



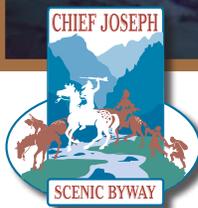
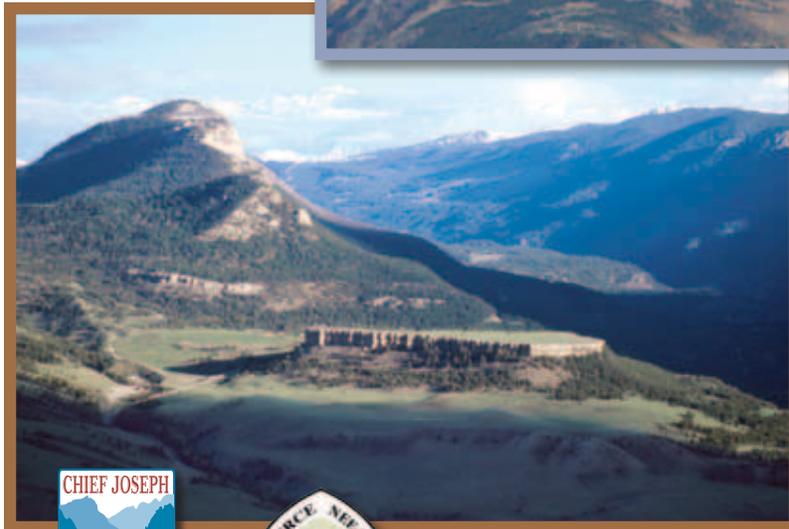
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Department of
Agriculture

Forest Service
Rocky Mountain
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January 2009



Chief Joseph Scenic Byway & Beartooth All-American Road Interpretive Plan



Shoshone National Forest
Custer National Forest

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Date: January 16, 2009

Forest: Shoshone National Forest and Custer National Forest

Chief Joseph Scenic Byway and Beartooth All-American Road (AAR) Interpretive Plan

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View south from the Beartooth All-American Road of Pilot and Index Peaks, Absarokas.

INTRODUCTION

Purpose and Need

The Chief Joseph Scenic Byway borders the northeastern edge of Yellowstone National Park. This Byway, with its spectacular views and unique history, offers world-class opportunities for wildlife viewing, access to a variety of recreation opportunities, and a chance to retrace the land where the legendary flight of Chief Joseph and his band of Nez Perce occurred.

A Corridor Management Plan for the Chief Joseph Scenic Byway was completed in the 1990s with a Wyoming Scenic Byway grant. Since that time, an interpretive overlook at Dead Indian Summit has been developed. Additional signs for portals, Forest entry, and interpretation are to be completed or identified in this plan.

The Beartooth Highway All-American Road (AAR) (hereafter referred to as the Beartooth AAR) is one of the most spectacular national forest routes and is known to many as “the most beautiful highway in America.” The Wyoming portion of the Beartooth AAR beginning at the Montana state line (US 212) offers travelers the ultimate high country experience as it courses through the Shoshone National Forest. Completed in 1936, the highway provides millions of visitors a rare opportunity to see the transition from a lush forest ecosystem to alpine tundra in the distance of a few miles. The Beartooth Mountains are one of the highest elevation and most rugged landscapes in the lower 48 states, with 20 peaks over 12,000 feet in elevation. Glaciers are found on the north flank of nearly every mountain peak over 11,500 feet.

Recreation opportunities are abundant in the areas traversed by both byways. Visitors can cross-country ski in June and July; hike across the broad plateaus; view and photograph wildlife (mountain goat, moose, black bear, grizzly bear, marmots, mule deer, and elk); take a guided horseback trip; fish for trout

in the streams and lakes adjacent to the Byway; and camp in national forest campgrounds. Even when the highway is closed to automobiles, snowmobilers may travel the route and enjoy a spectacular winter wonderland.

Benefits of the Interpretive Plan

Interpretive plans are done for people to frame the human experience, not for resource or landscape management. An interpretive plan (or combination of plans as in this case) provides a framework for implementing a coordinated, unified interpretive approach. This framework sets the direction for high quality visitor experiences and community involvement.

The influence of interpretive planning for area residents is equally important. Because of the educational nature of interpretive facilities and resources, school groups and other non-profit organizations often use them. Providing knowledge to residents about the Byway resources can serve to boost community pride and enhance resource appreciation.

Interpretive themes are developed from the interpretive goals and objectives for the significant resources of the Byway. A central theme helps tie together the information and ideas that are presented to visitors. Themes are the plot to the movie, the moral of the story. They answer the question, “So what?” or “What’s the big deal?”

The theme provides the foundation for all presentations, no matter what media is used. Interpretive messages may be accomplished through signs, exhibits, visitor centers, audio/visual productions, publications, internet, and personal services, such as guided interpretive hikes and campfire programs. Over the last twenty years, interpretive planning for the Beartooth AAR has had extensive efforts and reviews. This plan pulls the best ideas and new media tools together for guiding visitor experiences on the Chief Joseph Scenic Byway and the Beartooth AAR for the next





ten to fifteen years. Upon completion of the majority of the recommendations of this plan, evaluation of efforts and a new effort will be required.

Interpretive definitions were developed in 2006 when The Definitions Project group met in a series of 4 meetings with 20 attendees representing federal agencies, professional organizations, and other NGOs. The following definitions resulted from those meetings. A complete listing of terms used in interpretation, museum planning and experiential education can be referenced at: http://www.definitionsproject.com/definitions/media/definitions_list_0107.pdf

Informal Interpretation

Spontaneous personal interpretive contacts with audiences within a variety of settings.

Informal Learning Environments

The places, venues, and settings where informal learning opportunities are intentionally made available to visitors, such as in parks or museums.

Interpretation

A mission-based communication process that forges emotional and intellectual connections between the interests of the audience and meanings inherent in the resource. (National Association for Interpretation)

Interpreter

A person who employs a mission-based communication process that forges emotional and intellectual connections between the interests of the audience and meanings inherent in the resource.

Interpretive

Technique that assists audiences through communication media in making both emotional and intellectual connections with heritage resources.

Interpretive Center

An interpretive center is a facility where opportunities are provided for people to forge emotional and intellectual connections between

their interests and the meanings that arise from learning about the resource. The facility may or may not be staffed, and can range in scale from a kiosk to a complex of buildings and natural sites, but always provides information about the natural and cultural resources.

Interpretive Equation

A visual and verbal metaphor for demonstrating the dynamic relationship between the knowledge of heritage resources, knowledge of audiences and use of appropriate interpretive techniques to create interpretive opportunities.

Interpretive Objectives

Desired measurable outputs, outcomes and impacts of interpretive services.

Interpretive Opportunity

A place, time, and experience when interpretation may occur.

Interpretive Planning

The decision-making process that blends management needs and resource considerations with visitor desire and ability to pay to determine the most effective way to communicate the message to targeted markets (National Association for Interpretation).

Interpretive Program

Activities, presentations, publications, audio-visual media, signs, and exhibits that convey key heritage resource messages to audiences (Adapted from US Fish & Wildlife Service).

Interpretive Services

Any personal or non-personal media delivered to audiences.

Interpretive Theme

A succinct, central message about a topic of interest that a communicator wants to get across to an audience.

Nature Center

A facility that brings environments and people together under the guidance of trained professionals to experience and develop

relationships with nature. A nature center serves its community and fosters sustainable connections between people and their environment (Association of Nature Center Administrators).

Nonpersonal Interpretation

Interpretive media that do not require a person to deliver a message (i.e. exhibits, waysides, brochures, signs, magazines, books, etc.).

The **purpose and need** for this plan is as follows:

- ☞ *Communicate*, through exhibits and public contact programs, those values that engender appreciation, understanding, and stewardship values for the unique resources and history of the region and both byway corridors.
- ☞ *Integrate and update* the previous interpretive plans and subsequent construction plans for the Chief Joseph Scenic Byway and the Beartooth AAR into a single plan that articulates current policy, direction, and priorities.
- ☞ *Develop a concise and effective strategy* for the placement of thematic stories related to significant events along the corridors.

Summary of Previous Planning Efforts

There have been a variety of efforts addressing interpretive needs along the Beartooth AAR and the Chief Joseph Scenic Byway, shown below:

October 2007 - Wyoming Travel and Tourism Department provided a grant to design and develop interpretive signage and site development for selected sites and portal entries to the Forest and Byways. This work received recognition from the Director of Wyoming Travel and Tourism as the model for interpretive signing in Wyoming.

2007 - A Chief Joseph Scenic Byway logo was designed by Donna Sullenger, Shoshone Visual Information Specialist, Graphic Designer for the Center for Design and Interpretation. The logo was reviewed and approved by key partners.

April to August 2006 - Dick Ostergaard, San Juan National Forest Landscape Architect-Interpreter, and Cheryl Hazlitt, Interpretive Planner for the Center for Design and Interpretation begin to draft an interpretive plan for the Beartooth AAR and Chief Joseph Byways. An updated site inventory was established, editing out sites that were not feasible from the 1979 Beartooth AAR Interpretive Plan, and developing site inventories for the Chief Joseph. Themes were drafted, but not completed. In September of 2007, Hazlitt traveled to Cody to meet with the forest staff to determine steps needed to complete the plan and collaborate with byway partners in an organization and input meeting.

October 2004 - Mark Holdeman, private Landscape Architect Consultant contracted by the Federal Highways (FHWA) provided design and interpretive services regarding mitigation planning with the reconstruction design and planning of the Beartooth AAR. Concept drawings for these sites are found in **Appendix B**.

June 2004 - Federal Highways Administration identified several interpretive sites as part of required highway mitigation work. The agency consulted with Forest Service Landscape Architect Dick Ostergaard to define interpretive sign needs and thematic topics for each site. Work on these sites was halted in 2006 when a major earth and debris slide required extensive repair and all project dollars were reallocated. A new date and budget for this work has not been established.

Circa 2000 - Completion of Chief Joseph Corridor Management Plan by Wyoming Department of Transportation (SB-1996-WY-3).





2003 - A Beartooth AAR logo was designed by Donna Sullenger, Shoshone Visual Information Specialist, Graphic Designer for the Center for

Design and Interpretation. The logo was reviewed and approved by key partners.

January 2002 – Completion of Beartooth All-American Road Corridor Management Plan. The Byway received All-American Road status in 1995.

1996/97 – Completion of Chief Joseph Scenic Byway Corridor Management Plan by Wyoming Department of Transportation and Federal Highway Administration; Project Lead: Thomas Cook.

June 1995 – H.L. James, author/editor of Beartooth AAR Geologic and Historic Tour, credits Montana Tech of University of Montana, Butte, MT.

July 1992 – Completion of Interpretive Strategies for the Beartooth AAR by the USFS Region 2 Service Center, Hazlitt and Rosen.

1989 – Beartooth AAR Recreation Management Proposal complete by Lyle Hancock, Clemson Project.

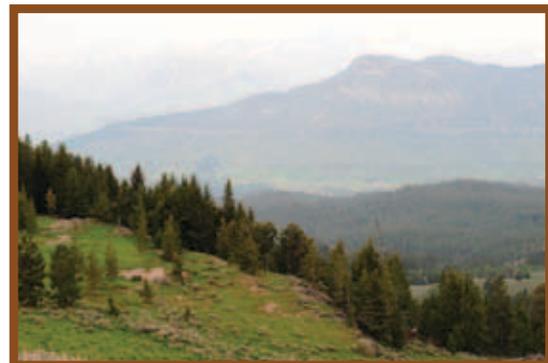
1979 – A comprehensive inventory was completed for the Beartooth AAR Interpretive Plan (USDA Forest Service).

Parameters and Planning Assumptions

This plan is based on a number of assumptions including current and future use and projected Forest Service management. Significant changes in visitor use, partners, or agency policies may require modifications to this plan.

- 1) The implementation of this Interpretive Plan is consistent with the Corridor Management Plans developed for both the Chief Joseph State Scenic Byway and the Beartooth AAR.

- 2) The Byway Steering Committee's primary partners consist of: Shoshone National Forest, Gallatin National Forest, and Custer National Forest, Friends of the Beartooth AAR (FOBAAR), Red Lodge Chamber, Cooke City Chamber, Friends of Clay Butte, the Nez Perce National Historic Trail Foundation, the Nez Perce National Historic Trail Administration, Wyoming Travel and Tourism Council and National Park Service key representatives for National Historic Trails and Nez Perce National Park sites.
- 3) The steering committee will continue to work cooperatively with other federal and state land management agencies, related state departments, Wyoming Department of Transportation, Wyoming Travel and Tourism, Federal Highways Administration, State Historic Preservation offices, Native American Tribes, business organizations, special use permittees, and other partners.
- 4) Friends of the Beartooth AAR (FOBAAR) and Friends of Clay Butte will support the implementation of the Interpretive Plan by seeking funding opportunities, developing a mechanism of communicating with the forests and partners, and developing volunteer opportunities.
- 5) Interpretive services will focus on providing quality interpretive opportunities, meeting identified demands, attempting to resolve conflicts and impacts to cultural, historical, and natural resources, and helping to diversify local economies.
- 6) The partners working cooperatively along the byways will continue work to find consistent and reliable funding sources



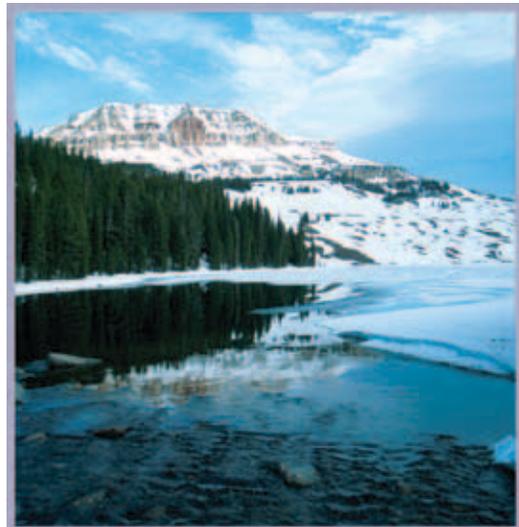
Chief Joseph Scenic Byway scenic view

to ensure that byway interpretive facilities and services are quality products, well maintained, and updated for the traveling public. The forests will continue to pursue National Scenic Byway and Wyoming Department of Travel and Tourism grants for funding to ensure that the portals and wayside exhibits provide the necessary information, orientation, and interpretive products to serve travelers.

- 7) The current waysides are popular stops for tourists en route to Yellowstone National Park.
- 8) Specific site plans may be needed for some portals and proposed waysides, with consideration given to accessibility, winter access, fencing needs, and highway site ingress/egress.
- 9) The established and proposed portals will provide overall visitor information, orientation, and interpretation specific to each portal location.
- 10) All new site and exhibit planning will attempt to incorporate sustainable design principles and seek to use best practices for use of sustainable materials, recyclables, and longevity.
- 11) The Federal Highway Administration (FHWA) developed six interpretive sites as part of its proposal to reconstruct Segment 4 of the Beartooth AAR in 2004/05. The following information below explains and defines these sites and decisions.

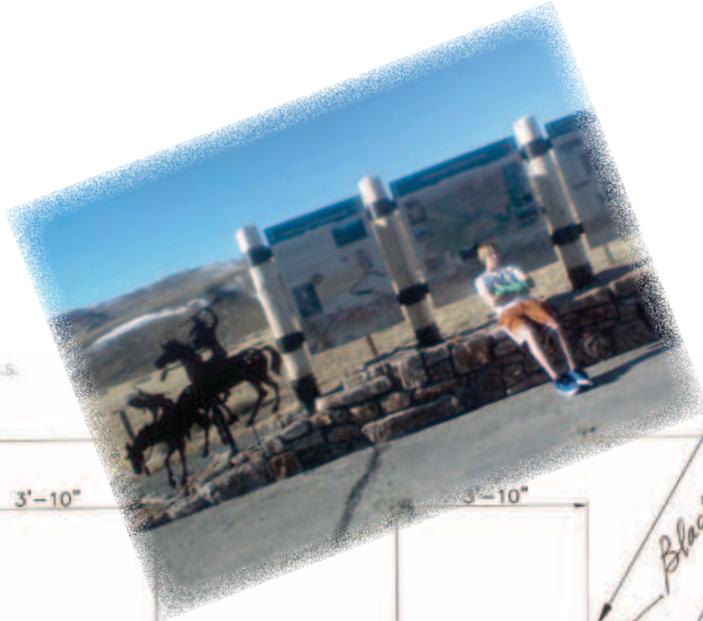
- ☞ The Lake Creek and Beartooth Lake Bridge interpretive sites were designed to serve as mitigation for impacts the proposed roadway construction project will have to the historic road and bridges.
- ☞ The Beartooth Ravine interpretive site was designed to address commitments made in the biological opinion developed between FHWA, US Fish and Wildlife Service, and Shoshone National Forest.

- ☞ Top of the World Interpretive Site was identified as an ideal location to interpret a number of geological, paleontological, human history, and natural phenomena.
- ☞ Additionally, FHWA has developed concepts for two other sites to address the original engineering design of the road. These sites are identified in order to meet commitments included in the MOU held among the FHWA, the SHPO, Shoshone National Forest, and Yellowstone National Park.
- ☞ Lake Creek and Beartooth Lake Bridge, Beartooth Ravine, and Top of the World Interpretive Sites are either fully designed or in final stages of design with pull-outs and interpretive topics identified.



