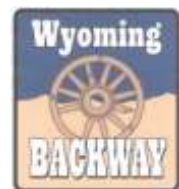


The Wyoming Scenic Byways and Backways Program



Wyoming Department of Transportation
March 2009

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Introduction

Background

Before 1995, more than 1,640 miles of road and highways in Wyoming were designated as scenic highways, byways or loop tours. These designations were made by two state and two federal agencies.

The Wyoming State Highway Commission (since changed to the Wyoming Transportation Commission), in 1988, designated Wyoming State Highway 296 in Park County as the Chief Joseph Scenic Highway (47 miles).

The Wyoming Division of Tourism established six Wyoming Loop Tours. Three tours were in the northern part of the state, and three were in the southern part. The Loop Tours were intended to encourage travelers to experience more of Wyoming's history, wildlife and spectacular scenery (1,011 miles). These loop tours are no longer being promoted by the Wyoming Business Council.

The U.S. Forest Service designated seven National Forest Service Scenic Byways in the state. The byways include many miles of scenic State Highways located within forest boundaries in the state (387.5 miles.)

The U.S. Bureau of Land Management designated three Back Country Byways in the state. These routes are located on county roads and consist of ungraded, graded, gravel and paved roads (197 miles).

Purpose

The purpose of the Wyoming Scenic Byways and Backways program are to: promote and enhance tourism and the understanding and appreciation of the state's heritage in concert with the preservation, protection and enhancement of the state's scenic, historic and cultural resources.

The purpose of this document is to describes the program and gives an explanation of the nomination process.

It explains the recommended methodology for adding a roadway segment as a part of the Wyoming Scenic Byway and Backway Program.

Federal Transportation Legislation

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) in Section 1047(f) established an Interim Federal Scenic Byways Program to make grants available to any state with a scenic byways program. In addition to the interim program, ISTEA included provisions for the Federal Highway Administration (FHWA) Scenic Byways Program and provided funding for fiscal years 1992 through 1997, with the federal share for the costs of planning, designing and developing byway-related projects at 80 percent.

In 1998, Congress reauthorized ISTEA with the passage of the Transportation Equity Act for the 21st Century (TEA-21). The new federal law provides \$148 billion for scenic byways and backways for fiscal years 1998 through 2003. The FHWA awards the funds competitively as grants on a 80 percent federal and 20 percent local match.

Wyoming Scenic Byways Advisory Committee

The Wyoming Department of Transportation (WYDOT) was designated by the Governor as the agency responsible for the Scenic Byways Program in Wyoming in 1995. The goals of the program were to: promote and enhance tourism and the understanding and appreciation of the state's heritage in concert with the preservation, protection and enhancement of the state's scenic, historic and cultural resources.

WYDOT, desiring to coordinate the several federal and state agencies interested in scenic byways and backways, as well as maximize the resources available in these agencies, appointed an advisory committee in 1998. As of 2008, the Wyoming Scenic Byways Advisory Committee (WSBAC) is composed of the following members:

Rick Clark, U.S. Forest Service
Lesly Smith, Bureau of Land Management
Clyde Douglass, Tourism Consultant
Laura Nowlin, State Historic Preservation Office
Leslie Kedelty, Wyoming Division of Tourism
Janet Milek, Wyoming Department of Game & Fish
Fred Chapman, U of Wyo. American Studies Department
Kevin McCoy, Wyoming Department of Transportation
Talbot Hauffe, Wyoming Department of Transportation

The responsibilities of the WSBAC include: advising the WYDOT Transportation Commission on designations and issues concerning the Wyoming Scenic Byway and Backway Program, reviewing applications for nominations and grants, and maintaining the program. Being a part of the state scenic system, byways and backways are eligible for federal grants through fiscal year 2003. The federal share payable for the costs of planning, design and development is 80 percent. Scenic Byway and Backway grant applications are submitted to WYDOT, which reviews and approves for submittal and then transmits them to FHWA. Wyoming's projects will compete with those of other states on a national basis for the funds available.

The projects that are eligible for federal grants are:

1. Planning, design and development of State Scenic Byways programs.
2. Making safety improvements to a highway designated as a scenic byway to the extent such improvements are necessary to accommodate increased traffic, and changes in the types of vehicles using the highway, due to such designation.
3. Construction along the highway of facilities for the use of pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks and interpretive facilities.
4. Improvements to the highway that will enhance access to an area for the purpose of recreation, including water-related recreation.
5. Protecting cultural resources in areas adjacent to the highway.
6. Developing and providing tourist information to the public, including interpretive information about the scenic byway.

Objectives, Definitions and Nomination Criteria for Wyoming Scenic Byways and Backways

Objectives

The objectives of the Wyoming Scenic Byways and Backways Program include promotion and enhancement of tourism and the understanding and appreciation of the state's heritage in concert with the preservation, protection and enhancement of the state's scenic, historic and cultural resources. Scenic byways and backways are specially designated roadways that provide an opportunity for recreational and slower-paced travel through lands of significant scenic or cultural interest (historic or prehistoric). Scenic byways and backways differ in road condition and available services.

Definitions

1. **Scenic byways** are roads that can be safely traveled in a standard passenger car or Recreational vehicle.
2. **Scenic backways** are of two types:
 - a. **Type I** – Roads that are paved or have an all weather surface and are negotiable by a normal touring car. These roads are usually narrow, slow speed roads.
 - b. **Type II** – Roads that require high clearance type vehicles such as trucks or four-wheel drives. These roads are usually not paved but may have some type of surfacing. Grades, curves and road surface can be negotiated with a two-wheel drive high clearance vehicle without undue difficulty in good weather.

Nomination Criteria

The criteria for nominating a roadway to the Wyoming Scenic Byways and Backways Program are identified below. The operational class of the nominated road determines whether that roadway will be considered as a byway or backway in accordance with Criteria #2. The intent of both the nomination and evaluation criteria is restrictive so the number of designated byways and backways is limited to those with truly outstanding characteristics.

1. The nominated roadway must possess one or more exceptional and/or distinctive scenic, natural, historic, cultural, archaeological and recreational qualities.
2. The nominated roadway must be functionally classified as an arterial or collector and meet specified design and safety standards in order to be considered as a Wyoming Scenic Byway; or be functionally classified as a rural minor collector or local road in order to be considered as a Wyoming Scenic Backway.
3. The nominated roadway must be a public road as defined by Wyoming statutes.
4. The nominated route must have strong local support and proponents must demonstrate coordination with relevant agencies.
5. The nominated route must be accompanied by a conceptual management plan.
6. Roads that form a loop or are part of a network of scenic roads are preferred. Dead-end roads may be included in the system if they have strong attractions at their terminus.

Submittal Requirements for Nomination

Introduction

The following requirements are necessary for the submittal of the scenic byways or backways nomination application.

Process

Nominating group should request a nomination packet and this guide from the WYDOT Scenic Byways and Backways Program. This information is available at any time by calling 307-777-4862

A. Description

Nominating group shall provide a physical description of the route. Include the highway route number(s), beginning and ending mile post numbers, total mileage of the proposed byway or backway, the type of vehicle the route is best suited for, and the name of the county or counties, communities, and federal or state land(s) through which the byway passes (i.e., Forest Service, BLM, State Wildlife Area).

B. Maps

Please include relevant maps showing the route of the proposed byway or backway. These maps should be one or more of the following: USGS quad maps, county road maps, BLM or Forest Service maps. For short routes of a few miles, the USGS quad maps may be appropriate, whereas long routes can be best illustrated on county, BLM or Forest Service maps.

C. Nomination Criteria

Please describe how the proposed byway or backway meets each of the six criteria:

1. The nominated roadway must possess exceptional and/or distinctive scenic characteristics or cultural resource values.

Discuss those features that are part of the proposed route. (Note: A proposed route does not need to have all of the features, but include information about all that do apply.) Be specific. For example, if the route has scenic features, describe what they are and why they may be exceptional or distinctive. If there are historic or prehistoric sites and/or districts along the route, briefly describe each site/district and its historic or prehistoric significance. Also include an annotated map that identifies the locations of the distinctive or exceptional features that are located along the proposed route. Photographs keyed to the map should be included to support discussion of features. See Appendix E for additional information.

2. The nominated roadway must be functionally classified as an arterial or collector and meet basic design and safety standards to be eligible for designation as a Wyoming Scenic Byway, or must be functionally classified as a rural minor collector or local road to be eligible for designation as a Wyoming Scenic Backway.

Provide the functional classification of the road (available from WYDOT Planning) and the intended designation (byway or backway) for which this roadway is being nominated. Describe the general roadway conditions and identify the location and extent of any safety problems. Identify how these areas will be improved, including the agencies and groups involved

and their roles, and the timetable for its accomplishment. Identify any anticipated road relocation or improvement projects that would affect the condition or status of this road.

3. The nominated roadway must be a public road as defined by Wyoming statutes.

Briefly discuss the accessibility of the route. Is it a public road under the jurisdiction and maintenance of a public entity and open to the public? Is it open year round? (Note: Proposed byways or backways do not necessarily need to be open year round.) How accessible is the route to services, such as food, fuel, lodging and sanitary facilities?

4. The nominated route must have strong local support and proponents must demonstrate coordination with relevant agencies.

Identify the individual(s) or organization(s) preparing the nomination. Show evidence that local counties, communities, agencies, landowners (including federal and state) and private citizens have been involved in the nomination process. Coordination with these entities as well as local historical societies, municipal and county road departments (as appropriate), and the appropriate engineering district of WYDOT is essential. A signed statement of support of the nomination from each of the counties, communities and relevant agencies is required. Please attach letters of coordination. A public meeting is not required; however, it is strongly recommended as a suitable method of demonstrating support and coordination from affected parties. A proposal must have substantial support to be accepted for review by the WSBC.

5. The nominated route must be accompanied by a Conceptual Management Plan.

A Conceptual Management Plan is a preliminary, abbreviated version of the Corridor Management Plan. The Conceptual Management Plan must address, in summary form, all the elements required in the Corridor Management Plan. A Corridor Management Plan must be completed by the sponsoring organization no later than one year after the nominated route has been designated (Appendix C). The Conceptual Management Plan must include a summary of the following elements:

- a. What are the significant resources present along the nominated route and why are they significant?
- b. Cultural resources (historic and prehistoric sites) are particularly vulnerable to the potential adverse effects of increased visitation. The sponsoring organization must provide a brief site protection and monitoring plan for cultural resources found within a quarter mile of the nominated route. Coordinate with the Wyoming State Historic Preservation Office and any affected federal agencies in order to develop the plan.

6. Roads that form a loop or are part of a network of scenic roads are preferred. Dead-end roads may be included in the system if they have strong attractions at their terminus.

Identify the geographic relationship of the route being nominated to the existing network of designated Wyoming Scenic Byways and Backways. Provide a map if appropriate. If this route would link with the existing network of designated routes or if this route would extend a previously designated route, identify how the scenic, historic or cultural features along the nominated route compare with those of the existing routes to which they connect. For nominated routes that are dead-end roads, be especially careful to describe and illustrate that the scenic, historic or cultural features along the road are of such quality to justify travel on a dead-end road.

D. Contact Person

Please provide the name, address and phone number of the lead contact for the nominating organization. This person will be responsible for informing other organization members about correspondence, requests, and other questions or comments from the WSBAC.



Shell Falls on the Big Horn Scenic Byway

Criteria	Compliance	Partial Compliance	Non-Compliance
<p>Scenic Quality</p> <p>Landscape features: landform/topography, vegetation, water, wildlife, modifications</p>	<p>Route is characterized by the most outstanding characteristics of individual landscape features or combinations of features (essentially unique in the region) with an absence of negative visual intrusions.</p>	<p>Route is characterized by distinctive individual landscape features or combinations of features (visually interesting but not unique or rare). However, the inherent scenic qualities of the landscape have been noticeable compromised by a limited number of negative visual intrusions.</p>	<p>Route is characterized by individual landscape features or combinations of features that are generally common within the region, although isolated or widespread features of greater visual interest may occur along the route, OR negative visual intrusions are so extensive as to become the dominating impression of the route.</p>
<p>Cultural Resource</p> <p>Significance* (historic and prehistoric)</p> <p>*See Appendix E</p>	<p>Route contains one or more sites of national significance or multiple sites of regional significance with visible remains or established interpretation on site, OR route contains multiple sites of national significance without visible remains but lend to interpretive development.</p>	<p>Route contains multiple sites of regional significance without visible remains or established interpretation but lend to interpretive development.</p>	<p>Route contains only sites of local significance.</p>
<p>Unique, Local Characteristic</p>	<p>Driving the route will allow the visitor to experience the unique, local characteristics of area.</p>	<p>Aspects of the unique, local characteristics are demonstrated along the route.</p>	<p>Substantial development inconsistent with unique, local characteristics is obvious.</p>
<p>Roadway Condition and Design</p>	<p>Route meets all the design and safety standards of its functional classification.</p>	<p>Route would require extensive improvements to meet all of the design and safety standards of its functional classification.</p>	<p>Required improvements to meet the design and safety standards for this route may not be feasible.</p>

Criteria	Compliance	Partial Compliance	Non-Compliance
Public Roadway	All segments of the proposed route are considered to be public, but some minor issues remain regarding public access.	All segments are considered to be public, but questionable issues remain regarding public access at one or more points.	Major issues associated with public access are present.
Local Support	Clear evidence of support by all effected jurisdictions and other key interests has been provided.	Local support has been partially demonstrated, but indications from several key interests have not been provided, AND/OR limited opposition has emerged.	Nomination has significant opposition.
Conceptual Management Plan Plan elements: resource protection and maintenance, organization, marketing and promotion, financial support, public facilities	The plan is well conceived and effectively addresses all elements.	The plan is generally adequate, but lacks detail or creative solutions in some areas.	The plan is inadequate.
Continuity	Route provides for loop travel or provides for convenient access to a major highway network at both ends.	Route has reasonable access to a major highway network at one end, but may require difficult or long travel time to reach a major road network at or from other the end.	Route is a dead-end road and requires substantial travel time to return to point of origin.

