



UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Release
8-64

Date
12/17/93

MANUAL TRANSMITTAL SHEET

Subject

H-8357-1 - BYWAYS

1. Explanation of Material Transmitted: This release transmits a new handbook section on the Bureau of Land Management (BLM) by-way program. It provides the how-to guidelines for implementing the BLM program.
2. Reports Required: None
3. Material Superseded: None.
4. Filing Instructions: File as directed below.

REMOVE

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None

H-8357-1
(Total: 34 Sheets)

Director

BLM HANDBOOK 8357-1 - BYWAYS

Chapter I - General Guidance

Chapter II - Nomination and Designation Process

Chapter III - Byway Planning Framework

Chapter IV - Visitor Safety

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Chapter I - General Guidance

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Chapter I - General Guidance

- A. **BACKGROUND.** The BLM initiated a byway program in 1989 in response to recommendations in the report from the President's Commission on American's Outdoors. The primary focus of the program was the designation of "back country byways" which includes a system of low standard roads and trails that pass through areas of public lands that have high scenic or public interest value. Provisions were also included for the designation of "scenic byways" which generally focused on higher standard roads or highways.

Section 1047 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) created a national scenic byway program under the direction of the Secretary of Transportation. The Secretary was directed to form a national scenic byway advisory committee to assist in establishing the parameters for the national scenic byways program. The advisory committee is comprised of representatives of Federal agencies (including BLM Director), local and State governments, and various affected interest groups.

The advisory committee has recommended a three tier system which includes: (1) All-American roads which are the "crème of the crop"; (2) national scenic byways which are nationally important but a cut below All-American roads; and (3) State and Federal lands designated scenic byways. The approving authority for All-American roads and national scenic byways is the Secretary of Transportation. A representative from the Interior Department will serve on the selection panel.

The ISTEA recognized the BLM back country byway program as a component of the national byway system (See Section 1032 (b), Eligible Projects.) BLM scenic and back country byways fall into the third category recommended by the advisory committee. BLM can nominate All-American roads and national scenic byways but the nominations must be submitted through and approved by the State government before they will be eligible for consideration by the Secretary of Transportation. BLM back country and scenic byway designations are approved by the State Director within the parameters established for the State byway program.

- B. **BLM BYWAY PROGRAM.** The BLM byway program is a part of the national scenic byway system. It includes the BLM designated scenic and back country byways and the nationally designated all-American roads and national scenic byways. The primary focus of the BLM byway program shall continue to be on the designation and management of back country byways. The components of BLMs byway program are:
1. **BLM Scenic Byways.** A component of the national scenic byway system which focuses on scenic corridors along major secondary and primary highways. A scenic byway has roadside corridors of special aesthetic, cultural, or historic value. An essential part of this road is its scenic corridor. The corridor may contain outstanding scenic vistas, unusual geologic or other elements – all providing enjoyment for the highway traveler.
 2. **BLM Back Country Byways.** A component of the national scenic byway system which focuses primarily on corridors along back country roads which have high scenic, historic, archaeologic, or other public interest values. The road may vary from a single track bike trail to a low speed, paved road that traverses back country areas. Segments of back country byways are subdivided into four types based on the characteristics of the roads:

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- TYPE I:** Roads which can accommodate normal touring cars. These roads are paved or have an all weather surface and have grades that are negotiable by a normal touring car. These roads are usually narrow, slow speed, secondary roads.
- TYPE II:** Roads which require high clearance type vehicles. 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.
- TYPE III:** Roads which require 4-wheel drive vehicles or other specialized vehicles such as dirt bikes, all-terrain vehicles (ATV's), etc. These roads are usually not surfaced. However, the roads are maintained for safety and resource protection purposes. They have grades, tread surfaces, and other characteristics that will require specialized vehicles to negotiate.
- TYPE IV:** Trails that are managed to accommodate dirt bikes, mountain bikes, snowmobiles, or ATVs use. They are usually single track trails.
3. National Scenic Byway: A national scenic byway is described as a road that State and local officials view to be so outstanding as to merit recognition at the national level -- roads through corridors of such great interest that it may draw tourists from outside the State's boundaries. The corridor may contain outstanding scenic vistas, unusual geologic or other elements, all providing enjoyment for the highway traveler.
 4. National Scenic Byway. A national scenic byway is described as a road that State and local officials view to be so outstanding as to merit recognition at the national level -- roads through corridors of such great interest that it may draw tourists from outside the State's boundaries. The corridor may contain outstanding scenic vistas, unusual geologic or other elements, all providing enjoyment for the highway traveler.
- C. RELATIONSHIP TO OTHER FEDERAL AGENCY PROGRAMS.** Other Federal agencies such as the National Forest Service either have or are in the process of developing by ways programs. Frequently, byways designated by other agencies will pass through lands administered by BLM. Many of the BLM byways also pass through lands managed by other Federal agencies. In either case, the BLM will coordinate closely with the affected agency units and will formalize these cooperative relationships through a memorandum of understanding or an interagency agreement. An agreement should be reached, in writing, before a BLM designation can be approved for a byway that passes through another Federal jurisdiction.
- D. RELATIONSHIP TO STATE PROGRAMS.** From the very beginning, the BLM byway program was conceived as a "partnership program" strongly interrelated with ongoing efforts by State and local governments. The ISTEA and recommendation of the Scenic Byways Advisory Committee reinforced this philosophy. Byways must be identified, designated, planned, developed, and managed within the framework of State programs. How this is accomplished will vary from State to State because the institutional framework varies within each State.