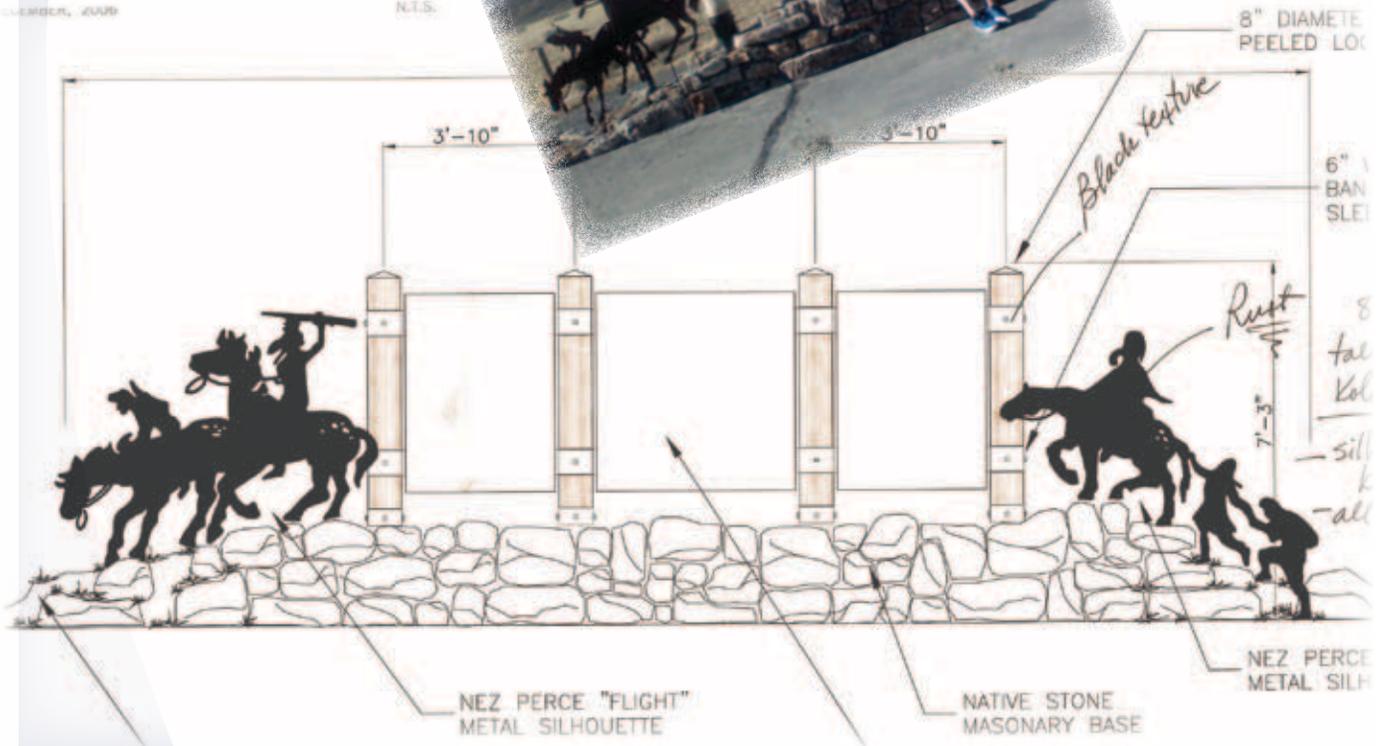
Beartooth Butte and Lake, Beartooth AAR





CHARACTER, GUARD

N.T.S.



GOALS AND OBJECTIVES

Both management and visitor experience goals and objectives are listed below. Management goals and objectives describe what the forest intends to achieve through its planning and implementation of interpretive media. Visitor experience goals and objectives differ from management goals by focusing more on what the visitor experiences versus what managers need.

Management Goals and Objectives

The following interpretive management goals and objectives tier from goals established in the previously developed Byway Corridor Management Plans (CMP). Goal objectives statements from either source are noted.

GOAL 1: Develop visitors' appreciation for, and understanding of, the value of the land's resources and the relationships that exist between people and the land.

- ⊙ **Objective:** Connect people to the land through information and interpretation on recreation opportunities, local wildlife, ecosystems, the area's history, and the unique qualities of the highway corridor (*Source: Beartooth AAR CMP*).
- ⊙ **Objective:** Through interpretive media and programs, encourage participation in forest management discussions, group/town meetings, and other methods of public comment regarding agency programs and policies.

GOAL 2: Reduce resource damage.

- ⊙ **Objective:** Reduce overuse of certain areas by encouraging people to visit underused sites during off-peak times.
- ⊙ **Objective:** Develop a stewardship ethic among visitor and residents for natural and cultural resources, resulting in increased compliance with park and forest regulations.
- ⊙ **Objective:** Include personal responsibility and stewardship messages in interpretive media wherever appropriate (e.g. Leave No Trace and Tread Lightly).

GOAL 3: Develop partnerships and promote cooperation among agencies, communities, and organizations that broaden the base of support for the byways.

- ⊙ **Objective:** Develop collaborative strategies among communities within the Northeast Yellowstone Scenic Corridors to encourage longer visits along the byway corridors, while also minimizing impacts to byway communities and the natural environment (*Source: Beartooth AAR CMP*).
- ⊙ **Objective:** Integrate the Chief Joseph Scenic Byway tourism marketing strategy with the local community travel and tourism organizations (Cody, Cooke City, and Red Lodge) to complement, rather than compete with existing tourism resources (*Source: Chief Joseph CMP*).
- ⊙ **Objective:** Provide for the privacy of corridor residents and businesses (*Source: Chief Joseph CMP*).

GOAL 4: Identify and prioritize for development an appropriate range of sustainable facilities, media, and programs to meet visitor needs and manager's goals, along with strategies for completion, funding mechanisms, and appropriate partnerships.

- ⊙ **Objective:** Establish critical gateway centers or portals at significant areas.
- ⊙ **Objective:** Provide interpretive and toilet facilities that meet universal accessibility standards (*Source: Chief Joseph CMP*).
- ⊙ **Objective:** Use sustainable materials, encourage efficient travel planning, and take advantage of green and recycling principles.
- ⊙ **Objective:** Follow a standardized interpretive orientation sign for each byway, (e.g. rustic logs, metal and masonry sign structures).





GOAL 5: Communicate the character and stories of the byways via consistent design and interpretive elements that

reflect the intrinsic qualities of the scenic byways and the professionalism of the managing agencies and their partners.

- ⊙ **Objective:** Develop an integrated highway signage program that incorporates the Beartooth and Chief Joseph logos and is consistent with the signing policies of the appropriate byway agencies. (Source: *Beartooth AAR CMP for Beartooth*)
- ⊙ **Objective:** Identify public land management agencies and stewardship responsibilities.
- ⊙ **Objective:** Recognize partnerships at participating sites and facilities.

Visitor Experience Goals and Objectives

The following interpretive goals and objectives identify desired visitor experiences.

GOAL 6: Help visitors recognize the significant relationship that exists between people and land through emotional, social, and/or intellectual experiences.

- ⊙ **Objective:** Through thematic stories and programs, provide opportunities for discovery of the byways' natural history and cultural traditions.
- ⊙ **Objective:** Motivate visitors to seek out additional cultural and heritage experiences, opportunities, and events in the local communities.

GOAL 7: Provide orientation and information that helps visitors find the places and experiences that they are seeking.

- ⊙ **Objective:** Design products and services in a manner that provides a seamless transition in information dispersal, interpretive stories, and facilities among the byways and associated national forest lands.
- ⊙ **Objective:** Use a wide variety of information and orientation media that will be accessible and engaging to people of all ages, interests, and abilities.



VISITOR USE AND ANALYSIS

Shoshone National Forest Recreation Niche

In 2006, the Shoshone NF completed an effort to determine the niche of forest lands for recreation uses. Recreation uses of this forest are the popular driving corridors, some designated as National Scenic Byways (including the Beartooth AAR) that provide the infrastructure for sightseeing or access for travelers en route to other destinations. These travel corridors are significant to recreation because they provide opportunities for driving for pleasure, and access to viewing scenery and wildlife, camping, picnicking, hiking, walking, and horseback trail riding.

Demographics

The following statistics are based on the findings from the National Visitor Use Monitoring Project (NVUM) report for the Shoshone NF (Kocis et al., 2004).

- ◆ Nearly 1/3 of users reported driving for pleasure, however 2/3 identified driving for pleasure along with their other recreation activities including viewing and photography of scenic vistas, wildlife viewing, and sightseeing.
- ◆ While many of the byways travelers were en route to Yellowstone National Park, a significant percentage were local Wyoming residents who use the byway corridors for recreation experiences and do not necessarily go into Yellowstone NP.



RV Camping, Beartooth AAR

- ◆ In terms of visitor origin, 43 % of the visitors to the Shoshone NF were from the three-county area respectively as listed:
 - ☞ Fremont County residents - 31% of total visitors
 - ☞ Park County - 11 %
 - ☞ Hot Springs County - 0.9 %.
 - ☞ Bordering states represented 25 % of the total visitors to the Shoshone NF
 - ☞ Among neighboring states, Montana had the largest proportion of forest visitors (6 %) while the rest of the visitors were from other states (33 %) or other counties (0.2%).
- ◆ Travel distances:
 - ☞ Over 40 % of the visitors traveled less than 100 miles to get to the Shoshone NF
 - ☞ 28 % travel less than 50 miles
 - ☞ 9 % traveled 100 to 199 miles
 - ☞ 12 % travel 200 to 499 miles.
 - ☞ More than one-third of the visitors traveled 500 miles or more to get to the Shoshone NF.
- ◆ The average length of stay per visit on the Shoshone NF was 27.6 hours.
 - ☞ For individual site visits, the average stay ranged from 43.8 hours for developed overnight use to 1.2 hours for developed day use.
 - ☞ The average site visit for wilderness was 22.5 hours.
 - ☞ General forest area visits were 14.1 hours.
 - ☞ The average for all site visits was 18.0 hours with visitors averaging 1.5 sites during each visit to the Shoshone NF.
 - ☞ Approximately 4 % of the total site visits on the Shoshone NF were to wilderness areas.





- ◆ In terms of participation rates, the five top recreation activities were:
 - ☞ Viewing natural features (60%)
 - ☞ Viewing wildlife (55%)
 - ☞ Relaxing (48%)
 - ☞ Hiking/walking (38%)
 - ☞ Driving for pleasure (33%)

- ◆ In terms of the primary activity for the trip, the top five recreation activities were:
 - ☞ Viewing natural features (19%)
 - ☞ Hiking/walking (11%)
 - ☞ Relaxing (10%)
 - ☞ Hunting (9%)
 - ☞ Fishing (7%)

☞ Rounding out the top 10 were snowmobiling (7%), viewing wildlife (5.1%), developed camping (5%), picnicking (5%), and gathering forest products (4%).

☞ For some activities such as snowmobiling and hunting, the percentage for primary activity was nearly the same as the percentage for participation which indicates that these activities are typically the sole activity participated in during the visits.

- ◆ The most frequent use in roadways broke down in the following percentages:
 - ☞ Forest roads (23%)
 - ☞ Forest trails (19%)
 - ☞ Scenic byway (17%)
 - ☞ Picnic area (10%)
 - ☞ Developed campgrounds (7%)
 - ☞ Snowmobile area/trails (7%)
 - ☞ Wilderness access (7%)

Economic Impact of Visitors to the Shoshone NF

Total visits to the Shoshone NF were estimated to be more than 528,000 with a visit defined as the entry of one person upon the national forest to participate in recreation activities for an unspecified period of time. Of the total visits,

nearly 143,000 (27%) were estimated to be visits by non-local residents with more than 269,000 estimated to be by local residents (51%) and more than 116,000 estimated to be non-primary visits (22%). For this analysis non-primary visits were assumed to be by non-locals. Local visitors were defined as individuals living within 50 miles of the recreation site. Visits by local residents tended to be day visits while non-local resident visits usually involved an overnight stay in the area either on the forest or adjacent to the forest. Total visitor spending for the Shoshone NF was estimated to be \$20.1 million. Of this total:

- ☐ \$11.2 million (56%) was estimated to be by non-local residents
- ☐ \$6.3 million (31%) by local residents
- ☐ \$2.6 million (13%) by non-primary visitors which were assumed to be non-local residents
- ☐ Non-locals represent a higher proportion of total spending despite being a lower proportion of total visits due to their higher expenditures per visit

Commercial recreation on Shoshone NF generates a total of about \$14.5 million and does not account for other expenditures during the visitors' stay in the area.

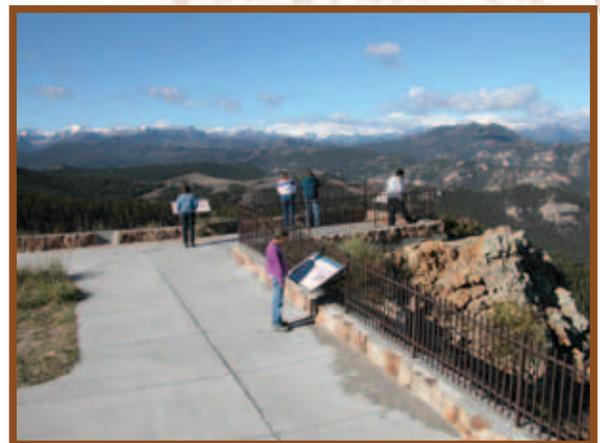
Implications for Interpretive Media and Programs

- ◎ Baby boomer generation and age group is the largest user group with discretionary income and will desire experiences that cater to their pursuits of lifelong education or recreation.
- ◎ Commercial recreation is a vital activity that relies on national forest resources and infrastructures to provide high quality experiences and services to visitors and travelers.

- ⊙ Over 1/3 of visitors traveling over 500 miles will continue to have need for services and amenities and will use the byway corridors during their visit to the area.
- ⊙ Local residents recreate and depend on national forest infrastructure and services.
- ⊙ Interpretive and regulatory information needs to be structured to target a variety of user groups based upon recreation experiences rather than by specific age groups.



Top of the World Store, Beartooth AAR



Dead Indian Scenic Overlook



Beartooth AAR, circa 1920

- ⊙ Strong partnerships and ongoing communication with commercial recreation interests is vital to forest management, mission, conservation of resources, and sustaining local economies.
- ⊙ Determining additional methods to increase visitor stays on national forest lands will result in longer stays and additional needs within individual communities.





BYWAY THEME, SUBTHEMES, AND STORYLINES

Due to the size and nature of the two byways and the diversity of landscapes, there is a need for individual theme statements that represents the significance of each byway. Subthemes and storylines tier off these main theme statements.

Chief Joseph Scenic Byway Theme

The Chief Joseph Scenic Byway illustrates the ever-present relationships between nature and people through the story of the Nez Perce and their allies' flight in 1877 across this rugged landscape of craggy mountains and ravine.

Chief Joseph Topics, Subthemes, and Storylines

Topic: Historic flight of the Nez Perce and their allies through this landscape

Subtheme: The Chief Joseph Scenic Byway is one component of the Nez Perce National Historic Trail and only part of the escape route the Nez Perce followed in 1877.

Storylines:

- § The entire route that the Nez Perce and their allies traveled to escape the military in 1877 was not a unique route, but many connecting routes that were known and used before and after the Nez Perce event.
- § Some of the trails used by the Nez Perce and other tribes were historic trails to buffalo hunting grounds in the Big Horn Basin and allowed hunting access for deer and elk.
- § Travel by early miners and ranchers along corridor
- § Other aboriginal peoples have called this landscape their homeland both before and after the Nez Perce traveled through.

"Do not try to satisfy your vanity by teaching a great many things. Awaken people's curiosity. It is enough to open minds: do not overload them. Put there just a spark. If there is some good inflammable stuff, it will catch fire."

~Anatole France

Topic: Managing public lands for people and wildlife.

Subtheme: This area is wild country rich in wildlife where management of wildlife habitat and human use is necessary for safe recreation opportunities for people and wildlife protection.

Storylines:

- § Minimize adverse impacts on wildlife by following certain practices and or behaviors. Leave No Trace and Tread Lightly provide consistent messages regarding desirable behavior, habitat intrusion, and wildlife disturbance.
- § Regulations and recommended practices for recreating in grizzly bear country
- § Forest management includes enhancing wildlife habitat and scenic diversity.

Topic: Orientation/Information

Subtheme: Welcome to a land of inspiring beauty, rugged mountains, wilderness, and the home of many species of North American wildlife.

Storylines:

- § Visitor information, introduction to the corridor, map, and general history of the natural and cultural resources in the area.
- § Information about the route, traffic and road conditions, visitor cautions concerning wildlife on the highway.
- § Information about wildlife of the area emphasizing large carnivores and big game winter range.
- § Emergence of recreation in late 19th and early 20th century.
- § Human dependence upon the landscape.
- § Number of travelers on byway today.
- § Geologic formations and vista place names.
- § Recreation opportunities based on natural and cultural resources.
- § Introduction to Nez Perce National Historic Trail Auto Tour route.





Topic: Ranching and mining history of region
Subtheme: Early mining exploration yielded very little results, causing many

prospectors to turn to farming and ranching instead.

Storylines:

- § Many of today's area ranches were started by earlier unsuccessful prospectors.
- § If you find cultural artifacts, leave them in place and contact a professional. There is much to be learned from an artifact's placement and location.

Beartooth AAR Theme

The Beartooth AAR crosses four complex ecosystems that create magnificent landscapes and wildlife habitat in this region, drawing national and international attention.

Beartooth AAR Topics, Subthemes, and Storylines

Topic: Orientation/Information

Subtheme: Welcome to a land of inspiring beauty, rugged mountains, wilderness, and the home of many species of North American wildlife.

Storylines:

- ❏ Visitor information, introduction to the corridor, map, and general history of the natural and cultural resources present in the area.
- ❏ Information about the route and the significance of All-American Road designation.
- ❏ Traffic rules and conditions, visitor cautions concerning game on the highway.
- ❏ Map identifying the Beartooth AAR and distances and travel times to Cody, Wyoming; Cooke City and Red Lodge, Montana; and Yellowstone National Park.
- ❏ Geologic formation and vista names.

Topic: Recreation opportunities
Subtheme: Numerous recreation opportunities exist within Shoshone National Forest and require using caution and safe practices than minimize human and wildlife conflicts.