Discussion of the Nomination and Review Process

Application Materials

WYDOT has available this guide and an application, which will provide criteria and guidance in the preparation and submittal of nominations to the Wyoming Scenic Byways and Backways Program. These materials are available anytime.

Application by Sponsoring Group

Nominations can be sponsored by any agency, organization or group of individuals. Completed applications are due February 1 of each year in accordance with established requirements.

Advisory Committee Review

WSBAC will meet in February or March to make an initial review of applications received. They may make an initial finding of eligibility, determine whether additional information is needed, or determine that the route is ineligible. If the latter is the case, they will notify the sponsoring group and provide them with the basis for their finding. The review will take place in accordance with established review procedures and evaluation criteria (see Evaluation Criteria Section). During the initial review of applications, the WSBAC will request any additional information needed about the nominated routes from the sponsoring group and may make field trips as appropriate to review the routes.

Recommendation for Approval

Pending receipt of complete application, the WSBAC will make their recommendations for nominated routes. The recommendation to designate or not will be forwarded to the Wyoming Transportation Commission. Sponsors will be notified of the determination and if other information is required. For those that are not recommended, a rationale will be provided to the nominating group and the Wyoming Transportation Commission.

TransPlan Public Meetings

As part of WYDOT's annual TransPlan Public Meeting program, opportunity will be provided to exchange information and opinions regarding the scenic byways and backways that have been nominated. Appropriate submittal information for each nominated route will be available for reference and review. The public will be afforded the opportunity to review this information, discuss it with the WYDOT representatives in attendance, and make their opinions regarding these routes a matter of record.

Wyoming Transportation Commission

The Wyoming Transportation Commission will consider the routes that the WSBAC has recommended for designation. Route sponsors may be asked to make a presentation or to provide clarification as needed. Interested members of the public will be invited to provide statements for the record in support of, or in opposition to, the recommended routes. If any recommended routes are not designated, the sponsors should be provided a summary of the Wyoming Transportation Commission's concerns. WYDOT will identify the newly adopted byways and backways on the official state highway map.

Corridor Management Plan

The sponsoring group must prepare a Corridor Management Plan that provides a detailed plan for the management issues, such as development, signing, marketing, organization, funding/financing and implementation strategies. The management plan also will include measures designed to protect sensitive natural and cultural resources from the impacts of increased visitation. The development of this plan as well as its implementation will be the responsibility of the sponsoring group. The WSBAC and WYDOT will provide technical assistance and aid in identifying other useful resources. As guidance to both WSBAC and the sponsoring groups, a detailed outline of points that should be addressed in a Corridor Management Plan is provided in Appendix C.

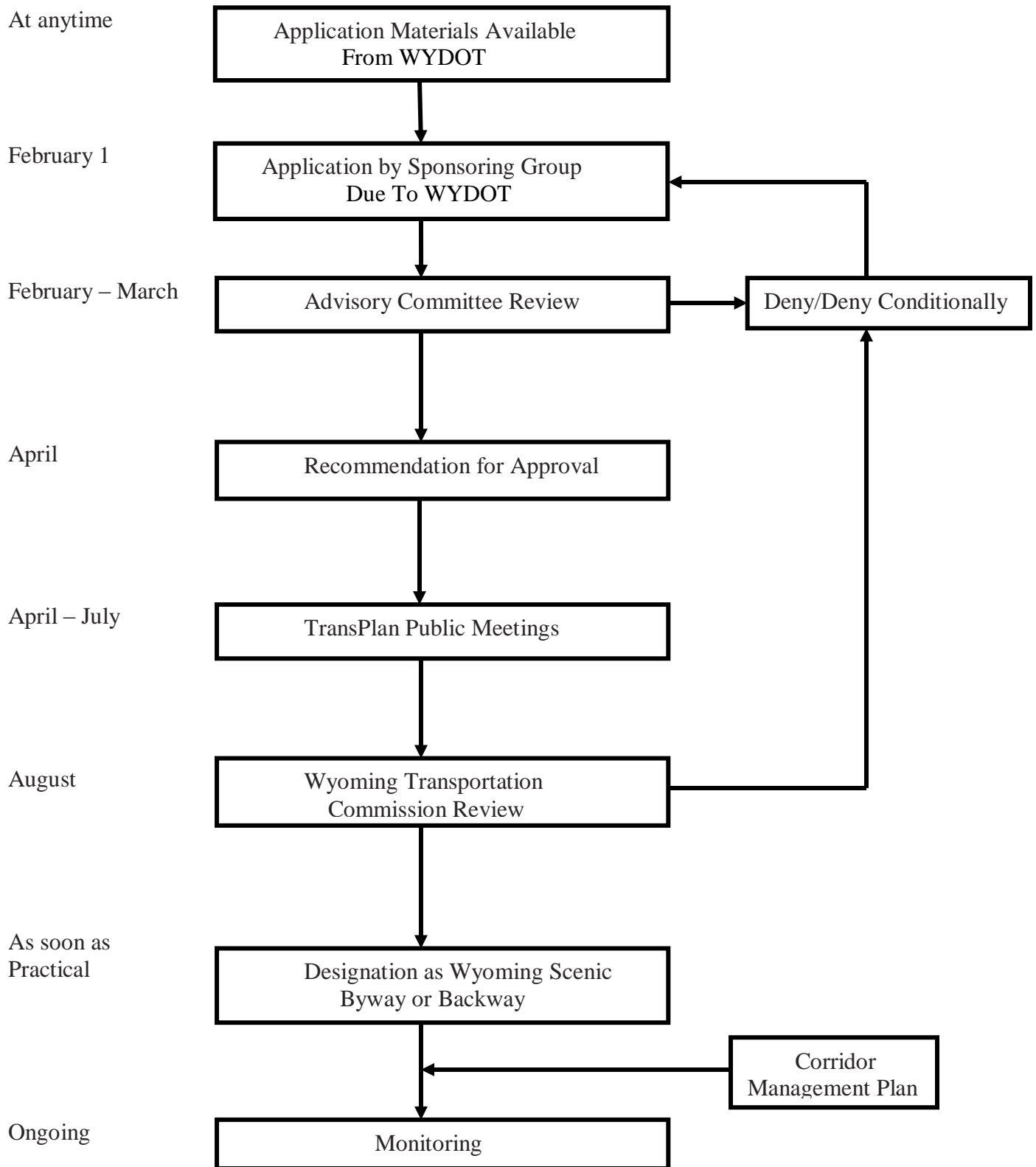
Monitoring

It will be the responsibility of WYDOT Planning as the designating agency to monitor the status and condition of each of the designated byways and backways on a regular basis to determine if the resource values for which the route has been designated, and the roadway condition, remain in a condition commensurate with their designation.



Hams Fork River on the Big Springs Scenic Backway

Nomination and Review Process



Evaluation Criteria

The criteria listed on the following pages are intended to provide a systematic and consistent means of evaluating the merits of a nominated route for recommendation as a Wyoming Scenic Byway or Backway. The approach outlined is intended to provide a structured framework for evaluation while providing for a reasonable accommodation of good judgment and the consideration of intangible conditions, which a purely numerical system cannot reasonably provide.

The evaluation process of each nominated route should begin with each member of the WSBAC individually reviewing the submittal in light of the evaluation criteria. An opinion of the appropriate ratings and comments/ questions should be formulated for each criterion. The full committee should then review the nomination, criterion by criterion, discussing the basis for their initial ratings. Issues that need clarification should be documented. The goal should be to reach a general consensus on the appropriate rating for each criterion. Once all evaluation criteria have been discussed, a vote should be taken by the committee to recommend, reject or table the nomination while clarification/additional information is requested from the nominating group. Time should be allowed for individual members to review the routes in the field (if appropriate) in making their determination. Timely follow-up with the nominating groups in requesting additional information or clarification, or in advising the group of the committee's decision is important.

Appendices D and E are provided as an aid to sponsoring groups in identifying, describing and submitting information on the scenic and historic qualities of a nominated route; and to the WSBAC in their evaluation of routes statewide. The material contained in this appendix is a compilation of basic scenic and cultural resource principles and guidelines for organizing and presenting this information in a systematic manner.



Wyoming Centennial Scenic Byway

Safety and Maintenance Standards for Byways

Introduction

The section outlines the safety and maintenance requirements and standards necessary on a designated byway.

Functional Classification

All scenic byways shall be functionally classified as an arterial or collector by WYDOT.

Design and Safety Standards

To be included in the Wyoming Scenic Byways and Backways Program, a road must:

1. Have an all-weather surface. Gravel is acceptable.
2. Be properly graded and have cross drains adequate for a 10-year storm.
3. Have adequate width for vehicles to meet each other without having to stop.
4. When improvements are made to the scenic byway, the responsible jurisdiction must agree to:
 - a. Base the plans for a road and/or bridge improvement project on WYDOT's "Design Guide for County Roads," current edition.
 - b. Have roadside barriers (guardrails) installed when warranted. Where a Roadside barrier is warranted, but may block a scenic view, a system should be used that will not significantly affect the view.

Traffic Control Standards for Scenic Byways

All regulatory, warning and guide signs must conform with the "Manual on Uniform Traffic Control Devices for Street and Highways" (MUTCD), current edition. This includes stop or yield signs at the major intersections and cross roads, and posted speed limits. More information regarding signing can be found in the Signing Policy Section.

Maintenance Standards for Scenic Byways

The jurisdiction that is responsible for the scenic byway must agree to comply with the following applicable minimum standards as indicated:

1. Surface Maintenance. The scenic byway surface shall be maintained such that the posted speed limit can be maintained with comfort and safety during good weather and daylight conditions.
2. Mowing, Trimming and Weed Control. As a minimum on a scenic byway, adequate mowing, trimming and weed control must be provided to maintain adequate sight distance at intersections and pullouts, and to maintain visibility of traffic control devices.
3. Vehicle Prohibitions. If the scenic byway cannot accommodate certain sizes or types of vehicles, or if such vehicles will create an unsafe condition, the responsible jurisdiction should adopt an appropriate regulation and signs should be posted at, and in advance of, all access points to the scenic byway prohibiting these types of vehicles.
4. Seasonal Limitations. Where there are seasonal limitations on the use of a scenic byway, the responsible jurisdiction should adopt an appropriate regulation and convey the seasonal

limitations to the traveling public by one of three means: supplemental signs that indicate the months the scenic byway is generally open (or closed); the use of signs that can be folded to hide the legend when the byway is closed; or remove the guide signs and trailblazer assemblies at each end of the byway when the road is closed.

5. Hazard and Problem Inspections. In the spring, the responsible jurisdiction should drive the scenic byway before opening it to the public to see that no hazard exists. When the byway is open, it should be inspected periodically and immediately after severe storms to see that no hazards exist.

6. Adjacent Facilities. Adjacent facilities to a scenic byway, including rest rooms, picnic areas, campgrounds, and those with trash receptacles, will require maintenance. The application must indicate the jurisdiction that will be responsible for the maintenance of adjacent facilities, if it is different than the jurisdiction that is responsible for the scenic byway.

7. Litter Cleanup. The application for the scenic byway shall indicate the plan for the collection of litter along the byway.



Bridge over Sunlight Creek on the Chief Joseph Scenic Byway

Information Required for Safety Analysis Process

Scenic Byway

Name (Existing or Proposed) of Road: _____

County: _____ Functional Classification: _____

Location: (Show on map and attach) _____

Length: _____ Approximate time to travel: _____

Description: _____

Responsible Jurisdiction for Proposed Byway:

Future Improvements: _____

Traffic Control: _____

Maintenance: _____

Roadside Facilities: _____

Litter Removal: _____

Seasonal Limitations: (Describe) _____

Vehicle Prohibitions: (Describe) _____

Surface Type: Traveled Way _____ ft. Shoulders _____ ft.