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In States having coordinating councils for byway programs, the BLM will coordinate the designation, planning, and management processes through these councils. Potential byways should be approved through these coordinating councils before BLM designation. The long term objective is to have all BLM byways jointly designated as part of the BLM and State systems. This may take several years since many States do not have a State approved byway system.

In States who do not have well defined byway programs with coordinating councils, BLM should be working jointly with affected State agencies to obtain their approval and support.

- E. RELATIONSHIP WITH OTHER BLM PROGRAMS.** One of the major objectives of the byways program is to showcase multiple use, not limit it. To achieve this objective, the byway programs should be coordinated to the extent practicable with other outreach type programs such as Watchable Wildlife, Adventures in the Past, Minerals Showcase Program, Range of Our Vision, Our Growing Legacy, and others. This coordination must be carefully orchestrated to ensure that the byway program does not become self-serving to the point of ignoring the primary byway objectives. The byways program must continue to be focused on providing recreational opportunities for the American public. The multiple use story must be very skillfully woven into the overall interpretive program for the byway if it is to achieve the desired effect.
- F. IMPORTANCE OF PARTNERSHIPS.** The entire byway designation, planning, and management process must be a partnership effort from start to finish. Byways are linear in nature and pass through numerous jurisdictions and ownerships. Most of the byway roads are under State or county jurisdictions and ownerships. Most of the byway roads are under State or county jurisdiction. The activities that occur along byways can have a substantial impact on the life of the people who travel, live, and work within the corridor. It is absolutely essential that all these interests are involved in the process. Byways have a potential to serve as an economic stimulus for a locale. Field and State Offices should be working closely with travel and tourism interests to promote the economic well-being of the local communities. The BLMs role should be that of a facilitator – bringing all the involved parties together and facilitating the designation, planning, and management processes. Building ownership is a crucial part of the process. Ownership is best achieved by getting the players involved at the onset of the process and forming an effective coalition that remains involved throughout the process including the development and long term management of the byway. Above all we must foster partnerships. The whole byway concept is built around principles of true partnerships. We cannot be successful without them.

CHAPTER II - Nomination and Designation Process

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Chapter I - General Guidance

A. INTRODUCTION.

The following procedures are established to guide the nomination and designation of BLM back country and scenic byways. The procedure for nomination and designation of all-American roads will be addressed in subsequent updates of this handbook.

The procedures in this chapter are designed to be flexible so that each State Office can make modifications to accommodate the programs and processes established by their respective State governments. This does not mean that BLM should automatically adopt the processes established by State government. It means that the State Offices should work cooperatively with the various entities of State Government to develop nomination and designation processes that are compatible with both the State and BLM programs .

Most States have scenic byway programs, but do not have “back country byway” type programs. It is not essential that all States adopt the “back country byway” concept as part of their program. It is important that the State is in agreement with, and supportive of, the actions BLM takes to designate and manage back country byways. An MOU should be signed with State government to confirm this cooperative relationship.

B. GENERAL POLICY GUIDANCE.

1. Nomination Process. Proposals for BLM byway designations should be encouraged from all sources including citizen organizations, State and local government, or private individuals. The responsibility for preparing nominations for BLM byways rests with the Area Manager. If possible, nominations should be prepared and submitted jointly for State and BLM designation. Each nomination will be screened at the District level to ensure completeness and appropriateness before it is forwarded on to the State Director for approval. Only those nominations that are consistent with BLM, State, local, and other agency land use plans should be forwarded to the State Director.
2. Designation Process. The designation of byways is normally done through RMPs or RMP amendments. An exception to this policy is allowed if, after a careful analysis, it is determined that the proposed byway designation is consistent with the decisions in existing BLM and other agency land use plans. A site specific environmental analysis must be completed for each byway proposal that is not done as part of an RMP or RMP amendment (see BLM Handbook H-1790-1, Chapter I for NEPA screening requirements). The decision to designate or not designate is made by the State Director in consultation with State and local authorities and various citizen organizations. Byways should be approved through State coordinating organizations before designation. The goal is to have the States and BLM jointly and concurrently designate byways.