Storylines:

- ❏ Recreation uses, ethics, regulations and safety are all part of national forest land recreation.
- ❏ Managers must take a multitude of uses and resource needs into consideration on national forest lands.
- ❏ Fishing, hiking, camping, and winter sports are only a few of the many recreation activities available on the Shoshone National Forest.
- ❏ Safe actions: be aware of conditions to prevent hypothermia, bear interaction, and other potentially dangerous situations. Emphasis on bears.
- ❏ Management and recreation on designated wilderness requires special information and different practices than on other forest lands.

Topic: The history of building the Beartooth AAR, and its management.

Subtheme: The Beartooth AAR was an engineering feat in the 1930s, originally constructed as an approach to Yellowstone National Park.

Storylines:

- ❏ After significant lobbying, President Herbert Hoover signed the National Park Approaches Act in 1931, and the Red Lodge-Cooke City route was the first park approach road to receive \$1 million in funding for the initial construction of the 96.6 kilometers (60 miles) covered under the Act.
- ❏ The Park Approach Act made construction of the Beartooth AAR possible.
- ❏ Resolving the Beartooth AAR's management authority and maintenance issues have been in discussion since



1994, including design and construction improvements to the highway.

- ❧ In 1997, Congress listed the Beartooth AAR as a “high-priority” project in the Transportation Equity Act for the 21st Century and allowed Montana to spend up to \$19.9 million on any section of the highway, whether in Montana or Wyoming.
- ❧ In the spring of the 2005, a severe spring storm that dropped nearly 22.9 centimeters (9 inches) of rain caused avalanches of mud, rock, and debris to completely sweep away sections of the highway in several places. In all, five major slides damaged 13 portions of the highway resulting in its closure - just a week before the Memorial Day weekend and the start of the busy tourist season.

Topic: Clarks Fork River Valley resources

Subtheme: The rich natural resources of the Clarks Fork River Valley and the surrounding mountains brought early explorers, trappers, and miners in search of wealth.

Storylines:

- ❧ The Lewis and Clark expedition passed through this region in 1803 documenting the wildlife and tribes they encountered at that time.
- ❧ Rich deposits of silver attracted prospectors to the area in the 1870s
- ❧ The diverse natural resources, including wildlife, vegetation, and the surrounding Beartooth Mountains and plateau.

Topic: Contrasting geology of the Absaroka and Beartooth Mountains

Subtheme: The Absaroka and the Beartooth AAR Mountains natural forces of fire and ice elements created these spectacular landscapes as we know them today.



Winter leftover snow piled high on the Beartooth AAR.

Storylines:

- ❧ Remnants of glaciated valleys, volcanic peaks and cliffs created by massive historical lava flows just south of the Clarks Fork River.
- ❧ Heart Mountain’s unique geology with the exposed detachment blocks of rock.
- ❧ Pilot and Index Peaks as volcanic landmarks of the region.
- ❧ Beartooth Butte and paleontology reveal the story of ancient climates and prehistoric people.
- ❧ Granitic and clay soils give rise to plants, animals and watersheds.

Topic: Life zones, flora and fauna, and natural life cycles

Subtheme: Driving across the Beartooth AAR, travelers cross a diversity of life zones, and may view a variety of wildlife, plant life, and landscapes.

Storylines:

- ❧ Diverse environments of montane forest, subalpine forests, wet alpine meadows, high mountain glacial lakes, rivers, alpine tundra, and rocky areas above vegetation lines all contribute to diverse plant and animal life.
- ❧ You may see wildlife such as deer, elk, moose, mountain goats, black bears, wolves, and grizzly bears.
- ❧ Ecological systems of fire, succession, krummholz, and frost heaving (freezing and thawing of the tundra) are significant upon the landscape within the Beartooth Mountains.
- ❧ Scenic vista stops of North Absaroka Mountains, Beartooth Falls, Beartooth Mountains, Beartooth Plateau, and Hellroaring Plateau are all part of the experience of this drive and include significant landmarks such as the “Bear’s Tooth” (from which the All-American Road derived its name).
- ❧ The East and West Summit pull-outs, at 10,936 feet and 10,947 feet respectively, are examples of the alpine tundra, a fragile landscape with unique plants and animals like the marmot and pika.
- ❧ Cirque lakes and glacial valleys, evidence of glaciation, are visible from the Byway.





Topic: Historic community life, socio-economics and resources.

Subtheme: The byway has evolved from historic trails and wagon roads to high speed highways and recreational driving tours. Meanwhile, our socioeconomic relationships to the land have transitioned through various types of resource and amenity based economies.

Storyline:

- ❧ Sheep grazing was an important use of these national forest lands over the last fifty years and were permitted as part of the multiple use mission.
- ❧ The private ranches along the Clarks Fork River
- ❧ Early trappers and mountain men traveled this vast country hunting and trapping the abundant wildlife for skins and food. Many places still bear their names today.
- ❧ Land uses in the high alpine environment

Topic: Rich in resources: water, wildlife, and wilderness

Subtheme: The Rock Creek Valley is a land with inspiring vistas created from the rugged mountains and vast wilderness, where ecosystem diversity gives rise to many species of North American wildlife.

Storylines:

- ❧ Wilderness
- ❧ Land use in the high alpine environment
- ❧ Story of the “Bear’s Tooth”
- ❧ Alpine wildlife
- ❧ Chrome mining



Snow willow



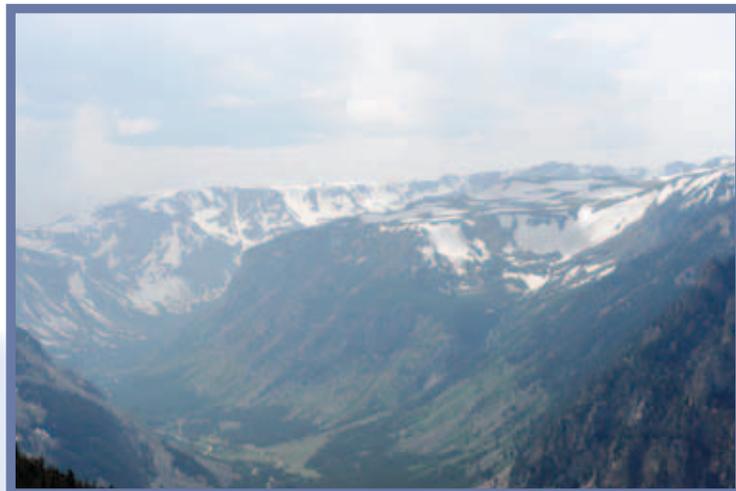
Along the Beartooth AAR



Rocky Mountain goat



Alpine-dwelling pika



View from the east end of the Beartooth AAR

MEDIA RECOMMENDATIONS

Media recommendations identify various forms of communication tools, activities, or events used to convey interpretive messages to identified audiences. This section is a source of creative ideas to apply as needed and implemented through forest and partner collaboration.

Website

Currently, a website for the Chief Joseph Scenic Byway and the Beartooth AAR is managed through the Forest Service and the National Scenic Byways and contains site maps and general recreation information (<http://www.byways.org/explore/byways/2281>). Additionally, Friends of the Beartooth AAR are developing a website for the Beartooth AAR (<http://www.beartoothhighway.com>). A collaborative effort incorporating or linking to any Chief Joseph website development would be useful for providing a vicarious experience for people who might not have an opportunity to visit the region. Contents could link with the “Edge Loop” concept developed by Wyoming Travel and Tourism and include:

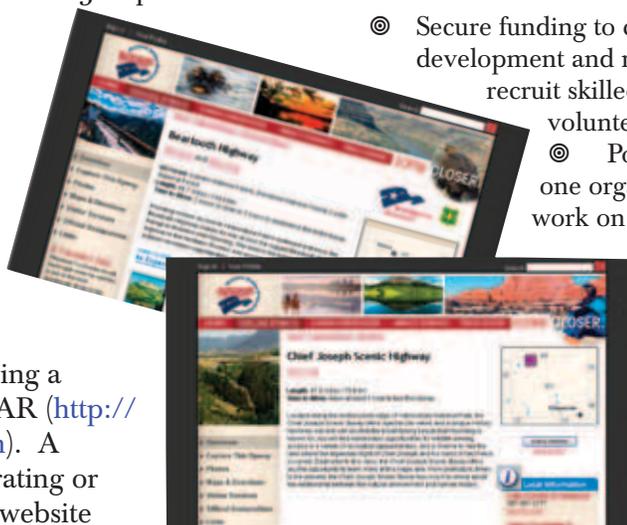
- ⊙ Sample itineraries to help define where visitors can go. Build on the “Byway Bookends” concept – visitor contact points on the three ends of the byways and various visitor experiences.
- ⊙ Trail maps and eventually digitized Recreation Opportunity Guide sheets.
- ⊙ Tour routes by interpretive theme.
- ⊙ Current information on road and

utility reconstruction and maintenance projects.

- ⊙ Tour schedules, special programs, and an events link to the campground reservation system and cabin rentals.
- ⊙ Links to local chambers, communities, museums, permittee services, and visitor centers and other partner organizations in the region.

To maintain and sustain current website efforts:

- ⊙ Secure funding to contract for website development and maintenance. Alternately, recruit skilled and knowledgeable volunteers.
- ⊙ Pool funds from partners to one organization for staff time to work on and maintain website.
- ⊙ Contact the web staff at America’s Byways Resource Center for assistance and ideas for seed grants.



Initially, computers with web access could be installed at the Shoshone NF Supervisor’s

Office in Cody and in the district offices, visitor contact stations, and Chamber of Commerce offices. Additionally, they could be located at other retail locations, libraries or public information points (Buffalo Bill Historic Center) in or near Cody, Red Lodge, and Cooke City.

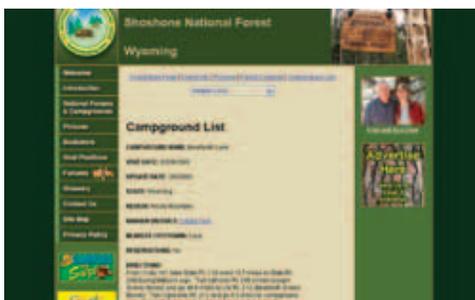


Figure 1 - Example of privately-owned website providing Forest Service campground information.

The “E-World” and Web Production

These are downloadable resources about history, wildlife, recreation information,

and maps. They can include photos, short video clips, audio essays, and music. The website shown in Figure 1 for Forest





Service campgrounds of the Shoshone NF is a prime example of web based information. This site is privately operated, not endorsed by the agency, but an example of an opportunity to coordinate and foster partnerships.

Exterior Interpretive Signs

Attractive, maintained, and well-designed signs are still a main source of information for most byway travelers. Vertical kiosks should be installed at heavily visited stops and portals. When temporary signage for special events or seasons is required, it should be consistent with other byway signs.



Overlooks and interpretive stops should have low profile signs or small, low-to-ground signs at high elevation tundra areas so as not to impact the views. Sign mounts should be consistent in the use of markers, such as wood or stone, to identify major land features as identified in Appendix A, and to mimic the historic and rugged character of the region.

Tear-off Maps

Tear-off maps should be developed to provide orientation to the corridors, promote tours, support interpretive themes, and provide general visitor information. The maps would be double-sided with the Chief Joseph Scenic Byway on one side and the Beartooth AAR on the other.

Working with partners, distribution would be through the cooperating agencies, tourism partners, and local businesses. A standard



mailing package can be created using the map, the travel guide book, and Greater Yellowstone Area tourism literature. Success with maps requires a developed and ongoing printing schedule for constant availability.

Beartooth AAR and Chief Joseph Byways Travel Guide

This user-friendly publication would contain a full page map and color photo images. It would contain orientation and recreation information, articles and stories tied to byway themes and storylines. It would be a marketing tool for both byways.

Outfitter/Guide Interpretive Training

There is an opportunity to reach large captive audiences through the outfitters and guides that serve the visitors to the region. Guide services are generally arranged through local businesses, tourism operators, or local museum and historic societies. Guide training and reference materials serve to enhance visitor experiences and guide skills/services. Potential trainers and materials include:

- ◆ Interpretive staff from various public agencies
- ◆ “Leave No Trace,” “Bear Aware,” and other issues as identified
- ◆ Hospitality training through partnerships with chambers and other tourism partners
- ◆ The National Association of Interpretation (NAI) provides certified interpretive guide (CIG) and interpretive host training. More information can be found at <http://www.interpnet.com>.

Interpretive Resource Manual

A critical element for a successful ongoing public contact program is an Interpretive Resource Manual. The manual would lay the foundation for conducting and evaluating all public contact activities in the Chief

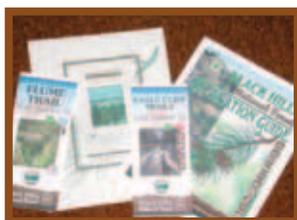
Joseph Scenic Byway and Beartooth AAR. The importance and immense task of developing the manual should not be underestimated. It will set forth high quality standards for interpreters' performance, establish standard operating procedures, and provide for consistency in communicating resource information and agency philosophy, mission, and messages.

The manual might include:

- ◆ Research supporting all interpretive themes and storylines
- ◆ Standard operating procedures for visitor services, interpretive programs, and potential emergencies
- ◆ Performance standards for interpretive and volunteer staff
- ◆ "Individual Service Plans" for interpretive programs
- ◆ Frontline Training Kit to serve as an introduction or "jump start" for new employees and seasonal staff.

Family of Brochures

- ▣ Geology, glacial history and land features
- ▣ Botany
- ▣ Civilian Conservation Corps era of craftsmanship
- ▣ Native American tribal history
- ▣ Nez Perce flight in 1877
- ▣ Clay Butte Lookout
- ▣ Early ranching and homesteads (4 Roads)
- ▣ Waterfalls and lakes
- ▣ Beartooth AAR tundra
- ▣ Beartooth AAR highway building history
- ▣ Mountain biking and hiking trails
- ▣ Memorial sites
- ▣ Equestrian trails
- ▣ Snowmobiling
- ▣ Morrison Jeep Trail for ATV trail riding
- ▣ Wild rivers and kayaking
- ▣ Fishing and hunting
- ▣ Skiing
- ▣ Camping



Brochures should follow the sign design guidelines and be integrated among agencies. Use of an electronic format for public download from a website would be a sustainable, green option.

Heritage Interpretation

Heritage interpretation is already a large part of many visitors experience along the byways and in the Greater Yellowstone Area. Suggestions to add to the existing activities and programs include:

- ◎ Heritage messages in interpretive signs and media
- ◎ Identified heritage experiences with tour groups
- ◎ Unique and special events in collaboration with Buffalo Bill Museum and others
- ◎ Interpretive components could include scrapbooks that provide site specific historic information and photos, historic artifacts, historic photos, and exterior exhibits.
- ◎ Promote the Nez Perce National Historic Trail, and the experiences and sites along the trail and beyond the Chief Joseph Scenic Byway. (Refer to the Nez Perce National Historic Trail Interpretive Strategy, USDA Forest Service 1999.) <http://www.fs.fed.us/npnht/strategy/>
- ◎ Identify strategic locations to identify and provide information regarding the Nez Perce National Historic Trail Auto Tour Route on literature or interpretive media items. Include some or all of the following information:

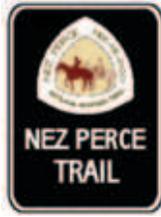
"With cooperation of State Highway Departments and County Commissioners in the states of Oregon, Washington, Idaho, Wyoming and Montana, over 1,500 miles of federal, state and county roads were designated as the Nez Perce National Historic Trail Auto Route. The route roughly parallels the course traveled by the Nez Perce bands during their historic 1877 odyssey, beginning near Wallowa Lake, Oregon and ending at the Bear Paw Battlefield south of Chinook, Montana. The auto route consists of three-season, all-weather





roadways ranging from high-standard gravel segments to portions of Interstates 15 and 90. Nez Perce

National Historic Trail signs were erected along the primary auto route and two alternate segments by the respective state highway and county road departments during the summer of 1996. In Wyoming, the signage includes US Highway 212 and State Highway 296 and 120.”



targeted programs to get kids outside and into the natural environment.

Welcome and Orientation Video to the Byways

A short video clip can be used on local TV spots in hotels in-room channels making use of video clips, byway footage, special events, and wildlife images on the byways. Present safety messages, resource interpretation, and stewardship. A variety of clips and audios can be posted on the website, or available to download on any of the new technologies available, such as a flash drive, or an MP3 player.

Tour Groups and Hotel Based Media

- ▣ Distribute byway brochures, maps, and literature in hotel rooms and lobbies
- ▣ Promote special sites and events along the byways
- ▣ Interpretive programs such as fireside chats and field trips with a ranger volunteer program
- ▣ Step-on guides to provide tours for large bus groups traveling through the area

Conducted Activities

Conducted interpretive activities should tier to the themes, subthemes, and storylines outlined in this Interpretive Plan. Conducted activities can range from 5 -10 minute talks, 1/2 hour - 2 hour nature walks, or evening campfire programs. Interpretive programs can even be given aboard the buses traveling the byways.

Conservation Education

Conservation Education typically targets younger audiences but can be appropriate to adults as well. One strategy could be to develop a Forest Ranger badge in conjunction with byway sites and local historic sites, and completion of a kid's activity book that is tied to various sites and resources along the two byways. Northwest College (in Cody) currently does a Kids Collaboration in a 6th grade program where kids do nature study working with natural resource professionals. Kids in the Woods is a Forest Service grant program available to partners with clearly

Audio/CD/DVD Tour

Develop an interpretive audio tour that highlights the significant interpretive sites. The tour could be thematically presented by section of roadway and zones, or by themes, allowing users to select information of interest. This tour could also be developed in partnership with local or regional tourism initiatives and completed in phases for various segments. A general outline of the entire tour should be developed and reflect the diverse nature of sites and scenery along both roadways. Another option is to consider using local radio broadcasts.