Width: Traveled Way _____ ft. Shoulders _____ ft.

Terrain: Level _____ Rolling _____ Mountains _____

Average Daily Traffic: Under 50 _____ 50-250 _____ 250-400 _____

or if over 400: DHV is 100-200 _____ 200-400 _____ over 400 _____

Design Speed: _____ MPH Maximum Grade: _____%

Is corner sight distance provided at intersections: _____

Fill slopes: _____% Cut slopes: _____%

Clear Area Adjacent to shoulders: _____ ft.

Guardrail in accordance with AASHTO standards? _____

Drainage in accordance with Design Guide for County Roads or AASHTO standards?

If not, are there adequate cross drains for a 10-year storm? _____

Does signing conform with MUTCD? _____

Are driveways controlled in accordance with WYDOT standards? _____

Is turnout feasible at each of the road? _____

Bridges: Minimum Width _____ ft.

Minimum Design Loading _____ ft.

NOTE: It is required this form be submitted as part of a nomination. A byway must meet the minimum safety and maintenance standards, and the signing policy, to be included in the Wyoming Scenic Byways Program.

The compliance criteria are based on the existing road compared with the standards for its functional classification.

Safety and Maintenance Standards for Backways

Introduction

The section outlines the safety and maintenance requirements and standards necessary on a designated backway.

Functional Classification

All scenic backways shall be functionally classified as rural minor collectors or local roads by WYDOT.

Design and Safety Standards

A scenic backway must be a public road, and the public agency responsible for the road must be identified in the application.

Backways shall be one of the following two types:

- **Type I** – Roads that are paved or have an all weather surface and are negotiable by a normal touring car. These roads are usually narrow, slow speed roads.
- **Type II** – Roads that require high clearance type vehicles such as trucks or four-wheel drives. These roads are usually not paved but may have some type of surfacing. Grades, curves and road surface are such that they can be negotiated with a two-wheel drive high clearance vehicle without undue difficulty.

No other minimum design and safety standards are specified for a scenic backway.

Traffic Control Standards for Scenic Backways

All regulatory, warning and guide signs shall conform with the MUTCD, current edition.

Maintenance Standards for Scenic Backways

The jurisdiction that is responsible for the scenic backway must agree to comply with the following applicable minimum standards as indicated:

- **Vehicle Prohibitions.** If the scenic backway cannot accommodate certain sizes or types of vehicles, or if such vehicles will create an unsafe condition, the responsible jurisdiction should adopt an appropriate regulation and signs should be posted at, and in advance of, all access points to the scenic backway prohibiting these types of vehicles.
- **Seasonal Limitations.** Where there are seasonal limitations on the use of a scenic backway, the responsible jurisdiction should adopt an appropriate regulation and convey the seasonal limitations to the traveling public by one of three means: supplemental signs that indicate the months the scenic backway is generally open (or closed); the use of signs that can be folded to hide the legend when the backway is closed; or remove the guide signs and trailblazer assemblies at each end of the backway when the road is closed.
- **Hazard and Problem Inspections.** The scenic backway should be inspected periodically to see that no unusual hazards exist.

Information Required for Safety Analysis Process

Scenic Backway

Name (Existing or Proposed) of Road: _____

County: _____ Functional Classification: _____

Location: (Show on map and attach) _____

Length: _____ Approximate time to travel: _____

Description: _____

Is high clearance type vehicle required: _____

Responsible Jurisdiction: _____

Roadway Width: _____ ft.

Seasonal Limitations: (Describe) _____

Vehicle Prohibitions: (Describe) _____

Drainage: Describe stream crossings, if any _____

Are pipes provided at ephemeral stream crossings: _____

Traffic Control Signing: Is proposed backway signed in accordance with MUTCD? _____

NOTE: It is required this form be submitted and the responsible jurisdiction indicated. Full compliance should be given under Functional Classification to those backways with proper signing and drainage pipes.

Signing Policy

General

All traffic control devices shall conform to the MUTCD. The manual provides information on the shape, color, size, mounting height, location of signs and other traffic control devices.

Control of Outdoor Advertising (Billboards)

Federal law (ISTEA) indicates that no new outdoor advertising will be permitted on sections of highway designated as Scenic Highways that are on the Interstate or the Federal-aid Primary System as of June 1, 1991 (shown in Figure 1). However, Tourist-oriented Directional Signs (TODS) may be erected within the right-of-way for qualified activities, sites and services of interest to the general public. TODS address rural, privately owned motorist services, tourist attractions, and other sites or activities of commercial interest to the tourist. For more information on WYDOT's TODS policy, contact the WYDOT Traffic Program at (307) 777-4491.

Historical Markers

Historical markers may be installed and signed for on Scenic Byways and Backways. The policy on the placement and maintenance of historical markers in the highway right-of-way is specified in a Memorandum of Understanding between the Wyoming State Historic Preservation Office, WYDOT and the Wyoming State Parks and Cultural Resources. It indicates the evaluation criteria and the maintenance responsibility. For more information on historical marker placement and maintenance, contact the WYDOT Traffic Program at (307) 777-4491.

Location of Scenic Byway and Backway Signs

Scenic byways and backways will be signed at the beginning (each end) and beyond major intersections and communities. Supplemental directional signs in advance of the scenic byway or backway may be erected at the first preceding junction. Signs should be placed at a minimum of 300 feet from other signs to provide adequate viewing time. Typical signing layouts are included in Figures 2 and 3.

Fabrication, Installation and Maintenance

The signs for scenic byways and backways were fabricated by WYDOT. On scenic byways that are part of the State Highway System (and at all intersections where there a state highway involved), the signs will be fabricated, installed and maintained by WYDOT. On scenic byways and backways that are not a part of the State Highway System, the responsible jurisdiction, as a part of the application, will be required to agree to fabricate, erect and maintain all signs for the scenic byway or backway. The responsible jurisdiction will be responsible for signing costs not borne by the federal government or WYDOT.

Sign Minimum Letter Size

The minimum letter size for guide signs along a scenic byways is 6 inches, and on a scenic backway is 4 inches.

Information Signs

A turnout should be provided near the beginning (each end) of a scenic byway or backway with an information sign located in the turnout so the motorist can safely stop and read the sign and learn about the scenic byway or backway. In addition to the highlights of the route, the information sign should indicate the length of the byway or backway, and the approximate travel time. For scenic backways, the information sign should clearly indicate the type of vehicle required and any specific hazards associated with the backway.

Sign Logo

The sign logo that will identify a scenic byway is shown in Figure 4, and the logo for a scenic backway is shown in Figure 5. The name of each byway or backway will be placed on a separate sign immediately below the byway or backway logo sign. A directional arrow, if required, should be placed below the sign with name on it. Signs indicating the months the byway are open or closed should be placed below the sign with the name on it, but at a location where no arrow is required.