C. STEPS IN THE NOMINATION/DESIGNATION PROCESS.

Regardless of whether the designation is done through the RMP process or separately, there are certain actions that must be taken to conform with byway nomination and designation requirements. These actions are listed below as steps in the nomination/designation process.

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- Step 1:** Work closely with local government, citizen groups, private persons, State and Federal agencies, and other potential partners in reviewing potential byways and preparing byway nominations (See Section E, 2).
- Step 2:** Facilitate the formulation of partnerships, coalitions, and steering committees to guide the nomination, designation, and implementation processes and to build ownership with commitment from the partners.
- Step 3:** Obtain the necessary memorandums of understanding (MOU), cooperative agreements, letters of intent, rights-of-way, etc. to ensure support and cooperation in the nomination, designation, and implementation of the byway (See Section E.2.).
- Step 4:** Prepare nomination and environmental documentation as prescribed in subsequent sections of this chapter and forward to the State Director through the District Manager.
- Step 5:** Review at the State Director level to determine if the application meets the nomination criteria and is worthy of further consideration (see Section F).
- Step 6:** Obtain the approval and support of the State government entities that are coordinating scenic byways within the State (See Section F.).
- Step 7:** Sign designation notice (see Illustration 1). The designation notice must be signed by the State Director and is the official document verifying that the byway has been approved.
- Step 8:** Submit designation notice and byway data sheet to the Director (270) and notify Field Offices and appropriated Federal, State, and local officials and the public that the byway has been included in the BLM national byway system (see Section F).
- Step 9:** Record the designation on the national byway register (see Section G).
- Step 10:** Conduct a formal on-site dedication of the byway involving all the partners (see Section I).

D. **NOMINATION CRITERIA.**

Proposed byways must meet the following criteria. Additional criteria may be added to ensure byway selection is compatible with State byway systems.

1. The proposed byway must have attractions that are important on a State and national basis. The attractions may include recreational, historical, wildlife, educational, scientific, or cultural features.
2. The road(s) must be existing routes, located in areas where BLM is a principle land holder.

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3. The entire route must have legal access. Rights-of-way must be obtained on any segment of the road that is under private jurisdiction before the designation can be approved. For nomination purposes, a signed letter of intent from the land owner will suffice.
4. All local, State, and Federal agencies who have jurisdiction over road segments of the proposed byway must agree to byway designation and agree to cooperate with the BLM in joint development and management of the byway. For nomination purposes, a signed letter from the agencies will do. Prior to byway designation, the agreement should be formalized in a cooperative agreement (CA) or MOU.
5. The road must be safe for the type of vehicle use prescribed for the proposed designation. Bear in mind that travel on all four types of back country byways involves a certain amount of risk. A reasonable level of risk is part of the recreation experience.
6. The management of the roads and the resources within the proposed byway corridor must be consistent with BLM, State, local, and other affected agencies land use plans.

E. INFORMATION THAT SHOULD BE INCLUDED IN THE NOMINATION PACKAGE.

The following factors should be considered, documented, and reported to the State Director as part of the nomination package. This information will be used to determine whether the proposed byway warrants designation.

1. Conformance with Nomination Criteria. List each criterion and briefly describe how the potential byway meets the criterion. Give special attention to criterion # 1 – Attractions. List the major attractions along or adjacent to the proposed byway and briefly describe why they would be of special interest to byway travelers.
2. Partnerships. Identify the principal partners (e.g., State or county highway departments, tourism agencies, chambers of commerce, county government, citizen groups, etc.), and describe the degree and extent of their commitment. This is a crucial factor in the decision making process. It is particularly important that State and local government be committed to participate in designation and management of the proposed byway, especially where the byway is on roads under State or local jurisdiction. The commitment should be more than an endorsement. It should be a commitment to actively participate in the development and management of the byway. The commitment should be in writing. A letter of intent is adequate to support the nomination but it should be followed up with an MOU or a cooperative agreement when the byway is approved. There should also be a statement describing what is being done to form the partnerships into a cohesive operational unit which can be sustained as a viable management entity over the short and long term.
3. Contributing to the Local or Regional Economy. One of the major objectives of the byway program is to provide increased revenue to local government through increased travel and tourism. Explain how and to what degree the designation and promotion of the byway will improve the local economy. Bear in mind that a proposed byway does not have to generate increased revenue to the local economy to qualify for designation, but it is an important factor in getting local support and commitment for byway

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designation and management.