Sign Priorities (from the June 2008 Byway meeting)

Priority 1

Chief Joseph:

- ◆ Forest Boundary, South Valley View – 2 low profile interpretive panels
- ◆ Dead Indian Overlook – restoration work, replacement of vandalized signs
- ◆ Dead Indian CG, Trailhead – improve site per Appendix A recommendations

Beartooth:

- ◎ Grizzly/Wolf Recovery interpretive site, MP16.7 – 1-2 low profile interpretive panels

- ⊙ Clarks Fork Overlook MP1.6 – 1 low profile interpretive panel
- ⊙ Clay Butte Road – 2-panel kiosk
- ⊙ Clay Butte Fire Tower – various as per partners
- ⊙ Top of the World kiosk structure (panels complete)
- ⊙ Morrison Trail, National Recreation TH – directional signage, relocate both trailheads, build trail connectors
- ⊙ West Summit pullout – 1-2 micro-low profile signs, peak-finder
- ⊙ Rock Creek Rest Area and Overlook – 2 vertical panel kiosks at entry; 3 low profile interpretive panels on railing on overlook.
- ⊙ Dike Wayside – low profile interpretive panels
- ⊙ Custer Entry Portal to Beartooth AAR – 3-panel kiosk
- ⊙ Beartooth Ranger District Office – interpretive plan, interior display, exterior information kiosk

Priority 2

Beartooth:

- ⊙ Gardner Lake pullout – Creation of rock interpretative plaza, 2 interpretive panels set inside, 1 TH sign, remove wooden Bear’s Tooth Overlook sign

Priority 3

Chief Joseph:

- ◆ Sunlight Bridge Rest Area and Restroom (rehabilitate or relocate services and access)
- ◆ Nez Perce Gathering Site/Crandall Ranger Station
- ◆ Intersection of Chief Joseph Scenic Byway and Beartooth AAR Portal Entry

Beartooth:

- ⊙ Rock Creek Gorge pull out (Deadman’s Curve) – low profile interpretive panel



View of Pilot and Index Peak from Beartooth AAR

General Media Priorities (from the June 2008 Byway meeting)

Media recommendations were prioritized 1, 2, and 3 as to importance when funding becomes available. Consider sustainability of costs for printed products versus design and maintenance of e-world products.

Priority 1

- ▣ Beartooth AAR and Chief Joseph Byways Travel Guides.
- ▣ Tear-off map pads (“Rip and Run”) of both Byways – needs to be a quality product keyed into significant information (historical and/or current) at a usable scale for trails.
- ▣ Forest Interpretive Resource Manual that provides information to answer the top twenty questions visitors ask and the top five management issues identified by the forest. The manual can be distributed among new or seasonal forest employees, front desk staff, volunteers, partners, or as part of orientation for new arrivals to the forest. It can contain additional information, and be updated as desired, but serves to provide a basic education on the individual forest’s niche, users, management issues, and goals.
- ▣ Family of Brochures – Established brochures with specific subject matter will be developed along with a travel guide and website that are all consistent in design elements and present a professional and coordinated approach. Each topic, or web site page can be designed for specific content or information on the Byways.
- ▣ Audio tours, downloadable to various media as well from websites (MP3 players, cell phones).
- ▣ Heritage Interpretation
 - ∞ Need a mechanism to gather what’s going on currently; then a method to coordinate and share current resources and develop forest interpretive programs.





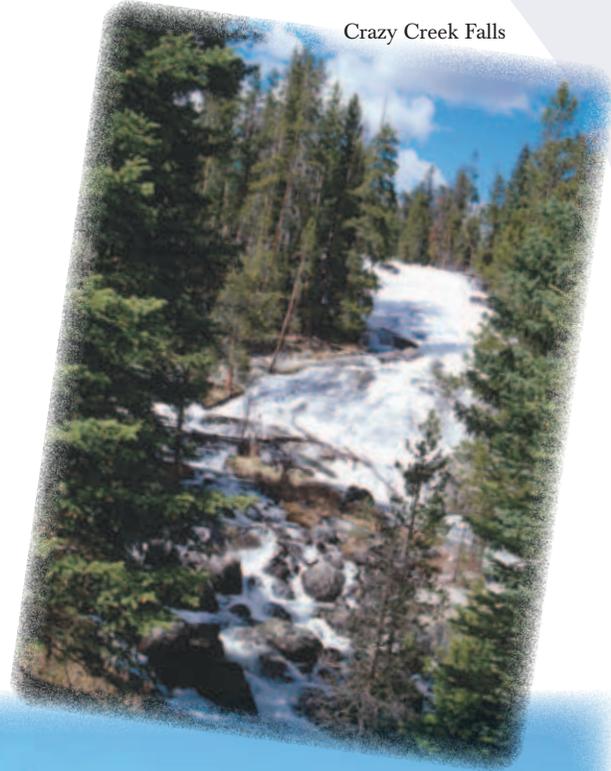
- ☞ Rentals on forest (e.g. ranger stations) should develop scrapbooks of history of rental (has been done effectively on several forests in Colorado).

Priority 2

Tour groups and hotel based media

Priority 3

- ☐ Outfitter and guide interpretive training
- ☐ TV spots on local hotel in-room channels
- ☐ Sale items, souvenirs, and promotional freebies



Crazy Creek Falls



Camping in the Beartooths



Reflections in an alpine lake, Beartooths

CONCEPTUAL DESIGN GUIDELINES

Figure 2 – Example of Historic Shoshone NF Portal Sign



Historic signs found in Forest Service archives show log, metal and “yard-arm” Forest Service shield signs.

Purpose

Byway management and visitor experience goals both focus on communicating the connection between people and the landscape. One effective way to facilitate this connection is through well-designed and constructed facilities. The purpose of these design guidelines is to demonstrate how to complement the historic, wild, and scenic character of the two Byways, via this professionalism and consistency. The portion of the Beartooth AAR that traverses Shoshone NF and Custer NF include alpine landscape and bridge work done in the 1930s with use of metal, iron, and rock work which the forest will mimic with design features. Gallatin NF completed the majority of interpretive and identity signage from 2000 – 2005 by using peeled, round timbers painted brown to blend with the bordering Yellowstone National Park. Chief Joseph Scenic Byway’s character will make use of metal strap steel brackets, rock masonry, and peeled round logs.

The Chief Joseph Scenic Byway and the Beartooth ARR standard images to fit



the Byway character were developed in 2006 and 2007 for mounting structures and signage. Some sites have been installed with these new standards.

These sign concepts conform with, and tier to, design qualities described in “The Built Environment Image Guide for the National Forests and Grasslands” Chapter 4.6, “The Rocky Mountain Province.” For example, to echo the rugged and dramatic scenic character of the Northern Rocky Mountains, recent interpretive and information/orientation signs were designed and constructed with rustic logs with hewn ends, black steel straps, hardened steel bolts, and “rugged and random” rock rubble masonry bases.

Design Detail Context

Between the two Byways, design detail variations are recommended to fit the climate, scenic character, sense of place, historical context, agency “brand” image, sustainability, and low maintenance goals. They are also coordinated with previous agency and partner agreements.

Beartooth AAR

Black colored, heavy duty steel structures, and rugged, native rock masonry construction methods and materials are recommended to provide traditional, sustainable, and low maintenance/vandal resistant results.

Key design features reflect local history:

- © In the 1930s, metal versus wood signing was aggressively debated.

To resist the intense natural forces of the Beartooth tundra and high elevations, the road engineers

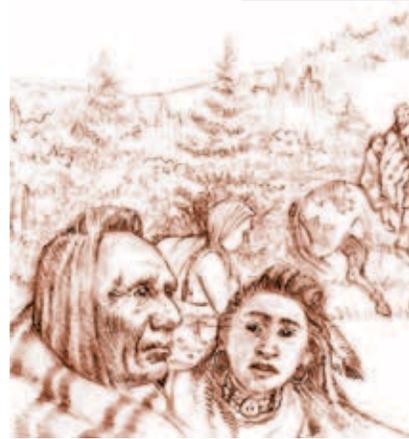
selected metal as the premiere durable material at the original opening of this highway. To retain, enhance, and mimic the historical context of the All-American Road, recently installed





portal entry signs “metaphorically” borrowed and incorporated metal railings from the existing nearby, historical bridges.

- Recently, native stone masonry echoing the past has been installed on this Byway. It is recommended to continue these masonry patterns, construction materials, and methods.



Chief Joseph Scenic Byway

Design intent and construction methods and materials are recommended to be similar to the Beartooth AAR section above, with exceptions noted below.

Since most of the Byway is situated at the lower elevations (less than 11,000 ft.), use of rustic log structures are used instead of heavy metal posts and stringers. Metal straps, colors, micro-details, and style complements the Beartooth AAR design patterns above.

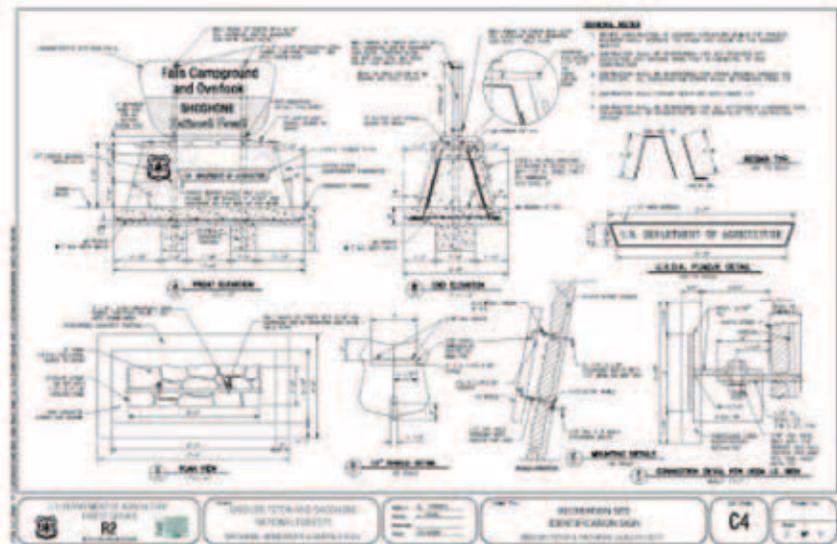


Figure 4 - Site Identification Sign Construction Drawing

Identification Signs

Identification signs for recreation sites should follow FSM direction. Prototypes and construction drawings are shown in Figures 3 and 4, below:

Figure 3 - Site Identification Sign Examples

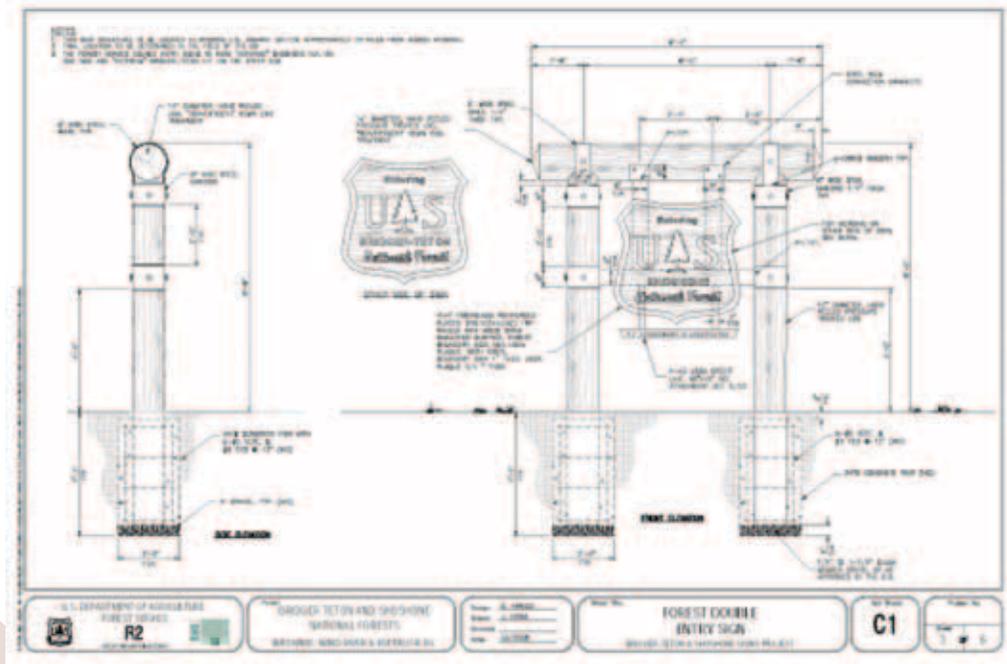


View from the Chief Joseph Scenic Byway

Figure 5 – Portal Signs Examples



Figure 6 – Portal Sign Construction Drawing





Interpretive Panel Structures and Graphic Elements

Portal Sites

A 3-panel kiosk may contain one panel with map, regulations and safety information, and another panel with special graphic collage of byway activities and opportunities, including those found in adjacent communities and public lands. The third panel should introduce the thematic byway statements and engage the visitor to the adventure that lies ahead.

Wayside Areas

Generally, these areas are overlooks or interpretive stops along the main road corridors. Signage at these sites is low profile in nature, and serves to complement the vista or the story before the visitor. Standard NPS-style frames should be used to blend the use of wood and metal for consistency.

Wayside exhibit bases are designed to accommodate a variety of flat panels. A standard base consists of a frame, which holds the exhibit panel; and legs, which hold the frame and panel at the preferred angle. Most exhibit bases are installed by directly burring their legs into tamped dirt, but—as illustrated in the “Custom Masonry Base” in Figure 8—can be adapted to a variety of site conditions.

The low profile base version in Figure 7 is the preferred style for NPS interpretive exhibits. The base’s simple, unadorned form helps to reduce its visual intrusion on the landscape. Made of anodized aluminum, weatherproof steel or durable painted aluminum, the base is designed to provide years of service, even in harsh marine environments. Exhibit panels can be easily replaced by unscrewing the tamper proof screws (special bit required) in the back of the top capture rail. Wayside exhibit legs can be built to accommodate a variety of different



Dead Indian Trailhead and Campground site.



Chief Joseph portal site



Figure 7 - Cantilevered Sign Base



Figure 8 - Custom Masonry Base

mounting conditions. In ground, sand, and on decks, and cement, there is a mounting option to match. Materials consist of galvanized steel, weathering steel, painted aluminum (NPS Brown/NPS Medium Gray).



Low profile exhibits can be adapted to a wide range of existing masonry architectural features by modifying the legs and frame assembly. Exhibits can be attached securely and attractively to walls made of brick, stone, stucco, or concrete, with little or no visible harm to the wall.

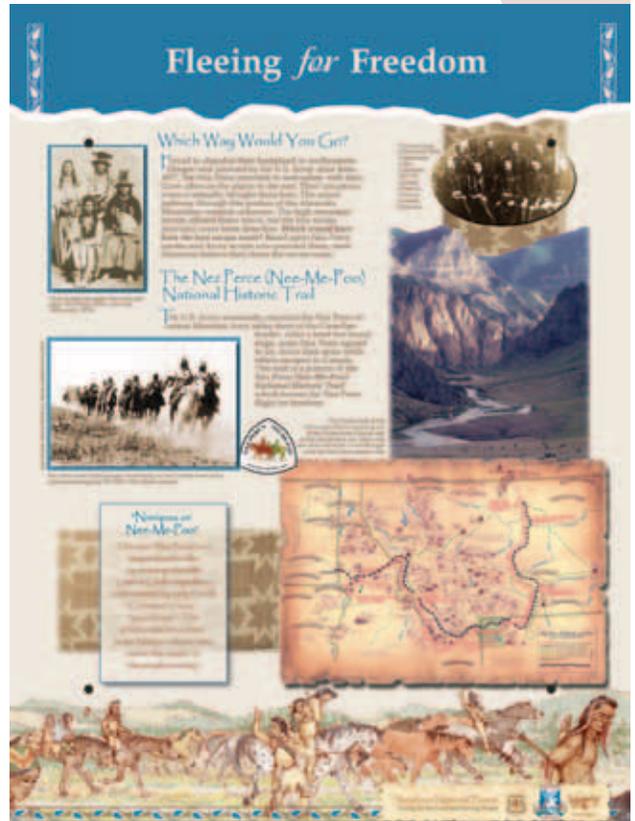
Figure 9 - Custom Rail Mount Base
Using custom-designed brackets and fittings, low profile panels can be securely attached to existing wooden or metal rails, allowing



interpretation on a wide range of platforms and decks.

Chief Joseph Scenic Byway Interpretive Panel Graphic Elements

Chief Joseph interpretive panels contain thematic graphics tied to the history of the Nez Perce flight of 1877, and the landscape coloration of blue and sepia colors.



Pantone Process Coated palette

- Header blue – 228-4
- Background beige – 29-9
- Light blue – 239-5
- Browns – 318-3, 6
- Sienna – 319-5

Fonts

Title: Book Antiqua, ITC Isadora





Subtitles: Papyrus
 Body text: Book Antiqua
Beartooth AAR
Interpretive Panel

Graphic Elements

The Beartooth AAR interpretive panel graphics are stronger in visual graphics to compete with the intense colors of upper elevations: green forests, gray rocks, white snow, and intensely blue to purple skies.



Basic Pantone Process Coated palette:

Title background green – 268-6
 (gradient light same family)
 Background dark blue – 195-3
 Title yellow – 19-8
 (other yellows same family)
 Blue text - 199-4, 6
 Light text - 215-9

Fonts:

Titles: Poor Richard
 Subtitles: Poor Richard
 Body text: ITC Korinna



RESOURCES

The Forest Service Exhibit Accessibility Checklist adapted from the Smithsonian can be used for exhibits and includes requirements for sight and hearing impaired visitors (closed captioning and audio described tours for visitor centers with visual exhibits) as the primary means to share information: <http://www.fs.fed.us/recreation/programs/accessibility/smithsonian.htm>

The National Association of Interpretation's Green Pages list companies and organizations that provide a wide range of interpretive products and services: http://www.interpnet.com/resources_interp/greenpages/

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RESOURCES continued

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Powerpoint Presentation for Chief Joseph Scenic Byway and Beartooth AAR, 2005, Dick Ostergaard, USDA Forest Service, (contact Shoshone National Forest for a copy).