Wind River Canyon Scenic Byway

Figure 1

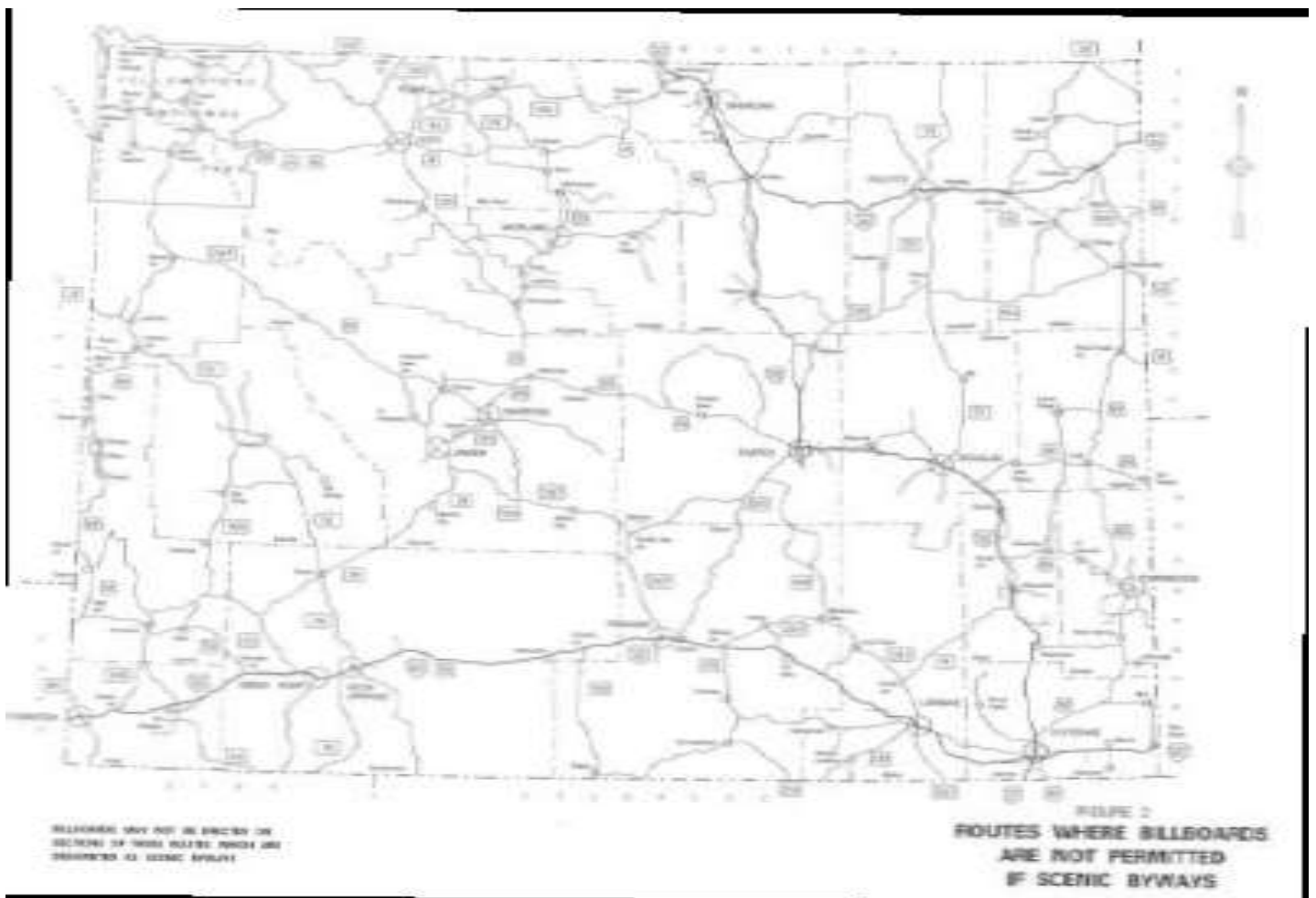


Figure 2

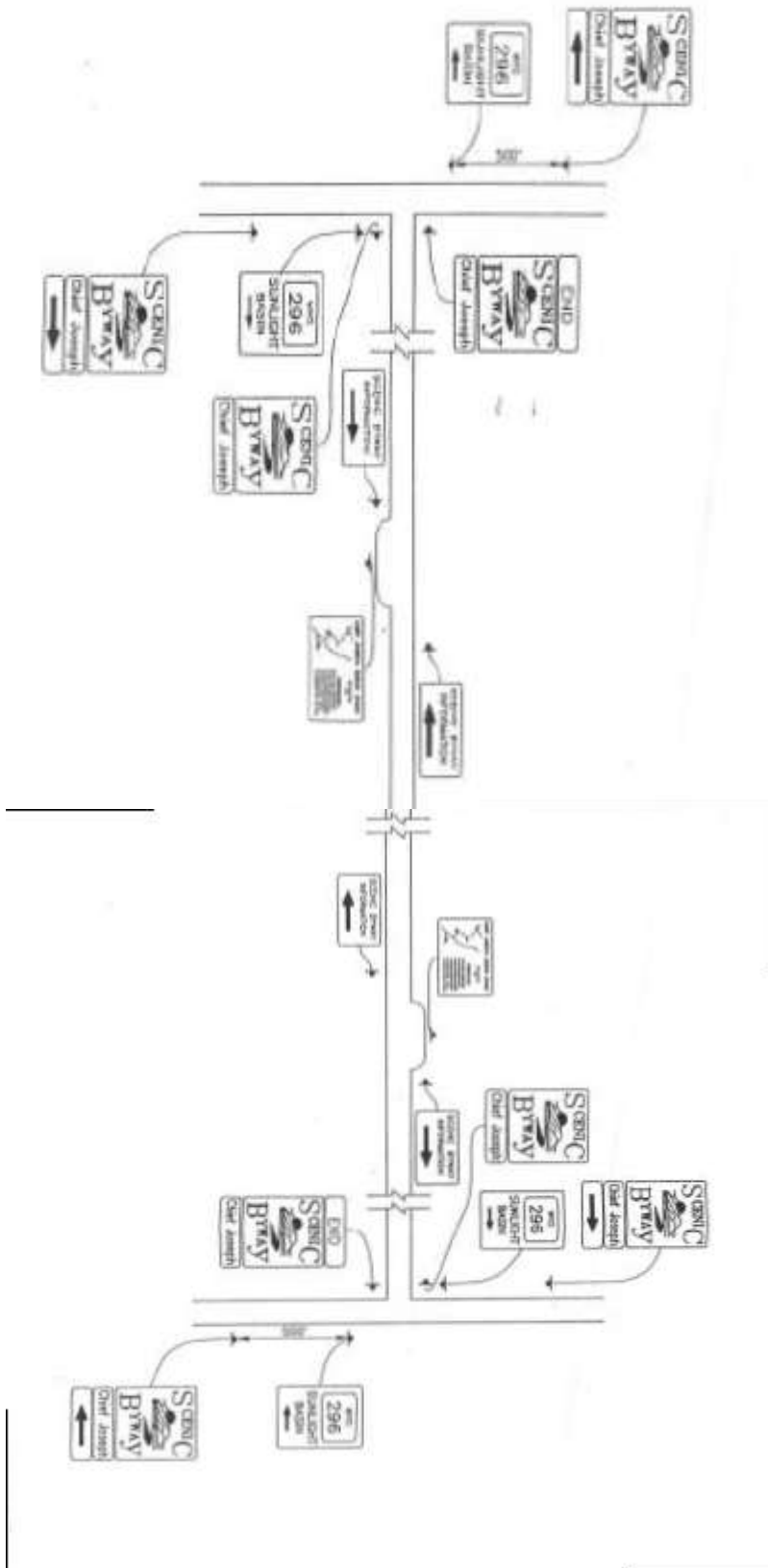
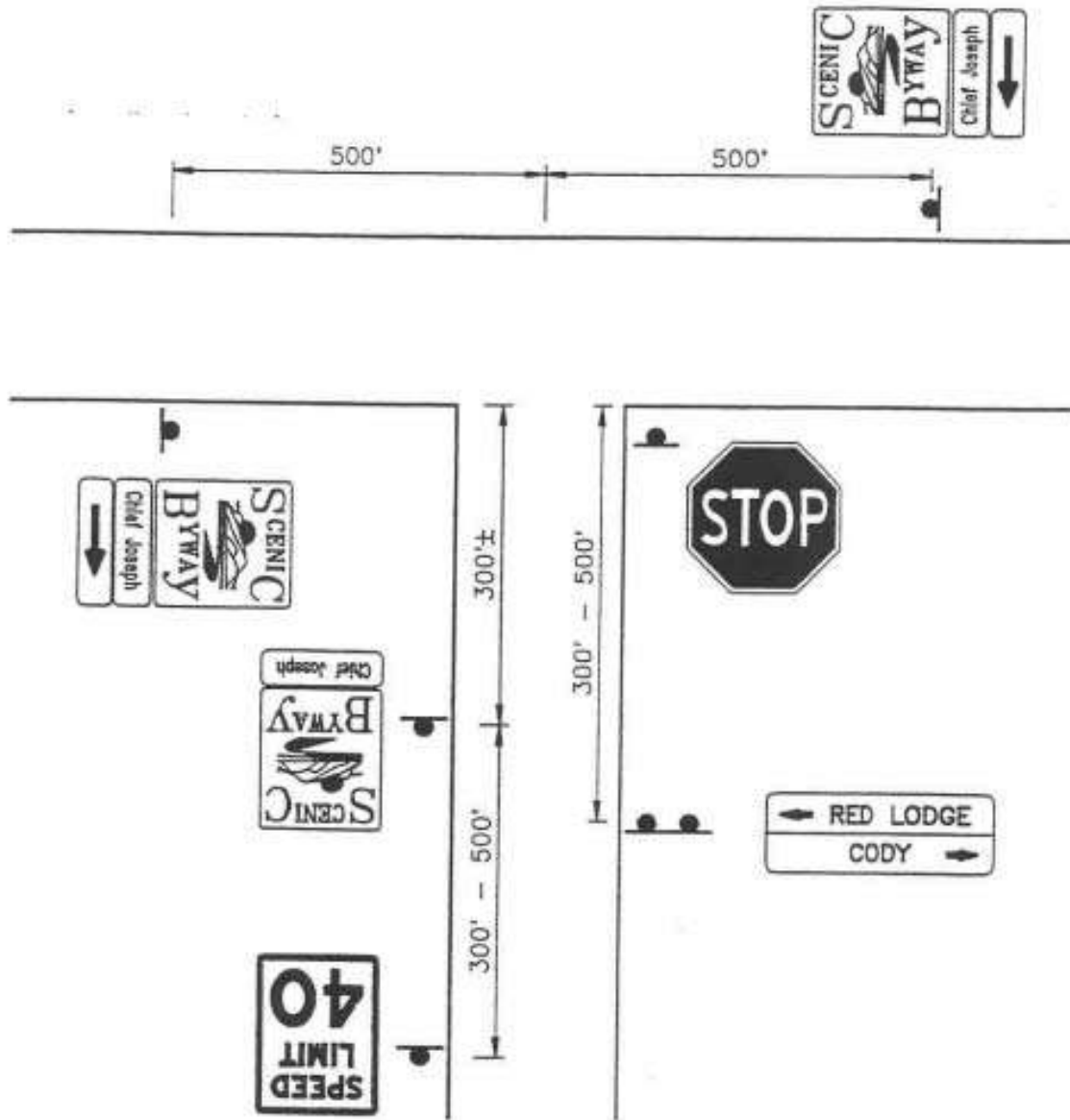


Figure 3



TYPICAL SIGNING FOR INTERSECTIONS AT ENDS OF SCENIC BYWAY

Figure 4

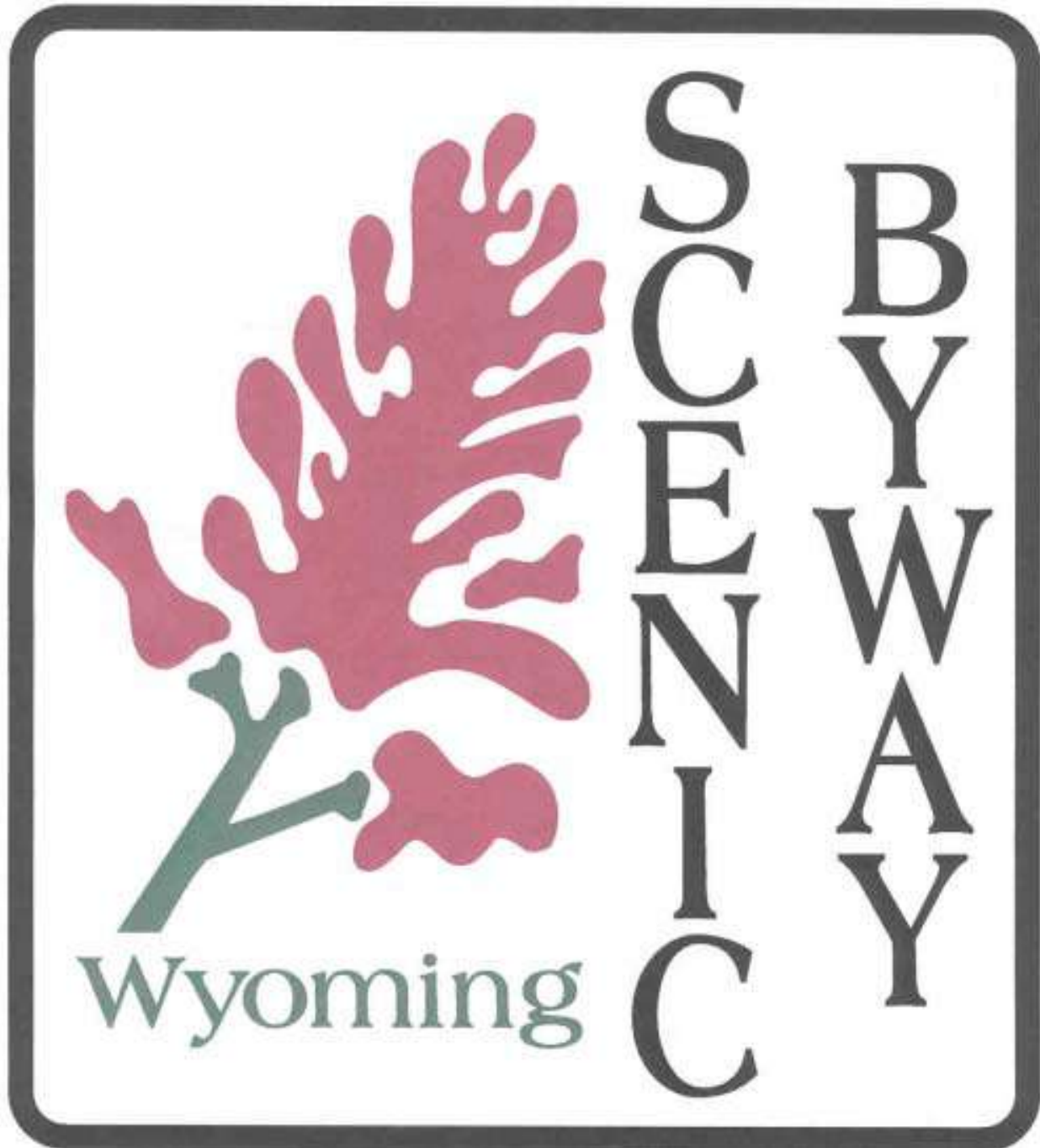
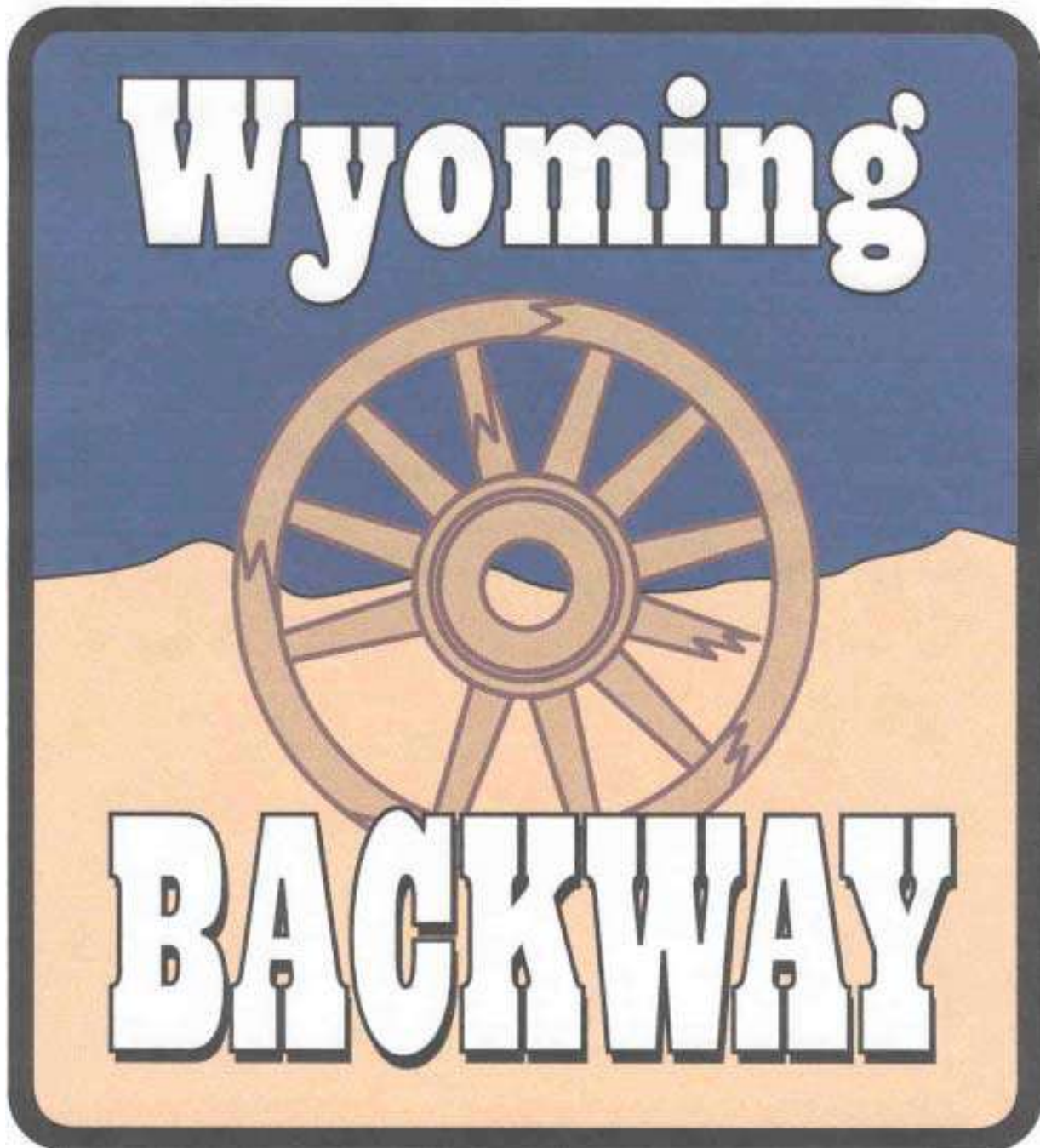


Figure 5



Appendix A

List of Scenic Byways and Backways

This appendix includes the twelve byways and five backways adopted by the Wyoming Transportation Commission into the Wyoming Scenic Byways and Backways Program.