4. Showcasing Multiple Use. Identify and described specific opportunities to showcase multiple use along the byway. Discuss opportunities to incorporate other outreach programs such as Watchable Wildlife, Adventures in the Past, Mineral Showcase program, Range of Our Vision, Our Growing Legacy, and others.
5. Environmental Assessment. An environmental analysis must be completed that will address the probable impacts of byway designation. If the designation process is done through an RMP or RMP amendment, the environmental analysis will have been completed as part of the RMP process. If done separately, a site specific environmental analysis must be completed and submitted with the nomination package. Special attention should be given to the impacts that byway designation may have on the distinctive rural characteristics and lifestyles associated with the proposed byway.
6. Statistical Data. Complete the data entries on the Byway Data Sheet (see Illustration 2).
7. Maps and Photographs. Include sufficient maps and colored photographs to show the location of the byway and illustrate the variety of resources along the byway.
8. Draft Dedication Notice. Submit a draft designation notice (see Illustration 1). The format for the notice may vary from State to State but the content must include:
 - name of the byway;
 - the type of byway (i.e., type I, II, III, or IV);
 - the length of the road to the nearest mile;
 - a brief description of the road and the main attractions that occur along it;
 - a listing of the partners who have made commitments to participate in the development and management of the byway;
 - and a signature block for the State Director.
9. Nomination Cover Sheet. The cover sheet for the nomination package should include the signatures of the preparer, Area Manager(s), District Manager(s), and all the principal partners (see Illustration 3) who are recommending designation and are committed to working with BLM as partners in the development and management of the byway.

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1. Review and Approval Process. The decision to designate or not designate is made by the State Director in consultation with State and local authorities, BLM Field Officials, and the various interest groups. The decision-making processing will vary from State to State depending on administrative structure set up in the State. If there is a State byway commission, the nomination should be approved through it. If not, the nomination should be reviewed through the units of State government that could be affected by the designation.

The nomination must be carefully reviewed to ensure it meets the nomination criteria and the other requirements set forth in section E. Be sure essential actions such as completing MOU's or obtaining rights-of-way are completed before the designation is approved. Take special precautions to consider the concerns and potential impacts on private land owners along the byway and public land permittees who could be directly affected by the proposed designation.

2. Documentation of the Designation Decision. For those proposed byway that have been approved through the RMP process, the decision document is the Record of Decision associated with the RMP or RMP amendment. If done separately, the decision document is the signed and dated designation notice (see Illustration 1). A designation notice must be completed for all approved byways regardless of whether they are completed through the RMP process or separately.
3. National Register Recordation. A byway is not officially recognized as a component of the national BLM byway system until it has been recorded on the national BLM register. The following information will be forwarded to the Director (270) within 30 days after the byway has been approved by the State Director:
 - The original copy of the designation notice, signed and dated by the State Director.
 - A copy of the completed byway data sheet.
 - A map showing the location of the byway.
 - A draft press release announcing the designation of the byway.
4. Notification Requirements. The State Director shall notify the Field Offices and appropriate Federal, State, and local officials and the public informing them that the byway has been approved and is included in the BLM national byway system. The timing of this notification should be coordinated with the Headquarters Office news release.

G. NATIONAL REGISTER.

A national byway register will be maintained at the Headquarters Office. This register will constitute the official listing of BLM byways. A register will be maintained for back country and scenic byways.

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H. MODIFYING OR RESCINDING BYWAY DESIGNATIONS.

It may be necessary from time to time to make change in individual byway designations. This may include such changes as the reclassifying byway types, adding or deleting roads, or rescinding the entire byway designation. This may require RMP amendments depending on how much the change would vary from parameters established in the RMP. Under any circumstances, the changes must be approved in writing by the State Director in the form of an amended designation notice. Copies of the amended notice must be submitted to the Director WO-270 within 30 days after the amendment is approved by the State Director.