Powerpoint Presentation for Chief Joseph Scenic Byway and Beartooth AAR, site updates, priorities and inventory, 2008, Cheryl Hazlitt, USDA Forest Service, (contact Shoshone National Forest for a copy).



Nettie Moss, Nez Perce 1900s

For more information on Design Guidelines, Sign Materials, Accessibility, and many other interpretive planning tools, visit the CDI Website at:
www.fs.fed.us/r2/cdi



Chief Joseph Scenic Byway
&
Beartooth All American Road
Interpretive Plan

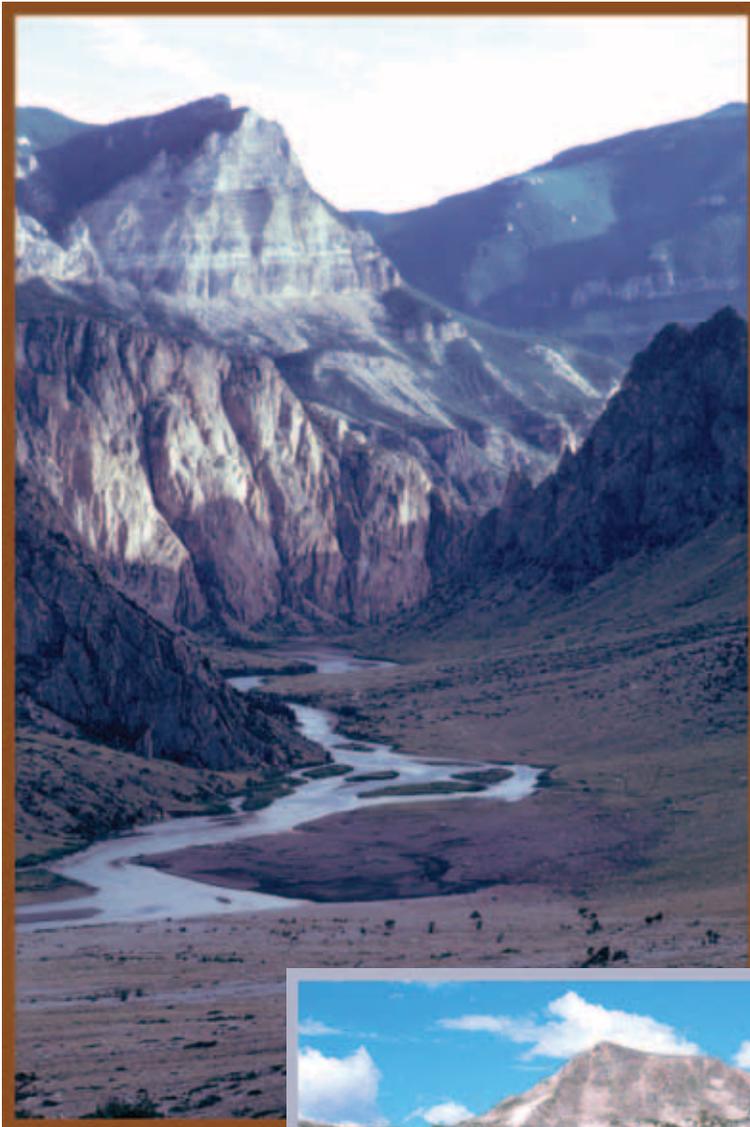
APPENDICES

APPENDIX A: Site Inventory Selections for Approved Interpretive Sites:
Chief Joseph Scenic Byway and Beartooth All American Road

APPENDIX B: Concept Site Illustrations (Holdeman, 2004)

APPENDIX C: Evaluation Strategy Form Example for Scenic Byway
Partnerships





East opening of the Clark Fork Canyon, thought to be the escape route of the fleeing Nez Perce.



High alpine lake in the Beartooth Mountains



Scenic Clarks Fork Canyon

Shoshone National Forest Sites

1. Byway Portal Site - Chief Joseph Scenic Byway



Current Theme and Media:

There is a kiosk with orientation and information about the Byways, along with the theme: "Welcome to a land of inspiring beauty, rugged mountains, wilderness, and home to many species of North American wildlife"

Current Status:

The kiosk structure was installed in 2008.

Land Manager:

Shoshone National Forest

Proposed Theme and Media:

Panels manufactured, delivered and installed.

Additional stories to consider for this site as wayside panels:

- ⊙ Early day ranching was a major part of settlement along the roadway and into the Sunlight Valley.

Other Recommendations:

- ⊙ Monitor and evaluate visitor use to update or replace signage in 2018



2. Forest Boundary - Forest Identification



Current Theme and Media:

None specific, although there are posters tacked on an old bulletin board sign panel (CFR poster of Forest regulations, Preserve the Past, No Camping, and a special notice).

Current Status:

New forest identification sign installed in 2008.

Land Manager:

Shoshone National Forest

Proposed Theme and Media:



Theme: The Chief Joseph Scenic Byway is one component of the Nez Perce National Historic Trail and only part of the escape route the Nez Perce followed in 1877.

Storylines:

1. Societal expectations, military attempts, and failed negotiation efforts contributed to the Nez Perce attempt to flee the military.
2. The trails followed by the Nez Perce and their allies were trails known to and used by tribes, miners, and homesteaders making their way through this rugged country. Imagine the military trying to pursue them through a network of unfamiliar trails and footpaths.

Theme: Heart Mountain is an eroded island that provides key evidence for interpreting the geological and biological history of northern Wyoming.

Storylines:

1. With its unusual limestone cap, Heart Mountain is a puzzle. Geologists from around the world have studied it, yet its origin remains a subject of passionate debate.
2. Somehow it became separated from larger masses of similar formations found sixty miles away in Yellowstone National Park.
3. Curiously, older limestone lies atop younger strata, which is “upside down” in relation to how these strata are found elsewhere.

Other Recommendations:

Potentially, add either a triple sign or three individual signs on masonry base (low profile) that look over the valley and the view to Heart Mountain. There are multiple signs with various resource and enforcement messages scattered along this portion of the roadway (bears, weed-free hay, fire danger, forest products, Watchable Wildlife, etc.). This sign collection should be gathered and redistributed in an appealing visual sign/regulatory board, structure and base.

- ◆ Work with Wyoming Game and Fish to relocate and consolidate wildlife viewing signage to more appropriate locations.
- ◆ Work with partners internally and externally to consolidate signs, include space for travel management.
- ◆ Across the highway, former forest identification sign base to be removed due to lack of 30-foot clearance zone.
- ◆ Create a new base and sign that addresses a cluster of resource/recreation information signs with coordination with the Forest Landscape Architect regarding design and setbacks.
- ◆ Work with WYDOT regarding sign safety and location (setback and clear zone).



View toward Heart Mountain





3. Dead Indian Overlook - Scenic Overlook into Sunlight Valley



Current Theme and Media:

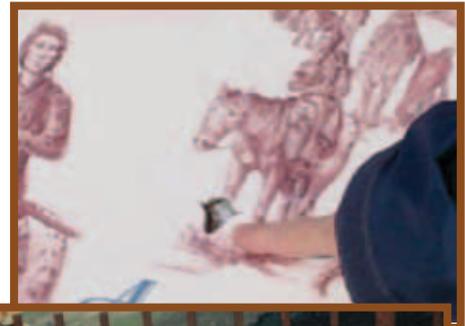
Wayside panels describe the Chief Joseph Scenic Byway as one component of the Nez Perce National Historic Trail and only part of the escape route the Nez Perce followed in 1877.

Storylines:

1. The ridge where this overlook is located was the last significant barrier between the fleeing Nez Perce and their freedom in Canada.
2. Pursuing army closing in on them, the deep Clarks Fork Canyon barrier ahead, the Nez Perce accomplished the unbelievable and escaped.
3. A personal crusade for the military leaders of the Seventh Cavalry due to a previous defeat at the Battle of the Little Bighorn, this campaign to round up the escaping Nez Perce was against general public sentiment.

Current Status:

Three wayside panels depict the flight of Chief Joseph and the Nez Perce in 1877, the difficulties the military encountered in tracking them and the surrender with the famous “I will fight no more forever,” by Chief Joseph. Signage has recently been scratched, graffitied, shot, and needs to be updated.



Land Manager:

Shoshone National Forest

Proposed Theme and Media:

- ◆ Trails in this area led to buffalo hunting grounds in the Big Horn Basin and provided ongoing access to deer and elk during the 1800s.
- ◆ The geology of the Absarokas is a fascinating study in earth processes.
 - ☞ General geology, lava flows pushed up ribbons of limestone (Absarokas).
 - ☞ Pat O'Hara Mt. is named for an eccentric early day explorer, trapper, and homesteader in the area.
 - ☞ Four different roads have been built from the overlook down and through the valley, each documented with historic images.



Theme: Local homesteaders and ranchers gathered each spring and fall at a camp site near Dead Indian Summit for a biannual trip to buy supplies in Cody.

Storylines:

- ☞ Early miners and homesteaders traveled many of the same routes the native tribes used with settlements and ranches eventually being established.
- ☞ Horse teams hitched to a long line of empty wagons pulled this “train” up the drainage on the west side of the present overlook. Returning meant attaching logs to the back of each family’s wagon and chain locking either the front or back wheels. Furrows can still be seen from this early activity on the trip down from Dead Indian Overlook.



Other Recommendations:

- ◆ Redesign and replace sign panels with 2007 art and design format.
- ◆ Use Google Earth simulation map to show routes of travel with slotted lines that designate possible travel routes of Nez Perce.
- ◆ Work with WYDOT to remove “point of Interest” blue signs and replace with updated Forest Service style standard approach signs or National Vista sign with direction arrow (to be determined). Re-examine access to site with WYDOT traffic engineers.
- ◆ Resurface and repair asphalt parking area, walkways, and overlook plaza as needed.
- ◆ Examine site regarding accessible standards, provide an inventory of needs, and plan to meet sub-standards. (example: curb cut accesses to and from the parking and plaza.)
- ◆ Reconstruct masonry: include structural engineer in the design process. Use dark obsidian color and or obsidian sand rubbed on mortar.
- ◆ Redesign and reconstruct metal railing to remove “cemetery fence” appearance. Use vandal proof metal silhouette cutouts of Indian people; animals and equipment of their Great Escape to bring to life some aspect of the magnitude and scale of this historical event in moving a mass of over 700 people, support materials, and horse herds through these mountains. Add a top rail for comfort and user-friendly experience for visitor.
- ◆ Redesign the triangular planter island (near the main plaza). Include: “sitting rocks” as substitute for benches and a new donation tube with proper signing that is in keeping with the historic theme of site.
- ◆ Stain (to darker tone) and seal: walks, curbs, plaza, etc., to visually tone down the glare and make site more inviting.
- ◆ Repair historic metal marker damaged by bullet holes.
- ◆ Create peak finder in the background art similar to Donna Sullenger’s artwork for Pilot-Index Overlook panels and incorporate viewing slot tubes for slot views frames of key landscape features.





4. Informal Pull-Out - Below and North of Dead Indian Overlook above Clarks Fork Valley and River Gorge

Recommendation:

- ☐ Consider removing “Points of Interest” sign that seems to be encouraging vehicles to pull off and stop.
- ☐ Coordinate with WYDOT traffic engineers to resolve issues related to safety, steep grades, correct spacing for transitions and cross lane traffic issues coming from the north.





5. Dead Indian Campground and Trailhead

Current Theme and Media:

The Chief Joseph Scenic Byway is one component of the Nez Perce National Historic Trail and only part of the escape route the Nez Perce followed in 1877.

Storylines:

1. The route taken by the Nez Perce to flee the military in 1877 was used only once in its entirety in this flight.
2. Many connecting routes were used before and after the 1877 journey. Some of the trails led to buffalo hunting grounds in the Big Horn Basin and provided ongoing access to deer and elk during the 1800s.

Current Status:

2007 project with funds from Wyoming Travel & Tourism, provided a kiosk and interpretive signs for this site. Sign installation completed.

Messages include:

- ⊙ Orientation to hiking trail from campground
- ⊙ Nez Perce escape from US military
- ⊙ Safety

Land Manager:

Shoshone NF

Other Recommendations:

- ⊙ Redesign gravel surface parking in front of sign and the “RV” loop and create 2-3 RV and/or parking spaces at loop area to serve standard truck/trailer parking.
- ⊙ Provide pedestrian access to proposed new toilet in campground.
- ⊙ Upgrade and/or rehabilitate the approximate 2-mile trail to accommodate non-motorized use (end improvements such as low profile sign) at waterfall vista.
- ⊙ Internal signing per sign handbook





6. Sunlight Bridge - Rest Area/Restroom



Current Theme and Media:

None

Current Status:

Many visitors head to the bridge area to view the river. There are access, safety, resource, and restroom use problems for pedestrians.

Land Manager:

Shoshone NF

Proposed Theme and Media:

Minimal development should include orientation to the site, the river corridor, and Sunlight Valley.

- ☐ Design a rehabilitation site plan and developed “station” concept.
- ☐ Include interpretive messages related to forest management issues, ecology and geomorphology of the landscape with the following themes and storylines.



Theme: Visitors need to be aware this is untamed wildlife country where human predators live. Practice wildlife safety at all times.

Storylines:

1. Minimize adverse impacts on wildlife by following certain practices and behaviors.
2. Regulations for camping in grizzly bear country and watching out for wildlife and livestock.
3. Tell the story of resource sustainability (if the Shoshone NF decides to go with a prototype for sustainability at this site).

Theme: This landscape is a place of inspiring beauty, rugged mountains, wilderness, and home to many species of North American wildlife.

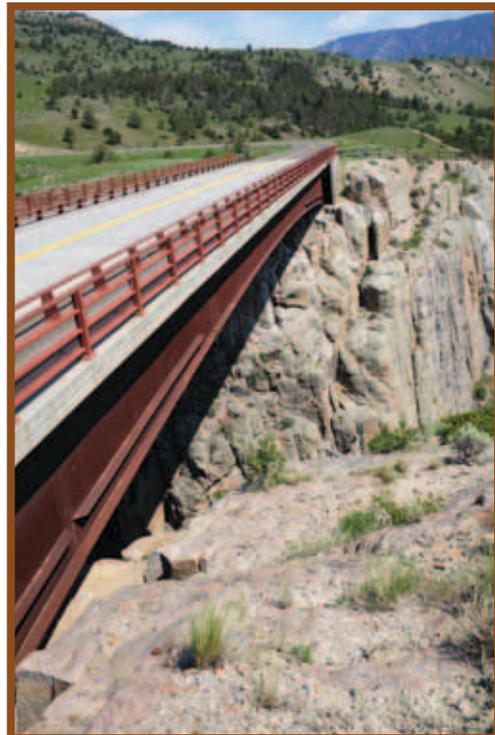
Storylines:

1. Visitor information, introduction to the corridor, map, and general history of the natural and cultural history and prehistory in the area.
2. Information about the route, traffic and road conditions, visitor cautions concerning game on the highway.
3. Map identifying the Beartooth Scenic Byway and distances and travel times to Cody, Billings, Cooke City, Red Lodge, and Yellowstone National Park (with places including the Lamar Valley, Tower Junction, etc.).

4. Geologic formations and vista place names including the river gorge formation.
5. Bridge design and historic perspective regarding the aesthetics (the old bridge upstream is still in place).
6. Emergence of recreation in late 19th and early 20th century
7. Human dependence upon landscape and number of travelers on Byway today.
8. Recreation opportunities based upon natural, cultural, and recreational resources.

Other Recommendations:

- ☐ Improve highway site distance, traffic flow, safety, RV/trailer circulation, etc. (some realignment and rock blasting may be needed).
- ☐ Develop a site accessibility plan providing accessible viewing platforms to the river. Design access to the bridge with safety in mind.
- ☐ In conjunction with an onsite accessibility plan, incorporate walks and decks for viewing to prevent resource damage; rehabilitation of soil and native grasses damaged by trampling.
- ☐ Remove old, unused toilet.
- ☐ Provide well-designed, accessible paths to the remaining toilet.
- ☐ Provide approximately 5 – 6 interpretive signs to cover final selection of storylines/ topics.
- ☐ Provide a kiosk for site orientation, river corridor ecology, and Sunlight Valley features plus normal safety and Leave No Trace topics.
- ☐ Construct as a defined space with hard surfaced, developed overlook, rock masonry walls, some seating areas, and interpretive panels.
- ☐ Maintain the “sense of place” related to the river overlook, the valley views and the historic context that all contribute to the experience of traveling this Byway.
- ☐ Analyze long-term capacity of site over next 20+ years to fit any rehabilitation or alternative relocation plans and decisions.



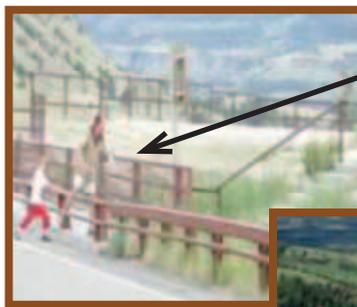


****Alternative Proposal:**

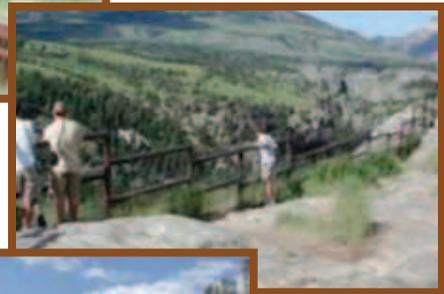
In contrast to the above rehabilitation and redesign recommendations, possibly move the facilities, parking and access to the bench on the south side of the existing site.