Mirror Lake Scenic Byway

Wyoming Scenic Byways and Backways Adopted by the Wyoming Transportation Commission

- **Chief Joseph Scenic Highway**, 47 miles of roads through Shoshone National Forest. Access from S.H. 120 or U.S. 212 near the Montana border.
- **Big Horn Scenic Byway**, 47 miles of U.S. 14 between Dayton and Shell.
- **Medicine Wheel Passage**, 27 miles of U.S. 14A from Burgess Junction West.
- **Cloud Peak Skyway**, 47 miles of U.S. 16 between Buffalo and Tensleep.
- **Wyoming Centennial Scenic Byway**, 163 miles of U.S. 26/287 and U.S. 26/89/191 between Pinedale and Dubois.
- **Beartooth Scenic Byway**, 63 miles of U.S. 212 from Red Lodge, Mont., to the Northeast entrance to Yellowstone National Park.
- **Buffalo Bill Cody Scenic Byway**, 27.5 miles of U.S. 14/16/20 from the East Shoshone National Forest boundary to the East entrance to Yellowstone National Park.
- **Snowy Range Scenic Byway**, 29 miles of S.H. 130 between Centennial and Saratoga.
- **Mirror Lake Scenic Byway**, 80 miles total length between Evanston, Wyo., and Kamas, Utah; 23 miles of WYO150 and 57 miles of Utah150.
- **Flaming Gorge - Green River Basin Scenic Byway**, 100 miles total length beginning at Green River south on WYO530 to Utah border and north along U.S. 191 to Rock Springs.
- **South Bighorn-Red Wall Scenic Backway**, 102 miles of maintained county roads through the Red Wall and Bighorn Mountains near Casper. Access from the junction of Natrona County Rd. #25 and U.S. 20/26.
- **Red Gulch-Alkali Scenic Backway**, 32 miles of graded roads, impassible in wet weather, along scenic foothills on the west slope of the Bighorn Mountains. Access from S.H. 31 near Hyattville or U.S. 14 near Greybull.
- **Seminole-Alcova Scenic Backway**, 64 miles of paved and gravel roads, passable by all vehicles. Access from I-80 at Sinclair or from S.R. 220 at Alcova.
- **Big Springs Scenic Backway**, 75 miles of paved and gravel roads between Kemmerer and Cokeville on WYO233, USFS 10062 and WYO232.
- **Bridger Valley Historic Byway**, 13 miles of paved road that also serves as the I-80 Business Loop through the towns of Lyman, Urie, and Ft. Bridger. A 2 ½ mile spur from Urie to the

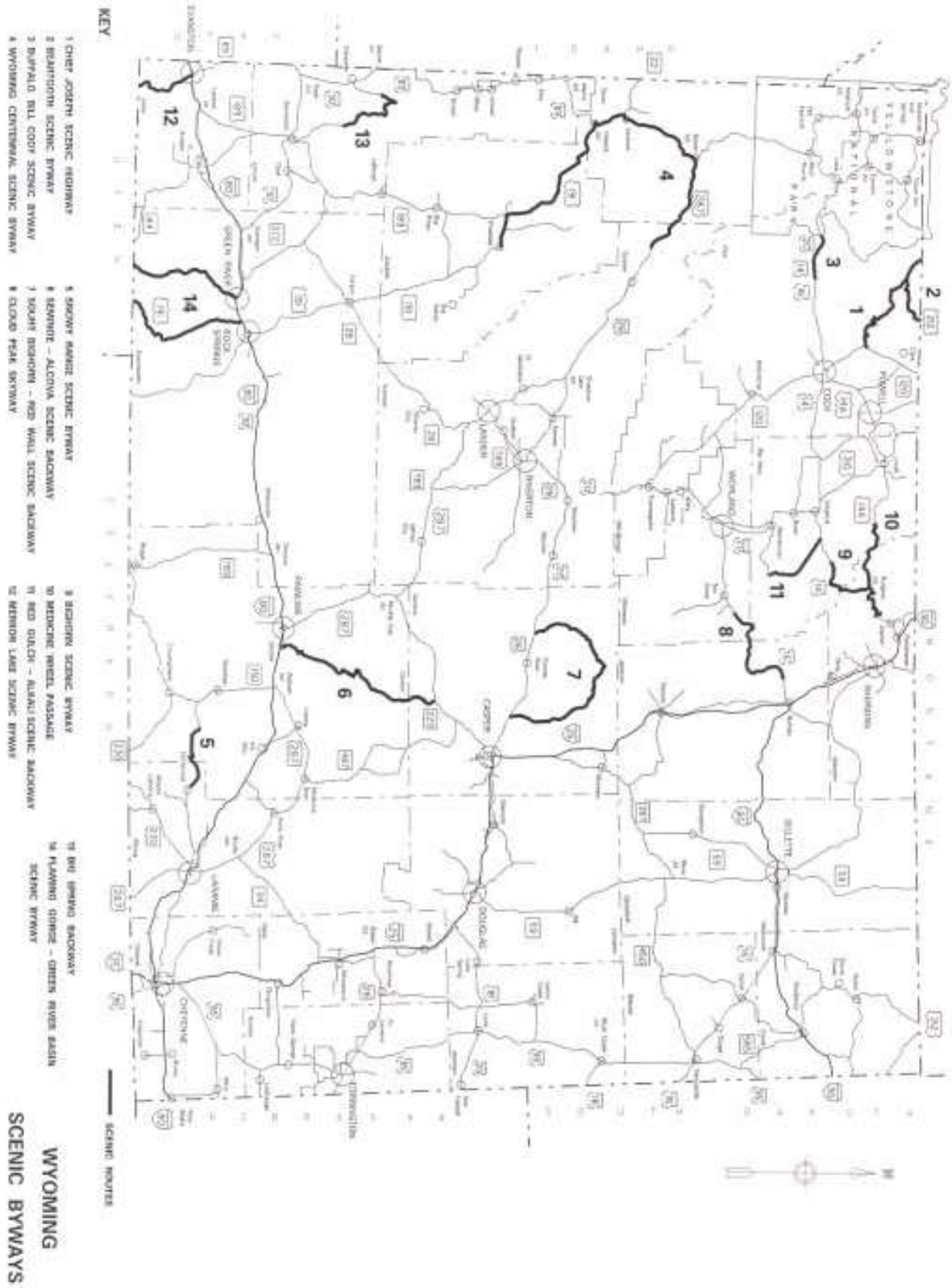
south brings travelers to the town of Mountain View, Wyoming; and a 7 mile spur to the north delivers visitors to the old railroad town of Carter, Wyoming.

- **Muddy Creek Historic Backway**, 27 miles of improved and maintained gravel roads most easily accessed from I-80 at Exit 173 takes visitors to the ghost town of Piedmont, Wyoming.
- **Wind River Canyon Scenic Byway**, 32 miles of paved road between Shoshoni and Thermopolis on US 20 WYO 789 through the Wind River Canyon.



Hospital Hill Interpretive Pullout on the Cloud Peak Scenic Byway

Figure 6



Appendix B

Scenic Byways Marketing Strategies

This appendix includes information on marketing strategies to be considered by the sponsoring group and its Byway Marketing Association in fulfilling the responsibility to promote the scenic byway or backway.



Flaming Gorge Scenic Byway

Scenic Byway and Backway Marketing Strategies

Marketing Resources

The Wyoming Division of Travel and Tourism is a fully-staffed, professional tourism marketing organization that can be of infinite help to every Byway Marketing Association (BMA). Contact with the Wyoming Division of Travel and Tourism should be made early and often.

The Wyoming Division of Travel and Tourism should be expected to include information on each Wyoming Scenic Byway or Backway in every appropriate state promotional publication as soon as that information can be worked into its printing/production schedule. The Wyoming Vacation Guide is the showpiece of state tourism publications and should, certainly, include scenic byway or backway information as it becomes available. This publication is distributed to every potential tourist requesting Wyoming vacation information, resulting in hundreds of thousands of copies in circulation each year.

Other marketing assistance services available from the Wyoming Division of Travel and Tourism would include, but not be limited to:

- Distribution of promotional materials through the State Travel Information Center System;
- Advice and assistance on productive travel editors, writers, photographers, agents, counselors and tour operators for fam tours;
- Promotion assistance for the scenic byway and backway at consumer and trade travel shows;
- Lists of media advertising representatives and advice on media that has “worked” for the state;
- Scenic byway and backway brochure distribution through the mail to potential tourists who specifically request such information;
- The inclusion of the scenic byways and backways in state-sponsored fam tours and other programs; and
- Access to the Wyoming Tourism Marketing Plan and the ability to tie-in with all state advertising and promotion programs.

The Wyoming Division of Travel and Tourism is willing to assist any BMA with their individual program. The key word is assist. They cannot be expected to do the job for the marketing group, but will provide professional advice and direction to help keep everyone on the right track or road, as the case may be.

WYDOT is not a marketing organization, but the department does publish the official Wyoming Highway Map, which becomes a marketing tool of major importance to BMAs. Each association needs to make sure that the individual scenic byways and backways are clearly marked on the map in a consistent fashion and that editorial support is given to each byway or backway on the map’s reverse side.

WYDOT also is in a position to influence the way routes are marked on all privately produced maps and atlases. BMAs need to make sure that state transportation people are passing along current information on scenic byways and backways to all commercial map makers.

The BMAs should work closely with WYDOT when working out scenic byway and backway marking and signing programs to ensure that the needs of the traveling public are well served, as well as those of advertising and promotion.

The Wyoming Division of Parks and Cultural Resources is the agency responsible for most of the historic site and informative signing that takes place within the state. Scenic byway and backway marketers should assist this division in developing a comprehensive plan to identify all historic and cultural attractions within the byway or backway corridor. Some mention of scenic byways and

backways also may be appropriate in the general state park and historic site brochures produced by this division.

When all else fails

The Wyoming Division of Travel and Tourism can provide tourism marketing assistance and BMAs can request a current marketing plan from the agency. Some Wyoming towns have agencies with experience in product marketing that can offer advice and assistance at a reasonable cost. Some specialize in advertising and others concentrate on public relations and communications.



South Bighorn Red Wall Scenic Backway

Appendix C

Corridor Management Plan

The Corridor Management Plan is a detailed plan to coordinate the enhancement, preservation and maintenance of the desirable qualities of a scenic byway or backway. This appendix provides a detailed outline of the points that should be addressed in the preparation of a Corridor Management Plan. WYDOT has available the “Step-by-Step Guide for Preparing a Scenic Byway Corridor Management Plan.”



Interpretive Kiosk Pullout on Mirror Lake Scenic Byway

Corridor Management Plan

This appendix is provided as a framework or structure from which a Corridor Management Plan should be prepared. It has been adopted from the Colorado Scenic and Historic Byways Program and represents a model developed from broad public and agency input, including participation of the 17 Colorado Byway sponsoring organizations, through a grant from the Gates Foundation.

WYDOT has available the “Step-by-Step Guide for Preparing a Scenic Byway Corridor Management Plan.”

This comprehensive guide is organized in outline form. It is intended that the points identified in it should be addressed at a level appropriate to the resources and issues occurring along each individual Wyoming Scenic Byway and Backway. Items that are not believed to be at issue should be simply addressed as such so that the Wyoming Scenic Byways and Backways Advisory Committee (WSBAC) and WYDOT are aware of the status of the issues identified herein.

The information provided should not be more in depth than is required to clearly define and address the relevant issues. It should be emphasized that the WSBAC is prepared to act as a resource in assisting the sponsoring group in the preparation of the Corridor Management Plan.

Corridor Management Planning Framework

I. Purpose

- A. Theme Statement
- B. Mission Statement
- C. Overall Goals
- D. Overall Objectives

II. Identification and Evaluation of Byway and Backway Resources

The existing quantity and quality of these various kinds of resources will be evaluated. The potential for development will be analyzed in relationship to the need to protect the resource. Resources should be addressed in proportion to their relevance to the byway or backway (i.e., resources that are not an issue can be briefly addressed).

