of both NEA and NEH in Washington. For example, NEA provides funding for community projects which address certain aspects of historic preservation, landscape design and cultural resources planning.

Montana Arts Council
PO Box 202201
Helena, Montana 59620-2201
(406) 444-6514

Wyoming Arts Council
2320 Capitol Avenue
Cheyenne, Wyoming 82002
(307) 777-7742

Other

The National Trust for Historic Preservation (NTHP)

The National Trust for Historic Preservation (NTHP) provides funding for historic preservation projects in a number of categories. Funds for NTHP programs derive from Trust memberships, charitable contributions and Congressional appropriation through the National Historic Preservation Fund. Both Wyoming and Montana are covered by the Mountain Plains Regional Office. The financial assistance programs of NTHP include the following:

National Preservation Loan Fund (NPLF). The NPLF promotes the revitalization of commercial and industrial centers, the conservation of neighborhoods and rural communities, and the preservation of archaeological and maritime resources. Through the NPLF, the Trust provides financial and technical assistance to help preserve historic resources as well as strengthen the real estate development capabilities of recipient organizations. The Fund provides non-profit organizations and public agencies with low interest loans, loan guarantees and lines of credit to help establish or expand local and statewide revolving funds and loan pools, and to undertake development projects involving historic buildings, sites and districts. The Fund also offers special assistance for buildings and sites certified National Historic Landmarks (NHL) or that meet NHL criteria.

Preservation Services Fund (PSF). PSF grants are intended to increase the flow of information and ideas in the field of preservation. They help stimulate public discussion, enable local groups to gain the technical expertise needed for particular projects, introduce students to preservation concepts and crafts and encourage participation by the private sector in preservation. Eligible applicants must be non-

profit organizations or public agencies and members of the NTHP Forum program. Maximum awards are \$5,000 and all grants must be matched on a dollar-for-dollar basis, using primarily cash contributions.

Johanna Favrot Fund. This fund was established in 1994 for the purpose of saving historic environments across the United States in order to foster appreciation of the nation's diverse cultural heritage and to preserve and revitalize the livability of the nation's communities. Eligible activities include hiring consultants in areas such as architecture, planning, economics, archaeology, fund raising, media relations, education, graphic design, organizational strengthening; sponsoring conferences and workshops; designing education programs. Application deadline is February 1.

Critical Issues Fund. The Trust provides matching grants to local, state and national non-profit organizations, universities and local government entities seeking support for research or model projects that pursue broadly applicable solutions to pressing preservation problems.

NTHP Mountain/Plains Regional Office
910 16th St., Suite 1100
Denver, Colorado 80202
(303) 623-1504

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