Create a new facility with restrooms, a balcony overview and interpretive plaza with 5 – 6 low profile signs. Develop a formalized trail/walkway down to the bridge. Proposed site location would be upper bench to the south of the existing toilets.

Example of rock, plaza style architecture



Attempt to eliminate or minimize this hazard!



Possible new facility site



7. Frank Hammitt Memorial (early Forest Service Ranger) – MP 24.5

Current Theme and Media:

None

Current Status:

Graveside marker

Land Manager:

Shoshone NF

Proposed Theme and Media:

- ⊙ None, this site is not in line with Forest Service mission and intent of interpretive plan. It may hold archeological merit and be part of a heritage tour or brochure.

Other Recommendations:

- ⊙ Leave unmarked.
- ⊙ Chiseled rock has pushed sideways and needs to be straightened.
- ⊙ An information sheet should be on file at the Supervisors Office and North Zone Districts Office to provide information to the curious visitor.





8. Gathering site for Nez Perce - Near Crandall Ranger Station (Big Valley Views)

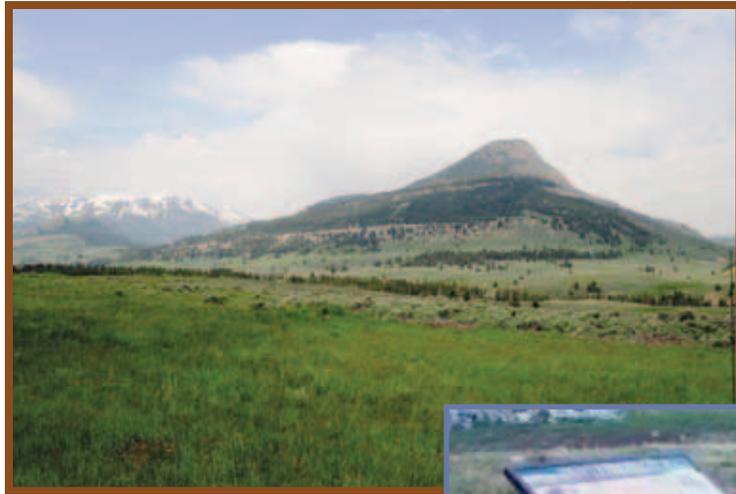


Current Theme and Media:

None

Current Status:

Excellent views of the big valley but also of the “collection” dump. There are river views from other locations along this portion of Byway, but not at this site specifically.



Land Manager:

Shoshone NF

Example of a low-profile interpretive panel →



Proposed Theme and Media:

Theme: The Chief Joseph Scenic Byway is one component of the Nez Perce National Historic Trail and only part of the escape route the Nez Perce followed in 1877.

Storylines:

1. This was the gathering site for the Nez Perce following their flight through Montana and the Yellowstone area from their homelands in Idaho. After meeting here they followed the Clarks Fork of the Yellowstone River south until reaching the “Escape Trail,” where they navigated to the bottom of the Clarks Fork Canyon using trails already in place. They passed through the canyon, out its east mouth, and headed north, eluding the military.
2. This gathering place and route (one of many routes in the area) were used before and after the 1877 journey.
3. Some of the trails led to buffalo hunting grounds in the Big Horn Basin and provided ongoing access to deer and elk during the 1800s.
4. This valley provides a migration route for wildlife elk migrating from Yellowstone National Park and is known as a good hunting ground.
5. The visible geology in the region shows a red-colored soil that has washed down into the McCullough Range, east of Cody (peak-finder is a good idea).
6. Fire towers were an important fire detection tool in this landscape where you can see the scars from 88 different fires.

Media:

- ◆ 2 - 3 low profile signs
- ◆ Make use of brochure for in-depth storylines; do not need to sign on highway. The main focus at the site should be the Nez Perce Story, although geology story tied to Heart Mountain and a peak finder could be included

Other Recommendations:

- ◆ Work with County to screen transfer station or move out of view.
- ◆ Use of viewing platform with low-profile interpretive panels.
- ◆ Coordinate with WYDOT and forest technical specialists regarding the development of a formal pullout just south of the “dump” road on the same side of Chief Joseph Byway.
- ◆ 2 -3 signs interpreting the Nez Perce story, geology and peak-finder (2 sides of Valley on 2 panels).



Views at the Nez Perce gathering site.





9. Fishing Loop Access - Northwest of Hunter Peak Campground

Current Theme and Media:

Trail and camping information only

Current Status:

Parking area

Land Manager:

Shoshone NF

Proposed Theme and Media:

☉ None

Other Recommendations:

- ☉ Remove the old 2-legged portal sign
- ☉ Use of sandblasted identification sign for Pilot Index



Bridge crossing, Crazy Creek Falls, Beartooth AAR

10. Portal Signage - Junctions of 212/296 Highways



Current Theme and Media:

No interpretive signs, but numerous regulatory and logo signs clutter this junction.

Current Status:

No facilities, pull-outs, or information provided.

Land Manager:

Shoshone NF

Proposed Theme and Media:

Theme: Visitors need to be aware this is a natural, untamed environment where safety practices for out-of-doors and wildlife interactions should be practiced.

Storylines:

1. Minimizing adverse impacts on wildlife by following certain practices and or behaviors.
2. Regulations for recreating in grizzly bear country and watching out for wildlife and livestock.
3. Welcome to a land of inspiring beauty, rugged mountains, wilderness, and home to many species of North American wildlife.
4. Be safety aware in this rugged and wild landscape and practice the Leave No Trace principles.
5. Visitors need information, introduction to the corridor, map, and general history of the natural and cultural resources present in the area. Topics include:
 - ☞ Information about the route, traffic and road conditions, visitor cautions concerning game on the highway.
 - ☞ Map identifying the Beartooth AAR and distances and travel times to Cody, Cooke City, Red Lodge, and Yellowstone National Park.
 - ☞ Available recreation opportunities including developed sites, lakes, rivers, wilderness and non-wilderness trails, travel management spaces.
 - ☞ Welcome and introduction to the Chief Joseph Scenic Byway and Bear-tooth All-American Road.

Media: 3- paneled kiosk and sign panels consistent with other signage developed for this Byway.

Other Recommendations:

- ◆ Select portal site with WYDOT traffic engineers coordination and approval.
- ◆ Later incorporate flexible information space for travel management/regulations.





BEARTOOTH AAR



CHIEF JOSEPH SB

Beartooth All American Road and Chief Joseph Scenic Byway
(Junctions of 212/296 Highways, view is approximately north)

BEARTOOTH AAR

CHIEF JOSEPH SB



Beartooth All American Road (east - west) and Chief Joseph Scenic Byway
(Junctions of 212/296 Highways, view is approximately south)

Heading West from Junction 212 and 296 (on 212)



11. Grizzly Bear and Wolf Recovery Story Interpretive Overlook - MP 16.7

Current Theme and Media:

None except for regulatory information

Current Status:

Parking lot with standard Forest Service bulletin board and tacked posters (bears and wolves do occur at this site)



Land Manager:

Shoshone NF

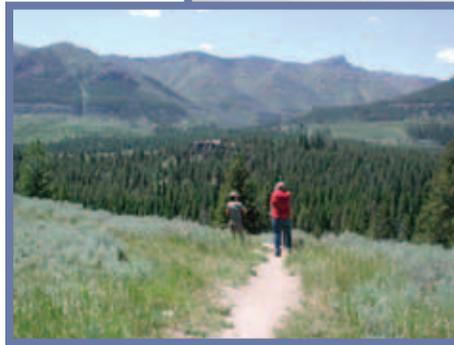
Proposed Theme and Media:

Theme: Visitors need to be aware this is untamed wildlife country where human predators live.

Practice wildlife safety at all times

Storylines:

1. Wildlife has made successful recoveries in the GYA with the wolf reintroduction and early protection of grizzly bears as a threatened and endangered species.
2. Ecological systems and managing habitat for these species has contributed to successful species recovery.
3. Forest managers work to minimize adverse impacts on wildlife by following “best” practices.



Other Recommendations:

- ☐ Parking lot unchanged, use as a discovery area, but address accessibility needs by installing a path through the guard rail and to the overlook site.
- ☐ Add large rocks for seating at end of path overlooking the river.
- ☐ 1 – 2 low-profile signs.
- ☐ Coordinate with WYDOT traffic engineers regarding any guardrail openings or access, safety and traffic flow.





12. State Line/ Boundary Sign/ 45th Parallel Sign – Gallatin National Forest



Current Theme and Media:

Forest boundary identification; interpretive wayside sign explaining significance of 45th parallel

Current Status:

Boundary signs installed; interpretive signage to be installed in 2009.

Land Managers:

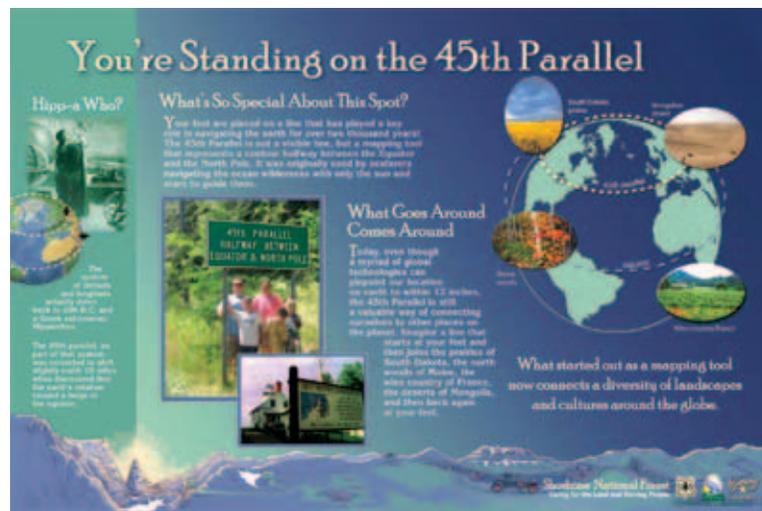
Shared boundary between Gallatin NF and Shoshone NF

Proposed Theme and Media:

- ⊙ Identification of forest management area boundaries and definition of 45th parallel

Other Recommendations:

- ⊙ None





Heading East from Junction 212 and 296 (on 212)

13. Lake Creek Falls - #1 Federal Highways Identified Interpretive Site

Current Theme and Media:

None

Current Status:

The current bridge is available for pedestrian traffic. It is not up to uniform building code and poses possible safety hazards for the public. In 2004, a conceptual plan showing the absolute minimum development for an interpretive site was completed. No development has been completed on the site since that time. See Appendix B for more information.



View of historic Lake Creek Falls bridge from Beartooth AAR bridge.

Land Manager:

Shoshone NF



Historic Lake Creek Bridge

Proposed Theme and Media:

(As proposed in FWHA preliminary interpretive planning in 2004)

Theme: The Lake Creek Falls bridges represent historic bridge construction techniques (1930) that are unique. The more recently completed bridge (1970) at the site is a good comparison of techniques that are 40 years different.

Storylines:

1. The historic Lake Creek Bridge built in the 1930s was considered outstanding for its time in engineering, design, and construction techniques.
2. Bridges today (2008) are designed with environmental sensitivity and aesthetics as major considerations. (The new bridge received an award for environmental factors.)

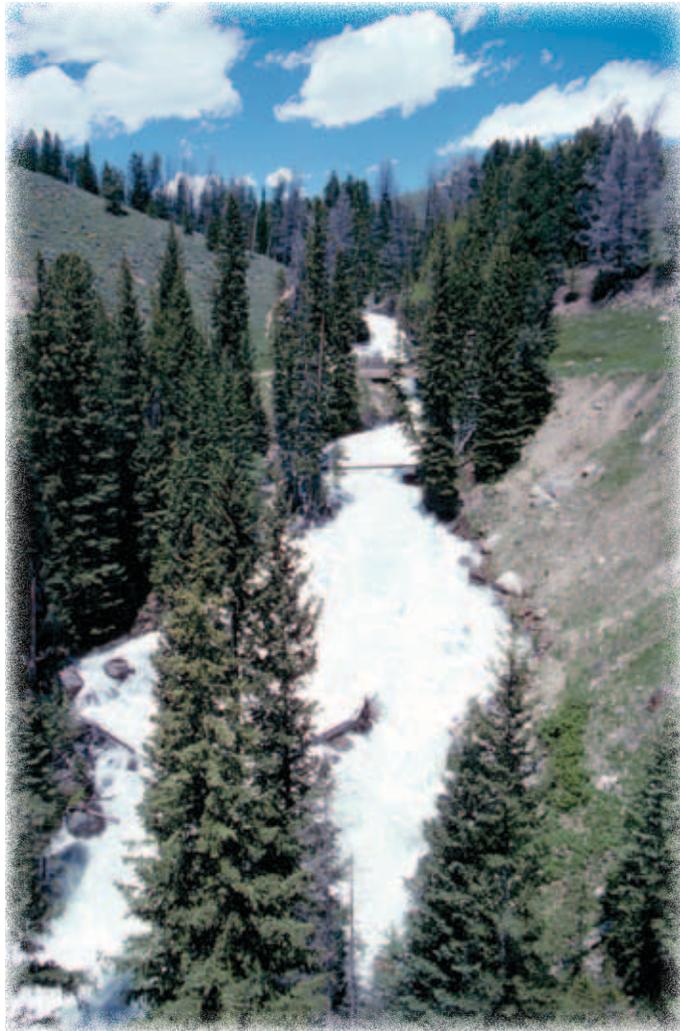
Media: 1 low-profile interpretive sign angled towards the historic Lake Creek Bridge. (See FHWA plans for railing, wall, media, text, art, photos, and sign plaza details.)





Other Recommendations:

- ◎ Determine how to address erosion presently occurring on the north side of the western abutment of the old Lake Creek Bridge
- ◎ Determine how to incorporate a break in the guardrail at the parking area to permit access on the north side of the highway, to the trail and the interpretive site.
- ◎ On the south side of the old Lake Creek Bridge, block and rehab trail to road and parking area across highway. This path is unsafe and encourages people to walk across highway to the south side of road parking area.



Lake Creek flowing under the historic bridge, view from Beartooth AAR.



14. Clarks Fork Overlook (MP 1/6 east) - Wayside Site

Current Theme and Media:

None

Current Status:

Small parking lot with “Clarks Fork Overlook” wooden sign with arrow and a CXT toilet.



Above, view to the west, Beartooth AAR (arrow pointing to road)



View to the east

Land Manager:

Shoshone NF

Proposed Theme and Media:

Theme: Along the Beartooth AAR and throughout national forest lands, timber is harvested to reduce wildland fire hazards and as a means of improving wildlife habitat for increased species diversity.

Storylines:

1. Travelers along the Byway will see the diversity of plant life, including the brilliant yellow aspen trees in areas cleared to allow forage meadows for deer and elk.
2. A mixed forest of tree species is a sign of a healthy forest.
3. Show active forest management supports this diversity by removing conifer overstory to save the aspen clone base.
4. The use of fire as a management tool serves to enhance wildlife habitat, ecological processes, and is a historical ecological cycle of the western landscape.

Media: 1 interpretive panel

Other Recommendations:

- ▣ Consider replacing the wood routed sign with a different sign.





15. Pilot and Index Overlook – Peak Finder Overlook



Current Theme and Media:

Contrasting geology of the Absaroka and Beartooth Mountains: The Absaroka and the Beartooth Mountains' natural forces of fire and ice elements created these spectacular landscapes as we know them today.

Current Status:

2 new interpretive signs are fabricated and will be installed in 2009.

Land Manager:

Shoshone NF

Proposed Theme and Media:

- ◆ Not applicable

Other Recommendations:

- ◆ Remove old toilet per facility recreation analysis.





16. Clay Butte Road and Trailhead

Current Theme and Media:

None

Current Status:

Dirt road is sometimes closed to public access. Trailheads are accessed from the upper portion of the road. No information at Byway junction.

Land Manager:

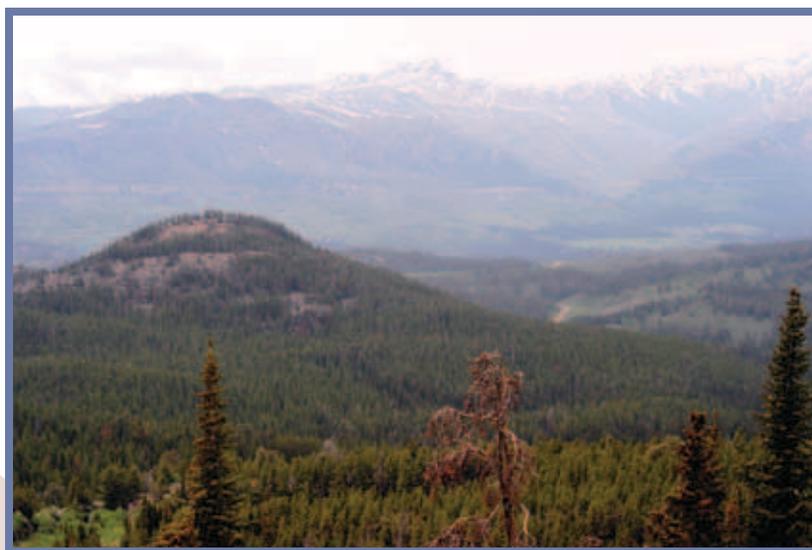
Shoshone NF

Proposed Theme and Media:

- ⊙ None - there is no safe parking area at the end of the road entry and it is a wetland.

Other Recommendations:

- ⊙ Install approach and entry signs, and if facility is open or closed
- ⊙ Install a sign on gate regarding closure of the area, and rationale behind closure
- ⊙ Replace trailhead signs as needed
- ⊙ Rehab trailhead parking area at top of road
- ⊙ Coordinate sign standards for consistency along roadway corridor





17. Clay Butte Fire Tower - Visitor Information/ Interpretive Site



Current Theme and Media:

3 -4 portable panels on deck with messages that include geology, fire ecology, and 1988 fires, wildflowers, alpine environments. 2 panels in parking lot area have messages on paleontology, Bear-tooth Butte. Friends of Clay Butte are doing additional programming and activities; need to get a complete list of their activities and ideas.

