



Office of Federal Lands Highway

U.S. Department of Transportation
Federal Highway Administration

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Federal Lands Highway provides planning, design, and engineering services to support the highways and bridges that provide access to and within federally owned lands.



Western Federal Lands



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See FLH website for sources

Federal Lands Highway Program (FLHP)

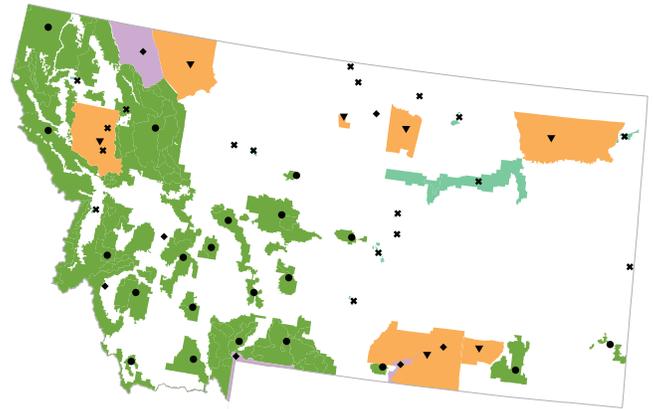
Improving transportation to and within federal and tribal lands



Montana FLHP

MT FLHP road miles: **8,007**
Funding Authorized FY 98 – 07: **\$348,090,000**
Federal land acreage as percentage of total state area: **40%***
MT population: **944,632**

- National Park Service (8 units)**
- U.S. Forest Service (10)**
- Bureau of Indian Affairs/
Tribal Governments (8)**
- U.S. Fish and Wildlife Service (14)**



* This percentage includes Federal lands that are not part of the FLHP core program and not depicted on the map.

The Federal Lands Highway Program in Montana. The Beartooth Highway is a Scenic Byway with the special designation of an All-American Road. The highway begins in Red Lodge, and winds nearly 70 miles in and out of Wyoming and back into Montana. It ends at the northeast entrance to Yellowstone National Park. Heralded as one of the most scenic drives in the United States, the route features breathtaking views of the Absaroka and Beartooth Mountains, and open high alpine plateaus dotted with glacial lakes, forested valleys, waterfalls and wildlife. The highway passes through Gallatin, Shoshone, and Custer National Forests.

Eight and one half miles of this scenic byway have been or are currently being reconstructed to a more uniform and safer standard by Western Federal Lands Highway. The Forest Highway Program provided approximately \$26 million in project funding. The Park Roads and



Parkways Program has also provided \$325,000, to fund the work needed at the connection to Yellowstone. Realignment and widening for user safety and needed drainage corrections are expensive to complete in this rugged terrain and remote location. The new alignment utilizes context-sensitive principles to harmonize with the constantly changing scenery and terrain. This is a driving-for-pleasure route that should not be hurried through. Accidents from those persons who hurried in the past are expected to decrease significantly from the new, more forgiving width, alignment, and safety features.