- A. Natural Resources
 - 1. Geologic
 - 2. Rivers, streams, lakes, wetlands
 - 3. Wildlife
 - 4. Vegetation
- B. Cultural Resources
 - 1. Prehistoric
 - 2. Historic
 - 3. Current
 - 4. Traditional land uses
 - 5. Traditional lifestyles
- C. Visual Resources (Viewsheds and Corridors)
 - 1. Describe the visual resources of the byway or backway
 - 2. Describe the major scenic features of the byway or backway

- D. Recreation Resources
 - 1. Activities
 - 2. Settings and opportunities
 - 3. Experiences
- E. Hospitality Resources
 - 1. Visitor information and information systems (signage, markers, kiosks, slideshows)
 - 2. Accommodations
 - 3. Food and dining
 - 4. Services and facilities
- F. Attractions and Entertainment
 - 1. Museums
 - 2. Festivals and special events
 - 3. Arts and culture
- G. Land Use
 - 1. Uses and development patterns
 - 2. Ownership - public and private property
 - 3. Zoning and land use regulations
 - 4. Proposed developments
 - 5. Communities
- H. Access
 - 1. Road network
 - 2. Air, bus, rail
 - 3. Alternative modes – foot, bicycle, horse
 - 4. Trails
 - 5. Barrier-free access
- I. Institutional, Organizational and Individual Resources
 - 1. Management (institutions and organizations)
 - 2. Government
 - 3. Education
 - 4. Recreation
 - 5. Sales and promotion
 - 6. Other attractions
- J. Environmental Hazard and Sensitive Areas
 - 1. Mines
 - 2. Floodplains
 - 3. Rockfalls
 - 4. Wildfire
 - 5. Avalanche
 - 6. Unstable slopes
 - 7. Wetlands protection
 - 8. Wildlife migration patterns

III. Development, Interpretation and Protection of Resources and Infrastructure

Methods to enhance the quality of the resources and recreational experiences will be defined. The fragility of the resource and its need for protection, or the sensitivity of the surrounding area, will be the limiting factor on the extent, nature and acceptability of any development. The type and degree of protection will be specified.

There may be conflicting goals of development and protection for resources in a byway or backway, and the appropriate balance will be an element of the Corridor Management Plan.

A. Enhancement of the Quality of the Resource and Infrastructure

1. Appropriate level of accessibility
 - a. To the resource itself
 - b. To the resource as it is linked to other resources
 - c. By season
 - d. Quality of access, including Americans with Disability Act (ADA) requirements
 - e. Safety of access
2. Directly upgrading the resource and infrastructure
3. Management of resources and infrastructure

B. Interpretation Program

1. Research
2. Select messages
3. Form of communication
4. Production
5. Evaluation

C. Monitoring and Protection (Limits of acceptable change)

1. Education
2. Number of people
3. Control access: areas, modes and supervision
4. Agreements: Memorandum of Understanding and agreements among byway or backway partners

D. Maintenance Program

1. Develop a program with a time schedule for periodic attention to all aspects of the byway or backway. Include a budget for periodic repairs and improvements.

IV. Marketing and Promotion

Marketing and promotion analyzes the existing situation and projected market (who, where from, when they visit, how long they stay, what they visit), and how to expand the market through marketing and promotional efforts. Match up of the resources and desires of the visitor and “home” market.

A. Identify Markets

1. Visitor profiles to allow better targeting for marketing and better response in improvements to resources
2. Differentiation between “existing markets” and “future markets”
3. Geographic source of market: local, state, national, international
4. Visitor satisfaction studies

5. Evaluation of existing data, such as visitor center registers, hotel registration, etc.
 6. Use of questionnaires to find out who comes, who would come, and what they want
 7. Use local colleges and extension services for data gathering and evaluation as classroom projects
 8. Visitor projections: entire market, byway/backway segment, market penetration in one-, three-, five- and ten-year increments, projected growth of the travel industry as it relates to the byway or backway.
- B. Establish General Marketing Strategy and Techniques
1. Identify goals and objectives
 2. Match byway or backway opportunities with potential visitors through a marketing strategy
 3. Brochures and an effective distribution and fulfillment program
 4. Advertising
 5. Enlist support of existing groups such as the chamber of commerce, economic development council and other potential partners
 6. Conferences, travel shows, overseas trade missions and similar travel industry events
 7. Familiarization (FAM) trips for tourist industry representatives
 8. Educational seminars for local residents and businesses. Develop awareness and opportunities for mutual support
 9. Coordination with air and ground transportation
- C. Establish a Promotion Program
1. Mass media
 2. Dedicated radio
 3. Audio tapes, tours
 4. Signage, kiosks
 5. Brochures, magazines, newsletters and target group speciality activity folders for target market groups
 6. Special events and calendar of special events
 7. Visitor center
 8. Guided tours, including “theme” tours, motor coach tour operators, etc.
 9. Coordinate promotion with hotel or motels
 10. Public relations
 11. Evaluate promotion strategy to determine ongoing match between product and market

V. Organization and Management

This will establish the structure of the byway or backway organization, its personnel, and funding requirements and financing options, with short- and long-term strategies for developing and maintaining the byway or backway.

- A. Form and Structure of Byway Organization
1. Form
 - a. Non-profit organization
 - b. Cooperative agreement

- c. Memorandum of understanding, etc.
 - 2. Organizational chart
 - 3. Responsibilities and authority of byway or backway participants
- B. Types and sources of support to implement plan
 - 1. Personnel (paid/volunteer, services/in-kind, services/donated, professional services)
 - 2. Internally from partners
 - 3. From other byways and backways
 - 4. From state, etc.
- C. Identify required services
 - 1. Core services that the byway or backway will have ongoing responsibility for
 - 2. Special services that the byway or backway will develop and pass ongoing responsibility to another group, organization or agency
 - 3. Outside professional support
 - a. Legal
 - b. Accounting
 - c. Planning/design/engineering
 - d. Graphics/interpretive
 - e. Other

VI. Funding and Financing

- A. Types and sources of funding and revenues to implement strategies
 - 1. Review of funding resources manual as provided by state for applicable program
 - 2. Identification of local sources
 - 3. Evaluation of existing and potential revenue sources
- B. Budget and Funding Program
 - 1. Project needs and develop budget
 - 2. Program for securing funding and services from all sources related to costs of developing the byway or backway plan
 - 3. Program for securing funding from all sources related to costs of providing ongoing services to carry out the byway or backway plan
 - 4. Develop calendar of funding application checkpoints and deadlines
- C. Fund Leveraging
 - 1. Fund-leveraging program to demonstrate to “investors” how money will be leveraged to get maximum benefits, and to attract investors in general
- D. Financial Projections
 - 1. Projected balance sheets and income for first five years
 - 2. Monthly, projections for first three years and quarterly for fourth and fifth years, based on visitor projections, and the budget for implementing development programs to achieve desired visitorship levels
 - 3. Summary of cash flow projections, including any personnel costs
 - 4. Accounting system to be used

VII. Implementation Strategies

- A. Resources and Infrastructure Strategy
 1. Develop a resource and infrastructure strategy to assure the quality and reliability of byway or backway resources and infrastructure
- B. Development, interpretation and protection strategy
 1. Develop a strategy for both short- and long-term development actions and programs. This should include the various byway or backway partners, the resource organization and the public. (Define your own time periods for short and long term.)
 2. Develop an interpretive strategy
 3. Develop a protection strategy for how resources will be protected and how quality will be maintained and refurbished periodically. This should relate to the forecast of numbers of visitors, costs and revenues.
- C. Marketing and Promotion Strategy
 1. Develop a marketing and promotion strategy for how information will be disseminated
 2. Training and sustaining the network of people required to carry out the program
 3. Checkpoints to determine the success of marketing
 4. Projections for when checkpoints will be met
- D. Organization and Management Strategy
 1. Develop the structure of the organization and how it may change over time
 2. Develop a chart with members of the organization, responsibilities and authority of key members
 3. Develop the decision-making process: executive board, board, meetings, bylaw, operational procedures, governing documents
- E. Funding and Financing Strategy
 1. Develop a funding and financing strategy that considers types and sources of funds, budgets and financial projections for operations for capital improvements
 2. Develop a fund-leveraging strategy to demonstrate to investors how money will be leveraged to get maximum benefits
- F. Scheduling Strategy
 1. Develop a strategy that considers the timing of actions and projects and establishes a prioritization of efforts
- G. Maintenance Strategy
 1. Develop a strategy for ongoing maintenance of the byway or backway program.
 - a. As portions of the development program are completed, they will require continued attention for quality, management, and periodic maintenance and refurbishment.

VIII. Coordination

Coordination is part of each of the steps in the planning framework. The byways and backways are multijurisdictional and contain many program elements that require coordination between public and private efforts. Roles might change, depending on circumstances in terms of initiation, policy, development, execution and maintenance responsibilities and activities. Coordination also is required with local, regional, state and national levels of government.

IX. Evaluation and Monitoring

A critical element of the plan that will be developed, modified and upgraded over time is the continuous monitoring of progress and evaluation of results. Specific environmental, community, economic and sociocultural impacts of tourism are important to realize if the goals and objectives are being met with regard to interpretation, protection, promotion and infrastructure. Periodic feedback will determine whether adjustments are required to components of the plan. A formal review of the entire plan should take place at least every three years.

- A. Review Progress Relative to Theme/Mission Statement/Goals and Objectives
- B. Review Progress Relative to Each Strategy



Togwotee Pass on the Wyoming Centennial Scenic Byway

Figure 7

Corridor Management Plan Framework Summary

I. Theme, Mission Statements, and Goals and Objectives					
II. Resources: Identification and Evaluation	III. Development: Development, Interpretation and Protection	IV. Marketing	V. Organization	VI. Funding and Financing	VII. Implementation Strategies
				Implementation	
<ul style="list-style-type: none"> -Natural resources -Cultural resources -Visual resources -Recreation resources -Hospitality resources -Attractions/entertainment -Land use -Access -Institutional/organizational/individual -Environmental hazards and sensitive areas 	<ul style="list-style-type: none"> -Enhance quality of resource and infrastructure - Interpretation program -Monitoring and protection - Maintenance program 	<ul style="list-style-type: none"> -Identify markets - Marketing strategy and Techniques - Promotion program 	<ul style="list-style-type: none"> -Form and structure of byway/backway organization - Types and sources of support needed - Personnel - Additional support - Required services 	<ul style="list-style-type: none"> -Types and sources of funding and revenues - Budgets/funding Program - Fund leveraging - Financial projections 	<ul style="list-style-type: none"> -Resources and Infrastructure - Development, Interpretation and Protection - Marketing and promotion - Organization and Management -Funding and Financing - Scheduling - Maintenance
VIII Coordination					
IX. Evaluation and Monitoring					

Pertinent Questions to keep in mind during the Corridor Management Plan Framework:

What are we proposing to do with what we have?

How do we get people to come and provide them with sufficient information to allow the visitor to make an informed choice?

Who will be responsible and what are they going to do?

How do we get them to help?

Is anyone willing to help us?

What money is available?

When and how will it be funded?

How do we get more for every dollar spent?

How do we put it all together and have some guidance for our actions?



Shell Canyon on the Bighorn Scenic Byway

Appendix D

Scenic Quality

This appendix contains reference material on scenic quality that should be considered in the inventory, presentation and evaluation of routes nominated as Wyoming Scenic Byways or Backways.



US 191 south of Rock Springs on the Flaming Gorge Scenic Byway

Introduction

At the heart of the Wyoming Scenic Byways and Backways Program is the goal of increasing opportunities to enjoy scenic landscapes. What makes one landscape more scenic than another? Although we may all have varying opinions on this, it is useful to have some framework for describing the landscape a proposed scenic byway or backway passes through and to provide some terms that are useful in illuminating and conveying its scenic values to others. This section of the report is designed to provide this framework, including an overview of the landscapes of Wyoming, followed by a discussion of the principles of scenic quality, and some suggestions for the type of information that should be included in a proposal for scenic byway or backway designation. In addition, brief sections are provided on other principles of scenic landscape perception and protection of scenic values.

What is Scenic Quality?

Judgments about scenic quality are directly linked to an individual's personal preferences and expectations in combination with the character and condition of a landscape. While preferences and expectations may vary, the character and condition are determined by a series of physical elements that form visual patterns that strongly influence our response to the landscape. These physical elements include landform, vegetation, water, wildlife and modifications. The individual characteristics of these elements and the harmony and distinctiveness of how they combine to form the landscape is what helps determine scenic quality.

The Big Picture: Understanding the Visual Resources of Wyoming

The State of Wyoming is gifted with a variety of subtle to dramatic landscapes that have been formed and continue to be sculpted over time. One of the most strongly defining visual components of these landscapes is land form or physiography.