Current Status:

Open on a part-time basis, staffed by volunteers and Friends group.

Land Manager:

Shoshone NF

Proposed Theme and Media:

- Staffed on regular basis
- Welcome Video
- Scheduled walks and talks
- Conference meeting space
- Special festivals and events location
- Nature walks
- Exterior Interpretive signs

Other Recommendations:

- Replace toilet and provide access to the same





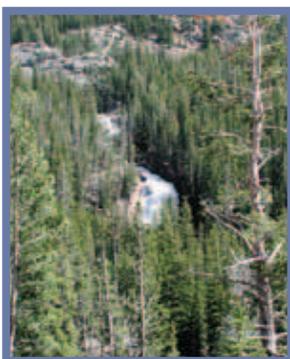
18. Beartooth Ravine and fall - #2 Federal Highways Identified Interpretive Site

Current Theme and Media:

None

Current Status:

This site is one of the identified sites for mitigation by Federal Highways. Concept designs for an interpretive viewing area have been developed, but construction has been put on hold due to funding shifts and priorities within Federal Highway programs.



Land Manager:

Shoshone NF

Proposed Theme and Media:

Theme: Visitors need to be aware this is untamed wildlife country. Practice wildlife safety at all times

Storylines:

1. This vast and wild landscape is some of the last habitat for grizzly bears in the lower 48 states.
2. You are standing in the midst of a complex geological story and ecosystem that are mostly intact from human influence.
3. Be on the lookout for wildlife crossing the road and conscious of human/wildlife safety at all times.

Sign 1: Grizzly bear habitat and behavior and their place in the ecosystem. Include a peak finder with information about physical geography of the drainage.

Sign 2: Information on wildlife movements, migration and animal behavior, bridge design and provisions for wildlife crossings here and elsewhere on the road reconstruction project.





Other Recommendations:

- ◆ Selectively fell trees to create a vista of the river and watershed at the bottom of the ravine.
- ◆ Concept proposal includes: The interpretive site design at this location indicated two free-standing exhibit sign structures in front of the metal railing. Recommendations included incorporating the sign frame or structure directly into the fence so signs blend into overall design of site. A stone masonry wall, matching the existing historic bridges, repeats the design elements of the bridge abutments with one interpretive sign located in the center of the total expanse of the railing to provide the greatest view of the gorge. (For additional design information, contact Vaughn Hintze, Shoshone NF.)



Traveling south on the Beartooth AAR near Shoshone/Gallatin National Forests boundary, view of Jim Smith Peak, Absarokas.



19. Beartooth Lake Bridge - #3 Federal Highways Identified Interpretive Site

Current Theme and Media:

None

Current Status:

A bridge crossing with historic structure and bridge work: currently no viewing area.



Land Manager:

Shoshone NF

Proposed Theme and Media:

(As proposed in FWHA preliminary interpretive planning in 2004)

One sign about the historic bridges of the Beartooth:

The four historic bridges represented on this roadway provide a view of 1930's unique construction techniques that have withstood time and travelers.



Storylines:

1. You can view these bridges on the roadway.
2. These historic bridges are in the nomination process for the National Historic Register and the Historic American Engineering Record (2004). (Final status will need to be determined prior to sign development.)

Other Recommendations:

- ⊙ Selectively fell trees to improve vista and forest health, as well as provide trail access.
- ⊙ Concept proposal includes: use of angular deck design that blend with existing topography similar to deck for Beartooth Lake Outlet Bridge. Delineation of east side of trail with granite cobbles. Tie railing into the west wing wall of the historic bridge, without disturbing the bridge, to discourage visitors from attempting to climb down the hillside between the interpretive site and the bridge. (For additional design information, contact Vaughn Hintze, Shoshone NF.)



Beartooth Lake Bridge (Upon post Highway Reconstruction - a retrospective interpretive site & trail is proposed where folks are standing)





19&20 Beartooth Lake Recreation Facilities - Identification Site



Current Theme and Media:

None

Current Status:

A bridge crossing with historic structure and bridge work: currently no viewing area.

Land Manager:

Shoshone NF

Proposed Theme and Media:

- ◆ Lake identification
- ◆ Regulatory information as required

Other Recommendations:

- ◆ Repair and replace all campground, day use, directional, approach, and site signs.
- ◆ Install lake identification sign with forest standard signage (consider making sandblasted stone as standard).



21. Top of the World Store - Private Store and Gift Shop

Current Theme and Media:

Orientation and information with map, introduction to the Beartooth Road history, introduction to grizzly bears, and safety on the Byway.

Current Status:

Need site development and kiosk construction to complete work at this site. Signs completed and will be installed 2009.

Land Manager:

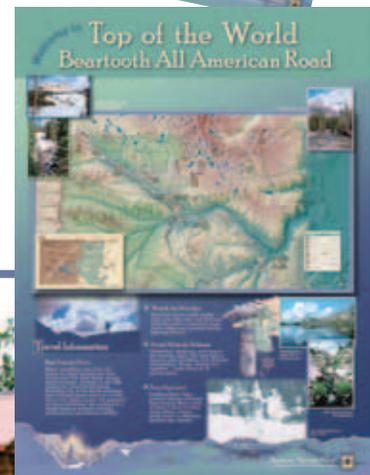
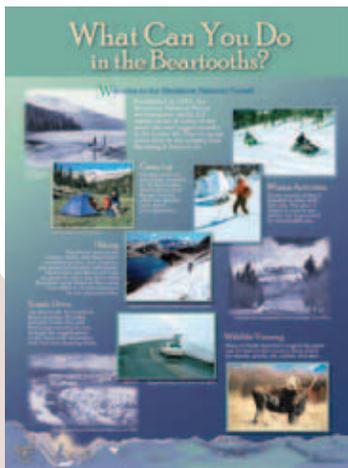
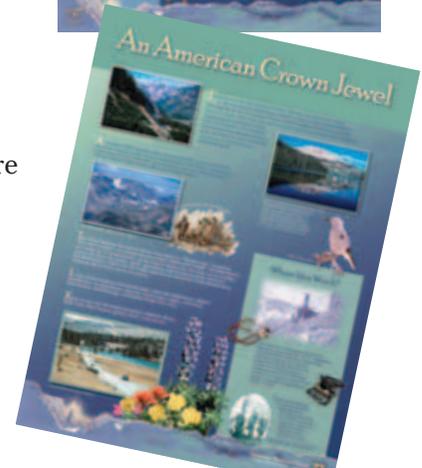
Shoshone NF

Proposed Theme and Media:

- © Orientation and interpretative signage were fabricated in 2008. Rock base and structure will be installed as funds become available. Construction drawings for the kiosk were also completed. This site will be completed pending staff time and funding for materials and installation.

Other Recommendations:

- © Consider replacing site approach signs and site entry to be consistent with Byway guidelines.





22. Geology Interpretive Site - #4 Federal Highways Identified Interpretive Site



Current Theme and Media:

None

Current Status:

None - Part of future FHWA construction work. The site is incomplete in 2008 (currently not funded by FHWA). See Appendix B for site concept designs.

Land Manager:

Shoshone NF

Proposed Theme and Media:

Theme: The unique geology of this region is visible in the mountain ridge to the north.

Storylines:

1. A stratum of geological time can be read in this mountainside.
2. The evolution of the landscape over millions of years to the present can be traced in this geology.
3. Rocks (geology) have an influence on human events and history.

Media: 1 sign panel

Other Recommendations:

- ☐ Due to different ecosystem (semi-tundra) should consider using less visually obtrusive sign and frame system for other structures on the Byway. Use newer design elements as installed in 2008 (in other sites by the Shoshone National Forest) for consistency.





23. Morrison Trailhead and Beartooth National Recreation Trail

Current Theme and Media:

Trailhead identification, forest identification

Current Status:

Large standard Forest Service brown and yellow sign that identifies the trailhead. It sits on the south road bank with poor access and no parking. Sign is not connected visually to any visible adjacent roadways or trails.

Land Manager:

Shoshone NF

Proposed Theme and Media:

- ⊙ Trailhead identification, map of area, with additional hiking/safety information.

Other Recommendations:

- ⊙ Relocate the trailhead (trail #629) to the existing Morrison Trailhead and Trail #120. Close #629 and restore vegetation.
- ⊙ Build a new connector trail.
- ⊙ Pull down trailhead sign at road edge.
- ⊙ Re-sign trail and trailhead per sign handbook.
- ⊙ Determine scope of work and timing (North Zone Recreation Staff Officer).





24. Deadman's Curve Wayside Site - Future



Current Theme and Media:

None

Current Status:

Informal parking areas on both sides of roadway; some safety concerns for pedestrians crossing roadway.

Land Manager:

Shoshone NF

Proposed Theme and Media:

- Dramatic vistas
- Geology

Other Recommendations:

- Potential site for post highway reconstruction
- See FHWA interpretive concepts produced by Mark Holdeman, Landscape Architect Consultant to FHWA.





25. West Summit, Beartooth Pass Overlook - Wayside Site

Current Theme and Media:

None

Current Status:

Parking lot

Land Manager:

Shoshone NF



Proposed Theme and Media:

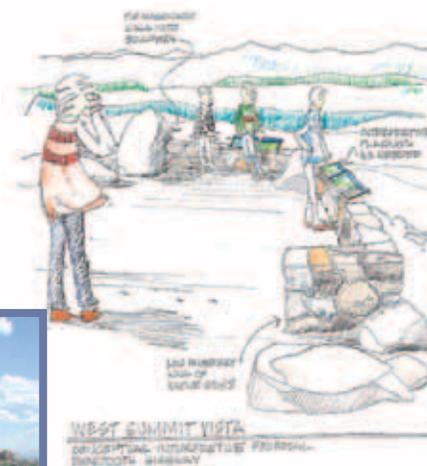
Theme: Constructed in the late 1930s, the Beartooth Highway was an engineering feat originally intended as an approach to Yellowstone National Park, with no clear ownership of the roadway over the years.

Storylines:

1. The road construction through a wilderness was based upon a congressional Park Roads Act and created the second highest paved road in the U.S.
2. The Beartooth road crosses diversity of life zones, variety of wildlife, plant life, and scenic vistas.
3. The alpine world has unique plant and animal life due to the extreme conditions, including freezing and thawing of the ground that creates interesting rock patterns.

Other Recommendations:

- ◆ 1-2 low profile signs, small low profile (micro-signs).
- ◆ Use boulders and minimal masonry as mounting bases for signs to minimize intrusion onto landscape.





26. Gardner Lake Pullout - Interpretive Plaza



Current Theme and Media:

Trailhead and sign identifying trailhead

Current Status:

- ◆ Parking occurs on gravel and tundra area, but no formal parking lot or interpretive signing of overlooks.
- ◆ Hazards on roadway with the Bear's Tooth sign across roadway. Drivers stop in a curve on the road to take pictures of the view.
- ◆ Safety issues occur as backcountry skiers ski the snow headwall in the area, and hitchhike back up the roadway.
- ◆ Site is used as a pullout mainly for winter recreation. On opening day there can be 100 vehicles chaotically parked here as extreme ski enthusiasts and snowmobilers make use of the snow and/or just park to watch people ski the headwall.

Land Manager:

Shoshone NF

Proposed Theme and Media:

Theme: To the west sits the Beartooth Range, aptly named for the Bear's Tooth (called Niet Pe Say, by the Crow, meaning the "tooth of the bear").

Storylines:

1. Follow the trail down to Gardiner Lake or beyond to additional hiking trails.
2. The Beartooth Mountains are primarily granitic rock while the Absarokas are volcanic. Both mountain ranges are glaciated.

Media:

- ◆ 2-3 panels set in hard surfaced interpretive overlook
- ◆ 1 trailhead sign

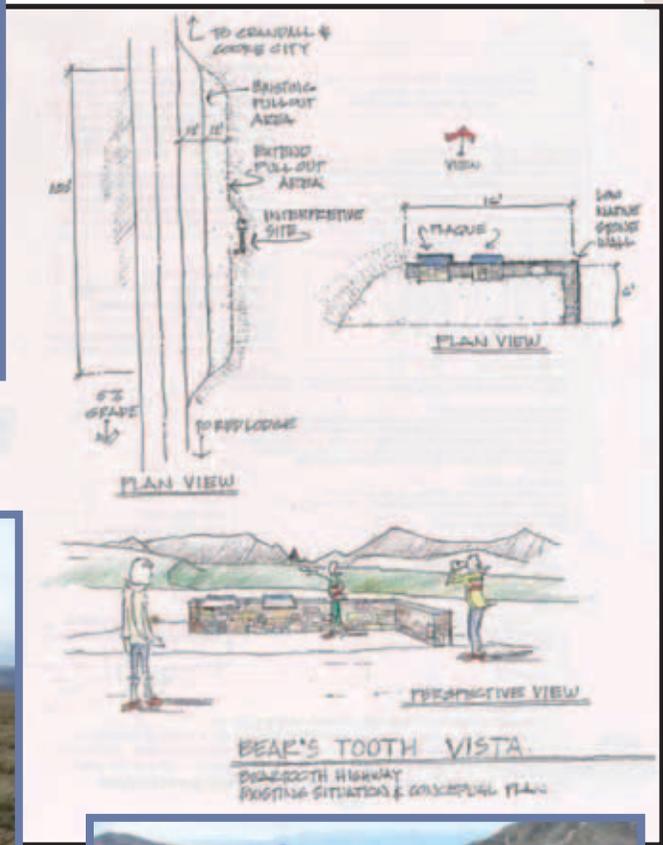
Other Recommendations:

- ◆ Remove wood Bear's Tooth existing identification sign on the highway. Currently not an overlook or Pullout.
- ◆ Define parking area, highway access and interpretive area with low scale development: hardened surface, rock masonry, and signage.

- ◇ Coordinate encroachment with FHWA engineers.
- ◇ No concrete walks on hard surface (use ADA accessible crushed fines). Keep as a low maintenance site.
- ◇ Install an “eye-sighter” for the Bear’s Tooth with a tube or slot design feature.
- ◇ Bring hiking trail to the terraced area.



Looking west towards Bear’s Tooth



Location for terracing, rock wall, trailhead sign



Gardiner Lake from trailhead





27. State Line/Boundary Sign/45th Parallel Sign - Custer National Forest



Current Theme and Media:

Forest boundary identification and interpretive wayside sign explaining significance of 45th parallel.

Current Status:

Boundary signs installed; interpretive signage to be installed in 2009.

Land Manager:

Shared boundary between Custer NF and Shoshone NF

Proposed Theme and Media:

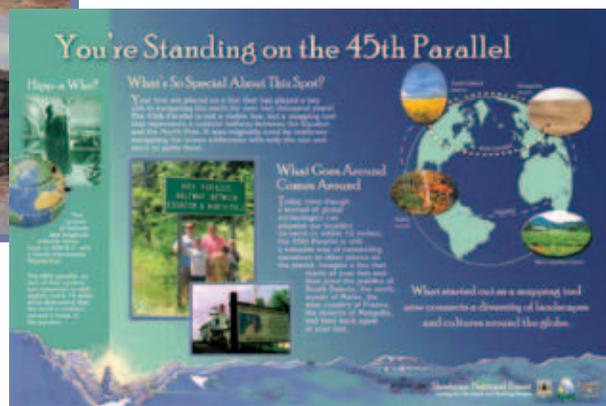
Identification of forest boundaries and definition of 45th parallel

Storylines:

1. You can view these bridges on the roadway.
2. These historic bridges are in the nomination process for the National Historic Register and the Historic American Engineering Record (2004). (Final status will need to be determined prior to sign development.)

Other Recommendations:

- ☐ When funds and staffing become available, install native rock masonry base to sign stanchions.



Custer National Forest Sites



28. Dike Wayside Site

Current Theme and Media:

None

Current Status:

No interpretive signs or messages

Land Manager:

Custer National Forest

Proposed Theme and Media:

Theme: The Absaroka and Beartooth Mountains natural forces of fire and ice elements created these spectacular landscapes as we know them today.

Storylines:

1. The black band of magma visible across the valley is called a Dike and reveals a clue to the geologic story of this region.

Media: 1 wayside interpretive panel

Other Recommendations:

- ◆ All signage needs to be designed to withstand winter conditions and high force winds (or be removable).



View of the dike from the north. Dike is visible behind the speed signpost.





29. Rock Creek Rest Area and - Interpretive Trail/Overlook



Current Theme and Media:

Introduction to roadway, state road map, early travelers over the Beartooths, former signs on flora and fauna were destroyed (blown away) by the typical winter winds that assail the overlook.

Current Status:

A restroom exists at the parking lot, with low profile sign frames. A short walk leads out to the overlook that looks into Rock Creek and scenic views.

Land Manager:

Custer NF

Proposed Theme and Media:

Theme: The Beartooth Mountains were carved by massive glaciers creating these spectacular landscapes as we know them today.

Storylines:

1. Rich deposits of silver and gold attracted prospectors to the area in the 1870s.
2. The diverse natural resources, including wildlife and vegetation of the high elevations along the Beartooth.

Theme: Constructed in the 1930s, the Beartooth was an engineering feat originally built as an approach to Yellowstone National Park, with no clear ownership of the roadway over the years.

Storylines:

1. The early design and development of the road followed historic trails and wagon roads (using the switchback as the focal point).
2. The Parks Act was 1930s legislation that enabled the construction of this roadway to bring tourists into Yellowstone National Park.