I. DEDICATION CEREMONIES.

A dedication ceremony should be held for every byway. The primary purpose of these ceremonies is to strengthen partnerships through the recognition of local, State, and national individuals and organizations involved in the designation, development, and management of the byway. Be guided by the following in the development of dedication ceremonies:

- When:** The dedication should take place as soon after designation as possible to take advantage of the momentum created during the designation process. Timing is very important. It is not necessary to wait until all signs, interpretive exhibits, etc. are in place before the scheduling of the dedication. Although, it is helpful to have entrance signs, entrance kiosks, and route markers in place so that the partners and surrounding communities can see progress and catch the vision of the byway.
- Where:** The dedication ceremony can take many forms depending on the local circumstances including a single ceremony at an appropriate point along the byway, or a series of small ceremonies recognizing certain important features along the byway. Many other options have been successfully used in by way dedications. Contact Field Offices who have held successful dedications for more details.
- Who:** The ceremony should include all the partners involved in the designation process and those who will be important in the subsequent development and management of the byway. This includes local, State, and national leaders. If there are plans to order and install kiosks provided by the national corporate sponsors, they should be invited to attend and participate in the dedication ceremony.
- Length:** Keep it short. The objective is to allow everyone that needs to speak to do so in short concise segments. The entire program should not last more than 40 or 50 minutes.

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BYWAY NOTICE OF DESIGNATION

UNITED STATES DEPARTMENT OF THE INTERIOR

BUREAU OF LAND MANAGEMENT

I hereby approve the Gold Belt Tour and associated scenic corridor as shown on the accompanying map as a component of the National Back Country Byways System within the State of Colorado. The roads are classified as a Types I and II Back Country Byway.

Date: 9/22/89 Approved: /s/ Bob Moore
 State Director, Colorado

Location and Description

The Gold Belt Tour is located in Fremont and Teller Counties and connects the historic mining towns of Cripple Creek, Victor, Florence and Canon City. Three “back country” roads make up the majority of the tour—the Phantom Canyon, Shelf, and High Park Roads. The combined length of all three road is 122 miles. Loop tours can be accessed from the south via U.S. Highway 50, five miles east of Canon City, from the north at Cripple Creek via State Highway 67 and from the south via Colorado Highway 9, 22 miles northwest of Canon City.

All three roads are secondary routes. Classified as Type I are the High Park and Phantom Canyon roads. High Park Road is all-weather gravel surfaced throughout its entire length and is a much wider roadway than either of the other two routes. The Phantom Canyon and Shelf Roads are narrow, winding, and slow-speed routes but have graded, partially graveled surfaces, accessible to normal touring cars except during extremely wet periods. The Shelf road is very narrow and winding, with few pullouts; this challenging drive is therefore classified Type II. Those portions of the byway on U.S. Highway 50, State Highways 76, 9, 115 and local roads in Canon City have paved asphalt surfaces.

Each of the three legs of the tour traverses different landscape settings resulting in a great diversity of scenery. Phantom Canyon offers steep, rugged mountain slopes covered with conifer forests and aspen and narrow canyons with grotesquely shaped rock formations. The Shelf road segment features massive red and brown rock formations in a more arid environment of sparse strands of pinon and juniper. The High Park road involves a more open landscape with expansive vistas of high mountain grass lands and open stands of ponderosa pine. Snowcapped Pikes Peak provides a majestic backdrop along much of this route.

Major attractions in the area are the nationally significant Garden Park Dinosaur Fossil Area, the Beaver Creek Wilderness Study Area, Shelf Road Climbing Area, the first commercial oil well west of the Mississippi River, wildlife, old west ranching heritage, and the Cripple Creek mining and railroad history. All of these values will be interpreted along the byway. These features also provide an excellent opportunity to convey BLM’s multiple use mission.

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Major Cooperators

- Cities of Florence, Canon City, Victor, and Cripple Creek—signing, promotional material, restaurant and overnight facilities.
- Fremont and Teller Counties—road maintenance and signing.
- Colorado State Highway Department—site development work for waysides, signs, road maintenance, etc.
- South Central Colorado Regional Board of Tourism—development and distribution of promotional material.
- Fremont-Custer Historical Society and Garden Park Paleontology Society—background research and development of interpretive materials.

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“STATE” _____
 (enter name(s) of State(s) the byway is located in)

“DISTRICT” _____
 (enter name(s) of District(s) the byway is located in)

“RESORUCE AREA” _____
 (encounter name(s) of Resource Area(s) the byway is located in)

“TYPE OF BYWAY” (check appropriate square)

- SCENIC Byway
- Back Country Byway

“BACK COUNTRY BYWAY TYPE(S)” _____ (enter Back Country Byway Type, (i.e., I, II, III, or IV)

“MILES BY JURISDICTION”
 (enter miles to the nearest mile by road jurisdiction)

MLES BY (BCB) TYPE”
 (enter miles to the nearest mile by back country byway type)

