



## Office of Federal Lands Highway

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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.



## Central 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

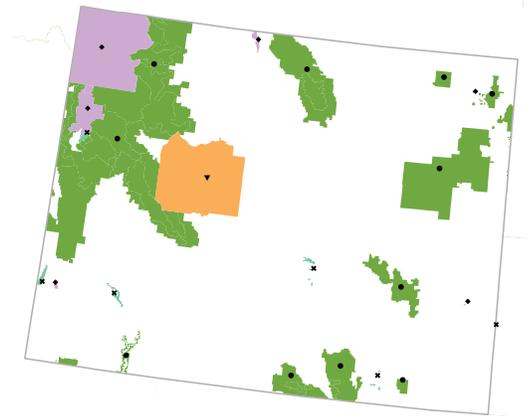


# Wyoming FLHP

WY FLHP road miles: **2,868**  
Funding Authorized FY 98 – 07: **\$229,560,000**  
Federal land acreage as percentage of total state area: **52%\***  
WY population: **515,004**

- ◆ National Park Service (11 units)
- U.S. Forest Service (5)
- ▼ Bureau of Indian Affairs/  
Tribal Governments (2)
- ⊠ U.S. Fish and Wildlife Service (7)

\* 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 Wyoming.

The Beartooth Highway is a Scenic Byway with the special designation of an All-American Road. The highway begins in Red Lodge, Montana and winds nearly 70 miles into Wyoming through Custer, Gallatin and Shoshone National Forests. 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 Central Federal Lands Highway Division (CFLHD) at the request of the National Park Service (NPS) took a look at the route, reviewed current roadway conditions, explored potential funding sources for upgrading the road, and began to resolve the long term ownership and maintenance issues of the Beartooth



Highway. Realignment and widening for user safety and needed drainage corrections are expensive to complete in this rugged terrain and remote location. CFLHD is working to reconstruct over eighteen miles of the route in Wyoming. The new alignment utilizes context-sensitive solutions 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.