Other Recommendations:

- ◆ All signage must be designed for wind and snow, freezing and thawing.
- ◆ All improvements need to be removable for the wintertime. Would like the design to follow the Beartooth/Shoshone template, using more timber structures.
- ◆ 2 low-profile signs at overlook



Toilets and plaza area parking lot at Rock Creek



Walking trail to Rock Creek
Overlook



Views from
Rock Creek
Overlook





30. Entry Portal to Beartooth from Red Lodge



Current Theme and Media:

Forest identification sign installed in 2008; no interpretive messages

Current Status:

This site is about 6 miles south of the Beartooth Ranger Station on the highway. A 12-car parking area and a forest information panel are currently at the site. The district is installing a forest portal sign (same look as Silvergate with a hanging shield on large diameter timbers cross arm and mount). The scarred trees from the Willie Fire are directly in the view.

Land Manager:

Custer NF

Proposed Theme and Media:

Theme: Recreation opportunities are abundant in this region and require using caution and safe practices that minimize human and wildlife conflicts.

Storylines:

1. Abundant recreation opportunities exist on the Beartooth -- fishing, hiking, camping, and other recreation activities.
2. Be aware and practice safety on the roadway and when recreating in this wild landscape.

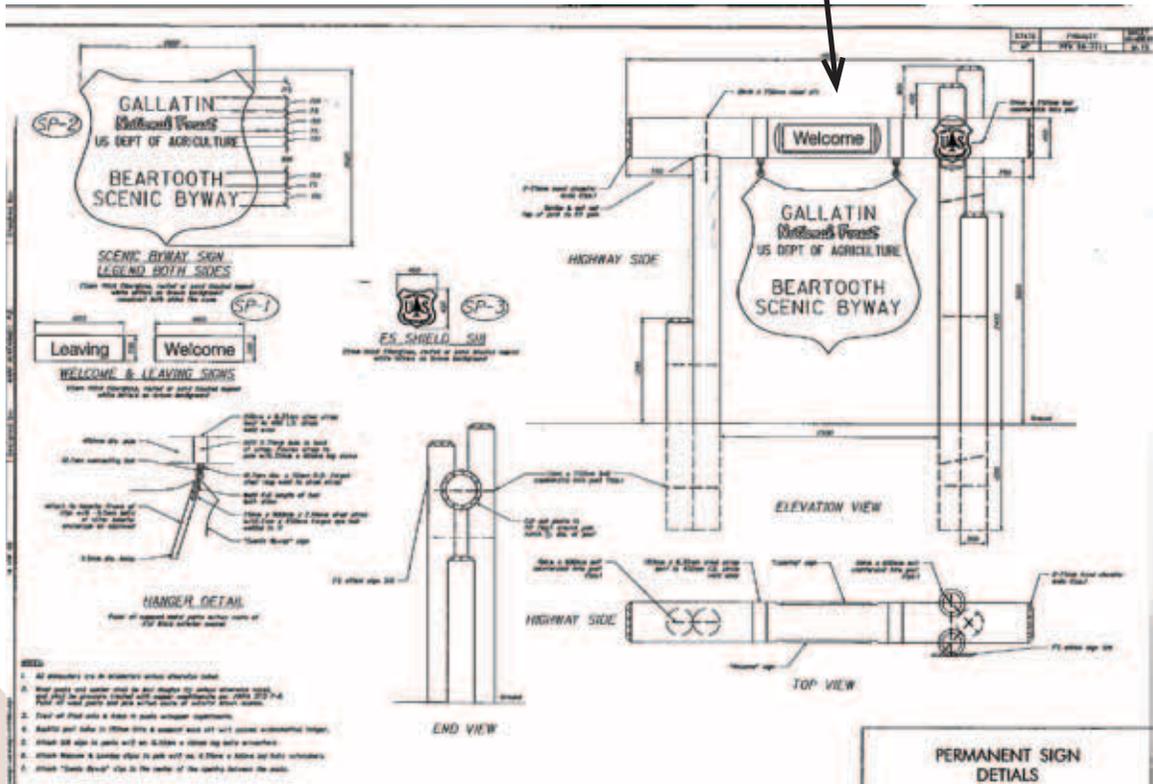
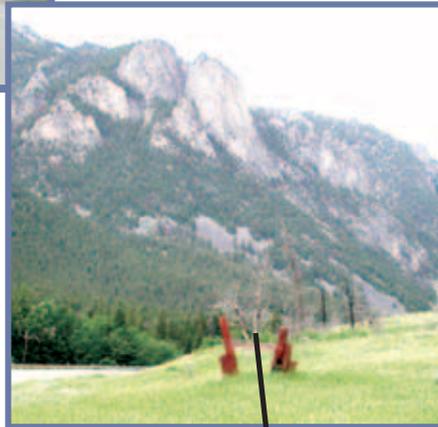
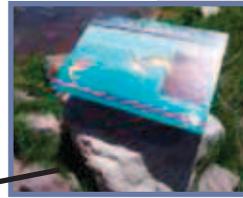
Theme: Welcome to a land of inspiring beauty, rugged mountains, wilderness, and home to many species of North American wildlife.

Storylines:

1. Visitor information, introduction to the corridor, map, and general history of the natural and cultural resources present in the area.
2. Information about the route and the significance of All American Road designation.
3. Map identifying the Beartooth AAR and distances and travel times to Cody, Wyoming; Cooke City, and Red Lodge, Montana; and Yellowstone Park.
4. Fire in the mountain environment and benefits for wildlife.

Media:

- ☐ 3-panel kiosk related to Byway recreation opportunities, information, and map of area. Panels will be consistent 2008 Byway language.
- ☐ 1 low-profile wayside sign with the theme based on "The Rock Creek valley area is a land with inspiring vistas created from the rugged mountains and vast wilderness -- where ecosystem diversity gives rise to many species of North American wildlife."





31. Beartooth Ranger District Office - Visitor Information Facility



Current Theme and Media:

No interpretive plan for the office; currently there are native fish interpretation and standard wilderness signs in place.

Current Status:

Office serves as a point of visitor contact and a space for exhibits.

Land Manager:

Custer NF

Proposed Theme and Media:

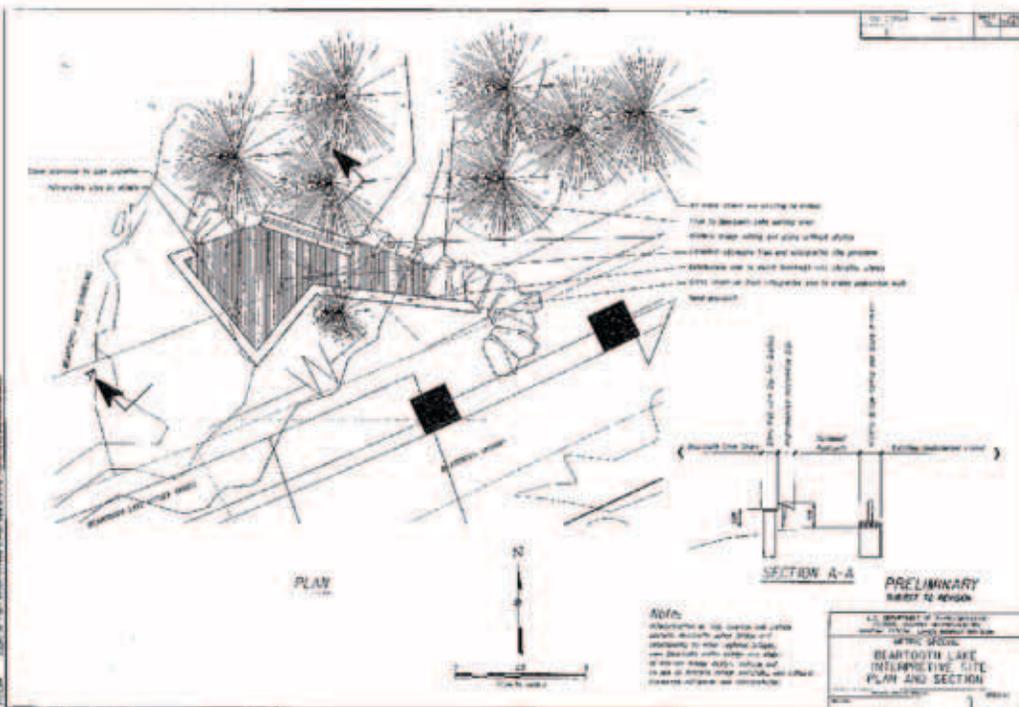
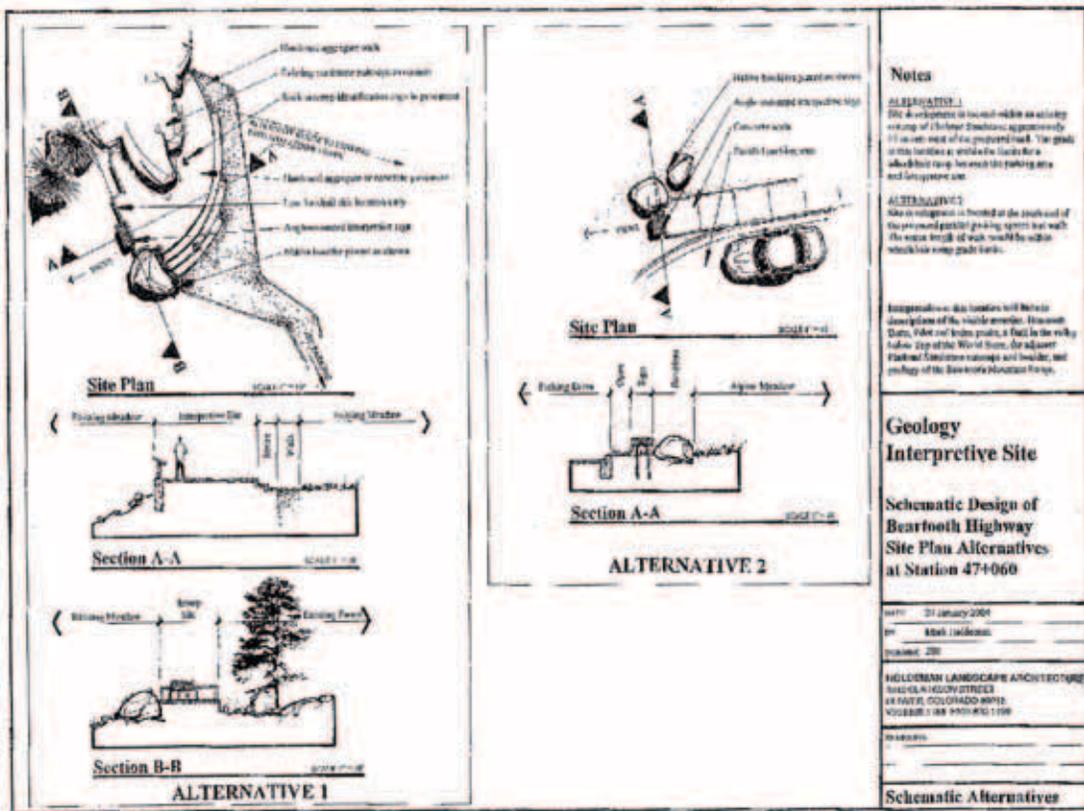
- ⊙ A separate interpretive plan is recommended to address specific themes and display needs relevant to this district office, local community and natural and cultural resources beyond just the Beartooth AAR. Stories to be included would address forest management issues and human interactions and influence on the environment.

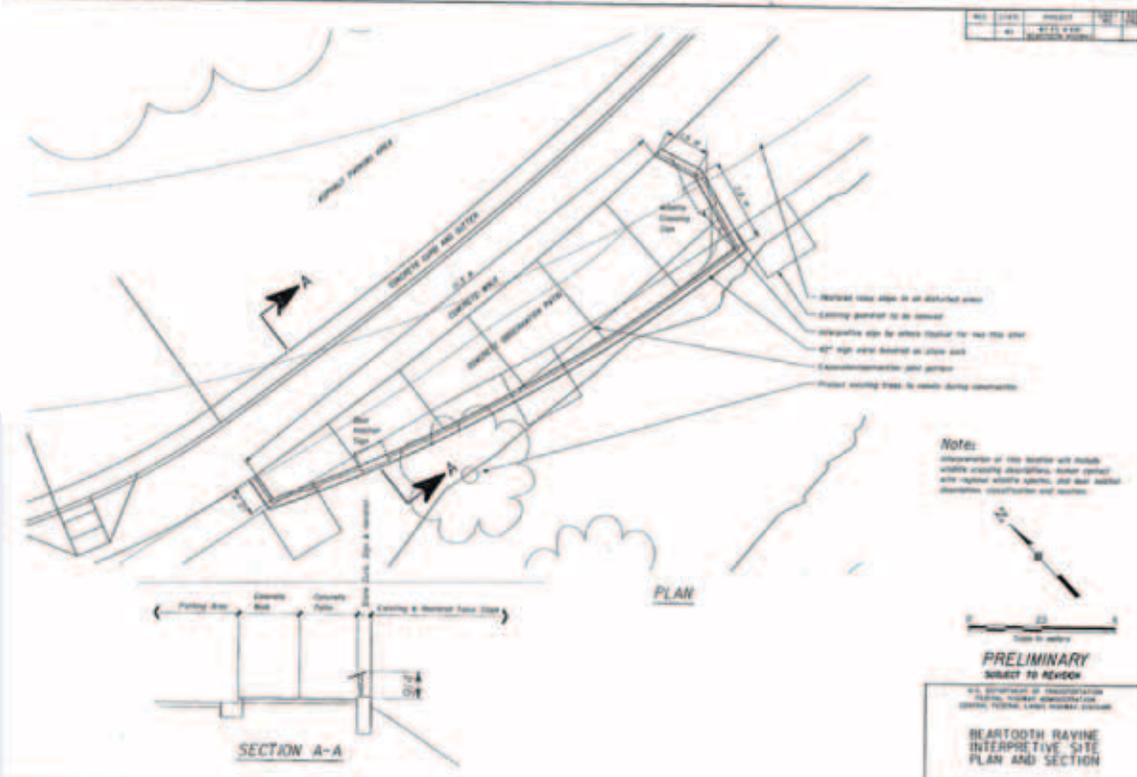
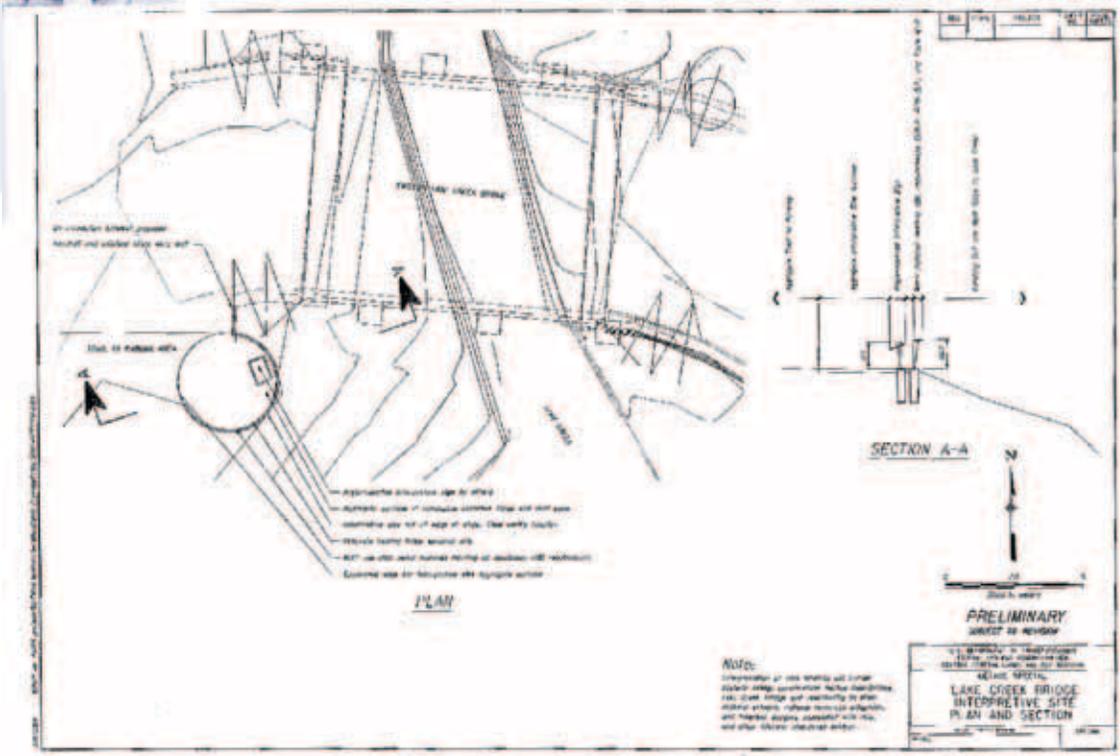
Other Recommendations:

- ⊙ Develop additional byway, portal style interpretive panels to place at both ends of Red Lodge (Chamber of Commerce and the Red Lodge Office to provide information to travelers on both sides of town).



APPENDIX B: Concept Site Illustrations - Holdeman 2004





APPENDIX C: Example of an Evaluation Strategy for Scenic Byway Partnerships

Assessing Your Efforts

1: Never **2:** Sometimes **3:** Frequently **4:** Always

1. o o o o We think ahead. We have a long-term (year by year) development plan for our byway projects.
2. o o o o We link our byway to a regional network of roads, attractions, and visitor facilities.
3. o o o o We align ourselves with agencies and organizations that will adopt and advance byway initiatives (e.g. Friends of the Beartooths, local county tourism groups, etc.).
4. o o o o We have researched federal funding sources beyond the National Scenic Byways grant program (e.g. Transportation Enhancements and others).
5. o o o o We involve local, state, regional, and federal partners in our projects.
6. o o o o We engage the public through community meetings, byway tours, and other forums.
7. o o o o Byway facilities are designed to complement the surrounding landscape and setting.
8. o o o o When planning byway facilities, we consider visitor needs for safety, accessibility, and wayfinding.
9. o o o o We have created opportunities to encourage stewardship of our resources.
10. o o o o We make effective use of volunteers.

This project was successful because of a number of factors. Is your byway implementing similar best practices?