OTHER FEDERAL _____
 STATE _____
 COUNTY _____
 PRIVATE _____
 Total _____

TYPE I _____
 TYPE II _____
 TYPE III _____
 TYPE IV _____

“TRAFFIC VOLUME BY SEGEMENT” (enter average daily traffic count for the peak seasons of use for each segment)

SEGMENT #1 _____
 SEGMENT #2 _____
 SEGMENT #3 _____
 SEGMENT #4 _____

SEGMENT #5 _____
 SEGMENT #6 _____
 SEGMENT #7 _____
 SEGMENT #8 _____

(If more than 8 segments, enter additional segments and mileage below)

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Chapter III - Byway Planning Framework

Nomination for Proposed

GOLD BELT NATIONAL BACK COUNTRY BYWAY

Prepared by: _____ Date: _____
Outdoor Recreation Planner

Recommended by: _____ Date: _____
Chairman, Fremont County
Commission

Mayor, Canon City

Director, Upper Arkansas
Council of Government

Executive Director, South
Central Travel Planning
Region

Director, Fremont County
Economic Development
Corporation

President, Garden Park,
Paleontological, Society

Area Manager, Royal Gorge
Resource Area

District Manager, Canon City
District

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Chapter III - Byway Planning Framework

A. INTRODUCTION.

The following guidelines are developed on the assumption that byway planning will be done as a joint venture with the major partners involved in the byway. The partners may include local government, State government entities such as the State Transportation Department, citizen groups, other Federal agencies, and others. The process for completing the plans and the content of the plans may vary greatly, depending on requirements and interests of the partners may vary greatly, depending on requirements and interests of the partners involved in the planning effort. Byway plans are usually much broader in scope than traditional BLM management plans. For example, byway plans will usually address State and local infrastructure, marketing, promotion, and other similar items in much more detail than is normal in BLM management plans.

B. GENERAL POLICY GUIDANCE.

1. Planning Requirements. A management plan will be developed for each byway. Byway planning will be done as a joint venture with the major partners involved in the byway. How these partners are involved will depend on a variety of circumstances that must be determined on a local basis. As a minimum, there should be a steering committee to guide and monitor the planning effort. The committee should include representatives from all the major partners.
2. Focusing the Planning Effort. The planning effort should be “issue” driven to narrow the scope and to focus the planning on issues that must be resolved in the planning effort in order to have an effective byway management program.
3. Coordination with RMP’s and Other Plans. Byway management plans must conform with existing RMP’s and Management Framework Plans (MFP’s). Coordination with RMP’s and other internal or external planning efforts begins during the byway selection process and must continue throughout the entire designation, planning, and management process. A byway management plan is not the place to make resource allocation decisions. Resource allocation decision affecting BLM managed lands must be made through the RMP process. Proposals to change RMP resource allocations must be made through plan amendments. Guidelines for conforming with State or local plans are determined on a State by State basis.
4. Environment analysis. An environmental analysis (EA or EIS) must be completed for each byway plan. The depth and scope of the analysis will depend on environmental documentation that has preceded this planning effort. The plan and related environmental analysis should be tiered to previously completed land use plans in order to avoid duplication of effort. For example, actions addressed in associated RMPs or other planning documents should be referenced but not duplicated in the byway plan. An Environmental Assessment (EA) or in Environmental Impact Statement (EIS) must be completed prior to the undertaking of any Federal action (including actions approving or permitting the actions of non-Federal entities) associated with the byway plan. The only exceptions are those actions that are categorical exclusions (see list in Federal Register, Vol. 57, Page No. 62, March 31, 1992); or certain emergency actions (see CFR Part 1506.11); or actions exempted by Congress or the President. The plan will also have to comply with State environmental laws.

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5. Plan Approval. All the major partners should be involved in the plan approval process and should sign the completed document. The approving officer for the BLM will vary depending on how many BLM jurisdictions the byway passes through. If the byway is completely within a District, the District Manager is the approving authority for the BLM. If it passes through more than one District, each District Manager must approve unless there is a signed memorandum of understanding between the Districts that places approval and lead management responsibility within one district. This policy also applies in situations where byways cross State boundaries.

C. **SCOPE AND CONTENT OF BYWAY MANAGEMENT PLANS.**

The following guidelines provide an overall framework to be considered in the planning effort but do not provide detailed procedure for completing the planning effort. For guidance on planning processes refer to Manual 8322 - Recreation Area Management Plan, the Resource Management Planning 1600 series of Manuals, and Handbook 1790 – National Environmental Policy Act.