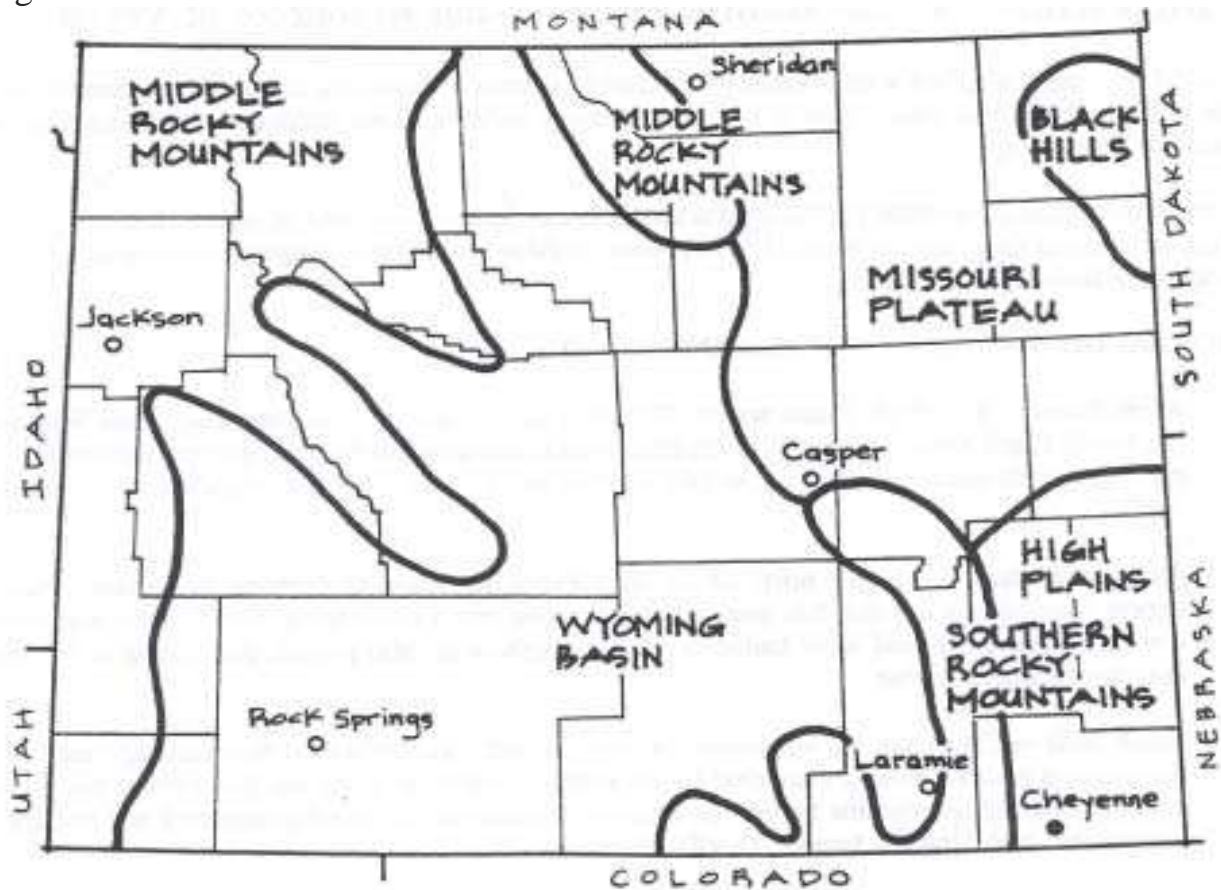
While landscapes often have some similar characteristics, the state is comprised of several distinct physiographic regions. A review of these physiographic regions provides an introductory overview to the landscapes of Wyoming.

Physiographic Regions of Wyoming

- High Plains – The High Plains within Wyoming occupy the far southeast corner of the state where the North Platte River and many of its tributaries bisect a nearly flat, east-oriented landscape. Gently rolling uplands occur between the stream courses and provide the only topographic relief within this region.
- Missouri Plateau – Located north of the High Plains and lower in elevation, the Missouri Plateau region is an old plateau that has been strongly eroded into a landscape of rough terrain with isolated low mountain ranges and local badlands. Large terraces also are present, particularly to the north near the Montana border.
- Black Hills – The Black Hills represents a very distinct region of domed mountains uplifted from the surrounding plains. Nearly encircled by the distinct Dakota Hogback and Red Valley, this rugged mountainous region contains numerous canyons of moderate depth and unique rock and volcanic formations, including the famous Devils Tower.

- Wyoming Basin – Fringed with abrupt mountain ranges, the Wyoming Basin is primarily a plains region undergoing various stages of erosion. The region can be subdivided into a number of smaller but distinct basins, such as the Great Divide Basin west of Rawlins, the Shoshone Basin between the Owl Creek Mountains and Wind River Mountains, and the Big Horn Basin. Notable features include a number of isolated mountain ranges, such as the Seminoe/Green Mountain Complex near Jeffrey City. Other characteristic features include hogbacks, cinder cones, buttes, badlands, playas and low flat table lands of deep erosion. A few areas, particularly the Big Horn Basin, include substantial areas of irrigated agriculture that have modified the characteristic vegetation and added variety to the landscape.
- Southern Rocky Mountains – The Southern Rocky Mountains of Wyoming consist of the Laramie Medicine Bow Mountain ranges south of Casper. Oriented in a north-south direction, these large mountain masses rise to nearly uniform elevation levels and possess relatively few areas of sharp vertical relief. These mountains are flanked by foothills and hogbacks. Steep gorges carved by streams are common along the eastern foothills.
- Middle Rocky Mountain – Containing such features as Yellowstone National Park, the Tetons and the Wind River Mountains, the Middle Rocky Mountains is a vast region of some of the most massive and rugged mountain ranges in the United States. Other distinctive features of this region include U-shaped valleys carved by glaciers, deep narrow canyons, large rivers and high, vertical walls of rock along mountaintops and canyons.

Figure 8



Principles of Scenic Quality

Primary Elements of Scenic Quality

Scenic quality can be described and categorized through the examination of five landscape elements that determine its character and condition and influence our feelings about a landscape. These elements, as previously mentioned, are landform (topography), vegetation, water, wildlife and modifications. As discussed below, each of these elements can exhibit attributes or characteristics that can be generally considered to represent conditions of outstanding scenic quality.

Landform

Outstanding: Prominent cliffs; distinctive mountain peaks; spires; steep and deeply incised canyons; highly eroded features such as badlands.

Marginal: Flat to gently rolling areas; few if any interesting features.

Vegetation

Outstanding: High diversity of vegetation types; interesting forms and patterns.

Marginal: Little or no vegetation diversity; large, evenly textured areas.

Water

Outstanding: Clear and clean appearance; white water rapids and cascades that are large enough in scale to dominate a scene; large bodies of still water, particularly ones that reflect interesting landscapes or dramatic forms; large rivers with significant meandering.

Marginal: Generally absent or inconspicuous in the landscape or small, uninteresting lakes, ponds and streams with little natural character.

Wildlife

Outstanding: Large mammals frequently present in their preferred habitat types; seasonal or resident eagles and other large birds occurring in their natural habitats; able to be viewed with little or no disturbance.

Marginal: Opportunities for viewing wildlife are infrequent or difficult to view clearly.

Modifications

Positive: Man-made features that add interest and/or variety to a landscape, such as historic buildings, hay meadows, etc.

Intrusive: Features that are of conflicting character with the surrounding landscape or are so extensive and/or of such large scale (mass, height, etc.) as to dominate a scene or significantly reduce scenic quality.

Scenic Quality is Relative to Different Regions of the State

Landscapes in all regions of Wyoming can range from outstanding to marginal in scenic quality. For example, the Tetons (Middle Rocky Mountains) are highly scenic and of natural significance; yet much less significant features, such as the North Platte River near Glenrock (Missouri Plateau) or Elk Mountain (Southern Rocky Mountains) also could be considered outstanding scenic quality because of the context of the region within which they exist. What may be considered moderately scenic in one

region maybe considered highly scenic or marginal in another region. Scenic quality, for the purpose of establishing scenic byways, should not be judged on a national standard. Its merit within the context of the broad physiographic region within which it exists should be given weight.

Levels of Scenic Quality

As previously discussed, scenic quality can be assessed by examining the five landscape elements of landform, vegetation, water, wildlife and modifications for characteristics indicating the degree or level of scenic quality. These scenic quality levels are commonly expressed as outstanding, moderate and marginal.

A landscape may be considered highly scenic based on the outstanding characteristics of a single element, or through a harmonious or striking combination of several elements that individually may not exhibit outstanding characteristics. Often, the most scenic landscapes have a combination of outstanding individual elements or elements that combine to create a diverse and interesting setting.

Evidence of outstanding scenic quality also may be provided by dramatic or unique individual features. Again, the frame of reference should not be the Grand Tetons but the individual region, so that the best elements of each region can be considered to be scenic within the context of that landscape. A scenic landscape should contain modifications that are either complementary, absent or unapparent.

Landscapes of marginal scenic quality may have some distinct features or combination of features, but none that are unique or that represent the best elements of the regional landscape. Negative visual modifications that noticeably decrease the landscape's scenic qualities also may be present.

Representative Examples

Southern Rocky Mountains Region

Outstanding

Landform has high amount of topographic relief (prominent cliffs and rugged mountains).

Vegetation forms and patterns complement dramatic landforms.

Moderate

Combination of interesting landform feature, larger than average stream, variety of vegetation species, and cover produces landscape of moderate scenic quality.

Marginal

Vegetation species and patterns are of some visual interest, but very common to region. Land forms provide little visual interest.

Black Hills Region

Outstanding

Unique and interesting landforms present, as well as variety of vegetation species and patterns.

Moderate

Rolling mountainous terrain of moderate scenic quality in region. Vegetation patterns provide some visual interest.

Marginal

Mostly flat terrain combined with vegetative cover of minimal visual interest results in a landscape of marginal scenic quality.

High Plains Region

Outstanding

Buttes are unique landform in region. Trees also provide visual interest.

Moderate

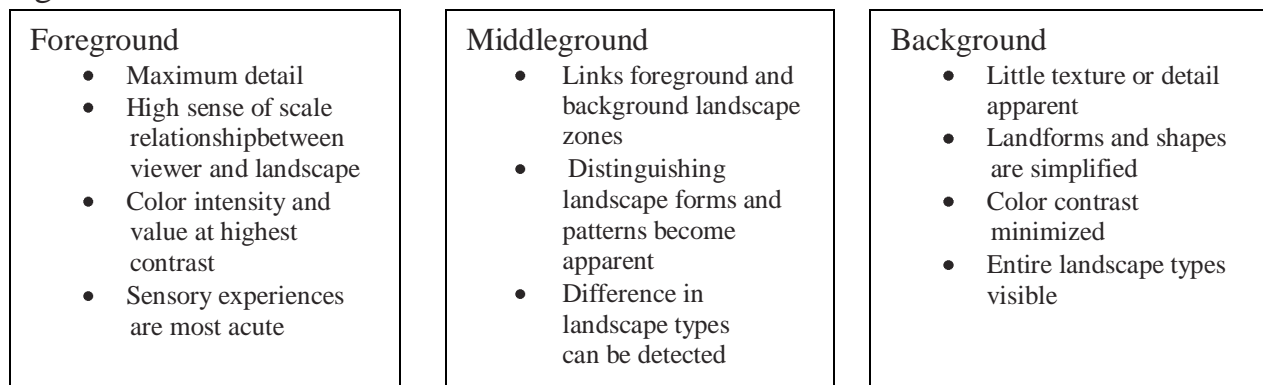
Rolling hills provide topographic relief. Some vegetative patterns, but low diversity.

Marginal

Landscape is of marginal scenic quality due to lack of interesting visual features.

Visual Modifications Affect Visual Quality

Figure 9



Visual modifications are man-made features, such as roads, powerlines, buildings or timber cuts that can visually affect the natural qualities of the landscape.

Modifications can affect visual quality, both negatively or positively. A modification has a negative influence if it appears unharmonious, in contrast to or strikingly different from the natural character of a landscape. A positive visual modification complements a landscape or particular scene by adding visual interest that is in scale and character with its surroundings.

Negative Example

Industrial/oil development facility dominates landscape scene because of its expanse and unharmonious visual elements.

Positive Example

Cabin and corral modification are subordinate in landscape scene and in character with this mountain landscape. Modification provides complementing visual/cultural interest.

Wildlife

Wyoming is well known for its wildlife resources and viewing opportunities to observe abundant populations of animals, such as antelope, deer, elk, bison, moose and birds of prey in their natural habitats. The presence of wildlife can significantly increase the visual quality and interest of a landscape and should be considered in the overall visual analysis of a highway. However, there are a number of factors that need examination before considering wildlife to be a viable component of a scenic byway or backway.

- Species to be viewed should be frequently or seasonally present, and preferably in abundant numbers.
- Species should be visible in the foreground (preferred) or middleground, depending on size and number of animals.
- Viewing opportunities, such as highway pull-off areas and interpretation facilities should not be considered in areas that may disturb sensitive species or critical habitat.
- Animal and human safety should be evaluated.
- The natural habitat of a species should be an integral part of the viewing opportunity or landscape scene; landscapes or habitats rich in variety will increase viewer interest.