1. Goals and Objectives. The goals and objectives established for a byway provide the context from which issues can be evaluated and addressed and are therefore crucial to the planning process.
2. Identification and Evaluation of Byway Resources. The inventory of byway resources should be driven by the issues identified during early scoping processes. However, it is necessary to have some inventory information available to adequately identify the issues that need to be addressed in the plan. Consider obtaining basic information on the following:
 - **NATURAL RESOURCES:** Geologic, water features, wildlife, vegetation, etc.
 - **CULTURAL RESOURCES:** Prehistoric, historic, current, traditional land uses, traditional lifestyles, etc.
 - **RECREATION RESOURCES:** Visitor information and information systems (signs, markers, kiosks, slide shows, etc.), accommodations, food and dining, services and facilities, etc.
 - **HOSPITALITY RESOURCES:** Visitor information and information systems (signs, markers, kiosks, slide shows, etc.), accommodations, food and dining, services and facilities, etc.
 - **ATTRACTIONS/ENTERTAINMENT:** Museums, festivals and special events, arts and culture, etc.
 - **LAND USE:** Uses and development patterns, ownership (public and private property), zoning and land use regulations, proposed developments, communities, etc.
 - **ACCESS:** Road network, air/bus/rail, alternative modes (foot/bicycle/horse), trails, barrier free access, etc.
 - **INSTITUTIONAL, ORGANIZATION, AND INDIVIDUAL RESOURCES:** Management institutions and organizations, government, educational, recreation, sales and promotion, etc.
 - **ENVIRONMENTAL HAZARDS AND SENSITIVE AREAS:** Mines, flood plains, rockfalls, wildfire, avalanche, unstable slopes, wetlands, wildlife migration patterns, etc.

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3. Description of Planned Actions. There needs to be a description of the actions that are planned to provide the desired level of visitor services and provide for protection of the resources and the visitors. Consider the following:
 - **INFORMATION SERVICES AND FACILITIES:** Actions that will be taken to provide the visitor with the information needed to have a safe and enjoyable trip including signs, brochures, kiosks, guide services, etc.
 - **INTERPRETIVE SERVICES:** A complete interpretive plan should be completed for the byway that involves all the government entities and private enterprise.
 - **EMERGENCY SERVICES:** Ambulance, hospital, first aid, search and rescue, fire, etc.
 - **VISITOR, FACILITY, AND RESOURCE PROTECTION:** Patrolling, closures, limiting use, enforcement, zoning, limits of acceptable change, fire prevention and management, etc.
 - **FACILITY DEVELOPMENT:** Roads, trails, visitors centers, campgrounds, picnic areas, restaurants, lodging facilities, etc.
 - **ADMINISTRATION:** Staffing, equipment, agreements and contracts, etc.
 - **MAINTENANCE:** Garbage, litter control, road and facility maintenance standards, etc.
 - **MONITORING:** Visitor expectations and experiences, resource deterioration, quality of services, quality of facilities, etc.
 - **PLAN IMPLEMENTATION PHASING AND COST:** A time table and cost estimate for implementing the plan. A division of resources and labor among the participants that will address the who, what, when, where, and how much.

4. Marketing and Promotion. Marketing and promotion analyzes the existing situation and projected market (who, where from, when they visit, how long and they stay, what they visit), and how to expand the market through marketing and promotional efforts. Match up the resources and desires of the visitor and “home” market. The plan should address:
 - **IDENTIFY MARKETS:** Visitor profiles, existing markets, future markets, geographic source of market, visitor satisfaction analysis, visitor projects, etc.

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- **ESTABLISH A PROMOTIONAL PROGRAM:** Mass media, dedicated radio, audio tapes/tours, signs/kiosks, brochures, magazines, newsletters, special events, visitor centers, guided tours, coordinated promotion with hotels/motels, public relations, etc.
 - **ESTABLISH GENERAL MARKETING STRATEGY AND TECHNIQUES:** Goals and objectives, match opportunities with potential visitors, brochures and distribution, advertising, coalition of local support organizations, conferences, travel shows, familiarization trips for media, educational seminars, etc.
5. Organization and Management. This will establish the structure of the byway management organization, its personnel, and funding requirements and financing options, with short- and long-term strategies for developing and maintaining the byway.
- **FORM AND STRUCTURE OF BYWAY ORGANIZATION:** Nonprofit corporation, cooperative agreements, memorandum of understanding, organizational chart, responsibilities and authorities of byway partners, etc.
 - **TYPE AND SOURCES OF SUPPORT TO IMPLEMENT PLAN:** Personnel (paid/volunteer services/in-kind services/donated professional services), internally from partners, from other byways, from State, etc.
 - **IDENTIFY REQUIRED SERVICES:** Core services that the byway organization will have on-going responsibility for; special service that the byway organization will develop and pass on to another group or organization; outside professional support (legal, accounting, planning/design/engineering, graphic/interpretive, other), etc.
6. Funding and Financing.
- **TYPES AND SOURCES OF FUNDING AND REVENUES TO IMPLEMENT STRATEGIES:** Federal, State and local sources,
 - **BUDGET/FUNDING PROGRAM:** Project needs and develop budget; strategy for securing funding and services from all sources; etc.
 - **FUND LEVERAGING:** Outline a fund-leveraging program to demonstrate to “investors” how money will be leveraged to get maximum benefits, and to attract public and private investors in general.
 - **FINANCIAL PROJECTS:** Projected balance sheets and income for first five years; summary of cash flow projects; accounting system to be used; etc.