Distance Relationships

Landscape features change in detail and visual interest as distance to them increases or decreases. Colors and textures blend and detail is lost as distance increases. As distances decreases, visual patterns and colors in the landscape become more distinct and of interest. To aid in evaluating the visual qualities along a road, it is useful to consider three distance zones. These commonly defined zones are foreground, middleground and background. Foreground and middleground provide the most visual interest and information about a landscape and therefore form the normal focus of attention. Characteristics of the three zones are provided below. In some classifications, such as that used by the Bureau of Land Management, the foreground and middleground zones are combined, further supporting the importance of the near and mid-distance landscapes in view.

Getting the Job Done: Scenic Quality Evaluation of Highways

Four Major Steps:

- One: Generally determine what is visible from the highway, i.e. the viewshed.
- Two: Characterize landscape and determine inherent scenic qualities.
- Three: Identify and evaluate visual modifications.
- Four: Identify and discuss other factors that may be present.

One: Viewshed Definition

It is often helpful to identify (on a suitable scale topographic base map) the general limits of visibility as seen from the roadway. This helps to establish the visual influence area of the roadway and the area within which scenic and historic qualities should be addressed. The viewshed of a roadway is most often defined by topographic features like distant ridges or foreground trees that limit visibility. The determination and mapping of viewsheds can most effectively be accomplished by driving the

roadway in both directions and noting the areas that are in view on a suitable scale topographic map. More involved procedures, such as the generation of cross-sections, can be utilized, but are probably best suited to selected instances where viewshed limits remain unclear after field reconnaissance.

Two: Characteristic Landscape and Determine Scenic Qualities

Once the highway viewshed has been generally identified and mapped at an appropriate scale, the next step is to examine the overall landscape, identify differences in landscape character, and note scenic areas or features. Outline scenic features or areas on a map, and write down what factors are present that contribute to scenic quality. For instance, is the feature or area of outstanding scenic quality year-round or is it primarily seasonal (e.g. fall color), what position(s) on the highway provide the best view of the scenic feature or area, etc.

Photograph distinctive as well as representative features and mark the photo viewpoints on the viewshed base map. A scenic byway or backway does not have to be continuously scenic along its entire length, so be sure to include representative photos and not just those taken at the most scenic points.

Three: Identify Visual Modifications

Visual modifications should be identified and evaluated by driving the highway corridor and observing their visibility. Depending upon the scale, extent and exposure, negative modifications may or may not have a significant effect on the quality of the driving experience. Concentrate on documenting those modifications that have a high degree of contrast with the surrounding landscape. It is very possible that somewhere along a scenic highway that there occurs a major visual blemish, such as a mine, timber clear-cut or industrial facility. Examine it for what it is and determine if it has any lasting negative effect.

Positive modifications will appear to be nonintrusive features in the natural landscape. Mark both positive and negative features on a map and photograph them. Determine if they have any cultural or historical significance.

Four: Other Factors to Consider

The following is a descriptive list of other factors to consider while evaluating scenic quality and characterizing landscapes.

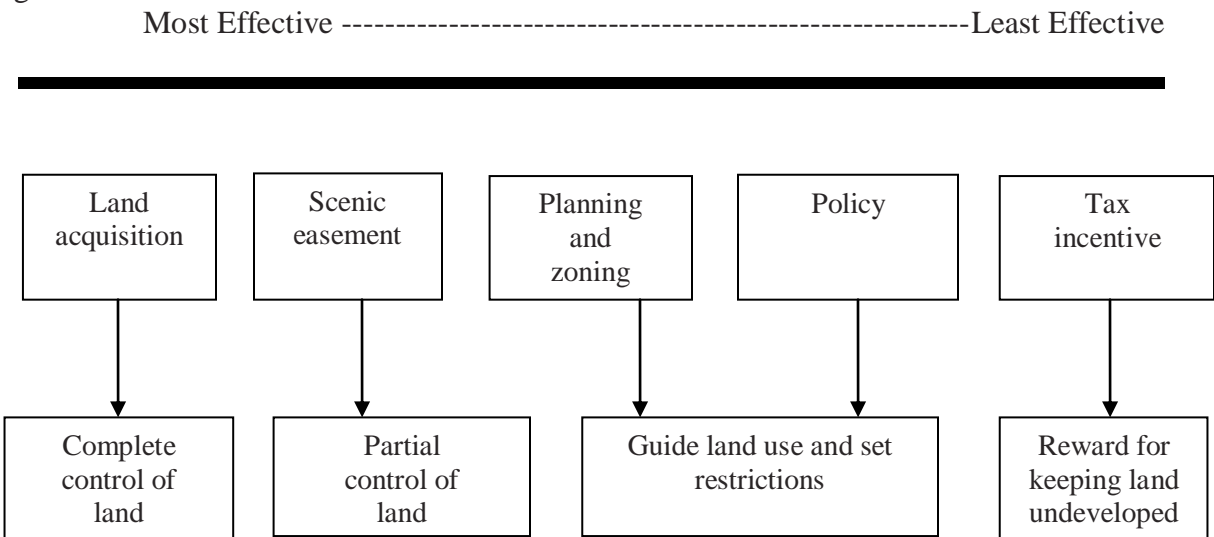
- Uniqueness – Landscape features that are unique or uncommonly found within a region may provide the highway traveler with a memorable experience. The opportunity to observe wildlife or some other appealing nature event also may qualify as unique.
- Interpretation opportunities – Landscape and features that are of obvious high scenic, geologic, ecologic or historic value should be considered for interpretation. However, do not overlook the value of more subtle features or natural processes that may be found along almost any roadway. Visual modifications also could be considered for interpretation, particularly ones that have any historic, scientific or other educational significance. In addition, a negative modification that dominates a landscape or particular view along a highway may be interpreted to explain its presence and function.
- Viewing position – How a person responds to different types of landscapes is greatly affected by their viewing position within the landscape. High or elevated positions, for instance, bring the horizon line down and provide panoramic views that may show the interweaving of several landscapes. Elevated positions also tend to decrease the sense of scale for features that may actually have a great deal of height or relief. Low viewing positions in the landscape force

horizon lines up and provide an increased awareness of actual scale. Views from low positions also tend to be more focused on details and specific features.

- Macro- and Micro-landscapes – Much of Wyoming consists of wide open spaces and large massive features that are important macro-scale components of the state. Macro-scale landscapes give the viewer a strong sense of place, but are often visually limited to landforms and general vegetation patterns. Micro-landscapes are detail oriented and provide the viewer with a rich visual assortment of forms, patterns, textures and colors. Examples of micro-landscapes that might be found along a highway include adjacent forests, meadows, wetlands, rushing streams, waterfalls and cascades.
- Season – Landscapes can dramatically change with the season of year. Changes in vegetation color and texture, the contrasting effects of snow, waterflows and sun angle all affect our perception and response to different landscapes and features. What might be considered an uninteresting landscape in one season may be of high interest in another season.
- Variety – The visual experience while traveling a highway is significantly enhanced as the variety of elements and viewing conditions increase. Landform and land cover (vegetation, water, etc.) variety are an important but limited portion of the whole visual experience. Viewing position, sequence and seasonal changes (as discussed above) also should be considered factors in evaluating variety.

Tools for Protection of Visual Resources

Figure 10



Scenic byway or backway designation identifies travel routes of outstanding scenic quality and significant cultural resources but does not in itself provide any protection of these resources. It is important, therefore, to identify tools or methods that are commonly used to protect these resources. Resource protection methods should be an integral part of specific scenic byway or backway Corridor Management Plan. Figure 10 shows some commonly used methods of resource protection in order of effectiveness from left to right.

Land Acquisition

Though relatively high in cost, the acquisition of land provides complete land control and the highest level of resource protection. Public lands (i.e., national forests, parks, etc.) and those owned by the state, county and local entities are important to identify as they are under government control and may have resource protection methods in place or the power to create and enforce protective measures.

Scenic Easement

Land acquisition may not be feasible or desirable in many cases, and also may be unnecessary if the purchase of a scenic easement is possible. Scenic easements do not provide full ownership, but are a focused way to restrict land uses and activities that degrade scenic resources. The acquisition of scenic easement or other development restrictions also may provide tax benefits to the landowner, which may provide additional incentive in some cases.

Planning and Zoning

The tools of planning and zoning are essential for communities to guide land use and development. Good planning identifies sensitive resources (natural, cultural and visual) and utilizes appropriate land-use zoning and development guidelines to protect them. Placing these resources into designated open space or park areas, however, does not always provide adequate protection. Adjacent land uses need to be examined as to their compatibility relative to resource sensitivity. Zoning restrictions may include guidelines for signage style and height, building materials, building setbacks and architectural design.

Policy

Policy statements may be made by government agencies that identify measures to prevent or minimize the impact to visual resources related to land use and development.

The U.S. Forest Service (USFS) and Bureau of Land Management (BLM) both have had policies and programs in place for many years that specifically look at the management and protection of visual resources as an integral part of their overall land management plans. The USFS program is known as the Visual Management System, while the BLM's is called the Visual Resource Management Program.

Tax Incentives

Some states and local jurisdictions have passed laws that provide a reduction in tax rates for land retained in an undeveloped or open space condition. These laws offer an incentive not to develop, particularly in environmentally or culturally sensitive areas.

However, in many instances, these tax incentives are not an operational protection tool. Although wealthy landowners may be eager to pay lower tax rates to keep their property in open space, local jurisdictions may be unwilling to lower their tax base. On the other hand, poorer landowners (although they may benefit from tax relief) are often reluctant to relinquish the future opportunity to develop their land.

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Appendix E

Cultural Resources

This appendix contains reference material on cultural resources that should be considered in the inventory, presentation and evaluation of routes nominated as Wyoming Scenic Byways or Backways.



Charcoal Kilns on the Muddy Creek Historic Backway

What are Cultural Resources?

Cultural resources are fragile and nonrenewable remains of human activity and occupation. These remains include sites, structures, buildings, objects, artifacts, ruins, works of art, architectural features, landscapes, trails or natural features that were important in the course of human history or prehistory. Cultural resource, as well as localities where significant human events occurred even though physical evidence of the events is no longer present. There are two principal types of cultural resources: historic sites (e.g. buildings, emigrant trails) and prehistoric sites (e.g. tipi rings, rock art). Some cultural resources localities contain both historic and prehistoric components (e.g. prehistoric rock art sites at which early settlers engraved their names, prehistoric Indian trails subsequently used by Euroamerican immigrants).

Cultural Resource Significance

Some cultural resources are more significant than others. For instance, the Medicine Wheel National Historic Landmark is more significant in terms of the cultural values it exhibits than a simple tipi ring. The Fort Laramie National Historic Site is more significant than a deteriorating log cabin. The relative importance of cultural resources is often measured by using National Register criteria. Historic and prehistoric sites listed on the National Register of Historic Places must qualify under one or more of the following criteria.

- Criterion A – The site is associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B – The site is associated with the lives of people significant in our past.
- Criterion C – The site embodies distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values.
- Criterion D – The site has yielded, or is likely to yield, information important to prehistory or history.

Cultural Resource Protection

Cultural resources are uniquely fragile resources that require special consideration and protection. They can be severely impacted by increased visitation, vandalism, looting, arrowhead collecting and by inappropriate visual intrusions.

Getting the Job Done: Cultural Resource Considerations When Applying for Scenic Byways Designation

- Identify the cultural resources within a quarter mile of the nominated route.
- Show all cultural resource locations on a map.
- Consult with the Wyoming State Historic Preservation Office, the affected federal land management agencies, local museums and knowledgeable local individuals in order to provide a comprehensive inventory of cultural resources along the nominated route.

Appendix F

Definitions

This appendix contains definitions of terms used in this guide.



Big Springs Scenic Backway

Arterial

Signalized streets that serve primarily for through traffic

BMA

Byways Marketing Association

Collector

Surface street providing land access and traffic circulation within residential, commercial and industrial areas.

FHWA

Federal Highways Administration

Local road

Roads used primarily by area residents.

Minor collector

Routes that connect population centers and other traffic generators of like magnitude.

MUTCD

Manual on Uniform Traffic Control Devices for Street and Highways

Rural minor collector

Intracounty roadways that collect traffic from local roads and communities and provide service to the remaining smaller communities.

Scenic byway

Scenic byways are roads that can be safely traveled in a standard passenger car or recreational vehicle.

Scenic backway

Scenic backways are of two types:

- a. Type I – Roads that are paved or have an all weather surface and are negotiable by a normal touring car. These roads are usually narrow, slow speed roads.
- b. Type II – Roads that require high clearance type vehicles such as trucks or four-wheel drives. These roads are usually not paved but may have some type of surfacing. Grades, curves and road surface can be negotiated with a two-wheel drive high clearance vehicle without undue difficulty.

WYDOT

Wyoming Department of Transportation