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D. BLM ROLE IN PLAN IMPLEMENTATION AND MONITORING.

Frequently, the organization that is instrumental in the designation and plan preparation process is composed of a loosely knit coalition of people who represent volunteer groups and local, State, and Federal agencies. Over time, these organizations frequently fall apart and cease to be an effective management unit unless a member of the organization is assigned lead responsibility to hold the group together. This needs to be a member of the organization that has the capability and commitment to provide long term direction to the byway. In many instances, BLM is in the key position to assume this role and should do so if the partners agree. The assignment of lead role should be defined and documented in the byway management plan and confirmed through cooperative management agreements or memorandums of understanding signed by all the major partners.

Chapter IV - Visitor Safety

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Chapter IV - Visitor Safety

A. **PURPOSE:**

The purpose of this chapter is to provide public safety guidelines for byway road segments under the jurisdiction of the BLM. The guidelines may also be used as a general guide in working with State and county officials on byway road segments under their jurisdiction.

B. **BACKGROUND:**

The byway program has opened up new opportunities for the American public to visit unique areas of public land in the safety and convenience of their car, truck, or other motorized vehicle. Many of the visitors who use these byways will not be familiar with road conditions and driving courtesies expected on back country roads. This poses a potential safety problem that must be addressed. It has been recognized from the very beginning that a special effort would have to be made to address safety problems relating to inviting the general public to travel designated byways.

C. **MANAGING RISK:**

There is a certain amount of risk involved in the byways program both to the user and the BLM. The BLM's objective is not to eliminate the risk but to manage it. In the process of evaluating risks, Field managers must remember that a certain amount of risk is an integral part of the recreation experience for the byway users. This is particularly true for four-wheel driving on level III and IV byways. On the other hand, it is important to minimize risk that could result in serious personal injury, serious damage to vehicles, or tort claims against the government.

D. **SAFETY EVALUTION:**

Identify and evaluate safety problems that occur along the byways. In evaluating safety problems, identify areas where "foreseeable" accidents could be anticipated. This is known in legal circles as the "foreseeability" concept. A key factor in this evaluation is the anticipated driving skill level of future byway users. Do not propose corrective actions which are beyond the BLM's capability to accomplish within a realistic timeframe. Doing so, does little to improve public safety and often increases BLM liability. This is not intended to give Field officials license to ignore dangerous or life threatening safety situations but rather to encourage the selection and implementation of doable actions that will minimize potential safety hazards.

E. **SAFETY STANDARDS:**

In order to evaluate potential safety problems it is necessary to have standards on which to base the evaluation. Where appropriate, use the safety standards in the publication title "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETSS", published by American Association of State Highway and Transportation Officials (AASHTO). However, these standards do not apply to the four-wheel drive (type III) and single trail (type IV) byways and some of the high clearance (type II) byways. Field Offices will have to formulate their own standards for byways not covered under ASSHTO based on the anticipated skill level and equipment of the potential visitor, road characteristics and classification, and common sense.

F. **SAFETY MESSAGES:**

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Use every appropriate technique available to communicate essential safety messages including maps, brochures, signs, cassette tapes, etc. The use of appropriate signs is of paramount importance. Ensure that the safety messages in the signs, brochures, etc. are prominently displayed so the visitor will get the message before embarking on the byway.

G. COMMUNICATING VEHICLE REQUIREMENT:

Special emphasis must be given to communicating to the public the type of vehicle needed to safely travel each byway. This is very important on byways that require high clearance and/or four-wheel drive vehicles. The "vehicle type" message should be clearly communicated on signs at the entrance to every byway. This is particularly important on byways that have high standard roads at the byway entry and lower standards later on.

H. COORDINATION WITH OTHER AGENCIES:

Safety has to be a coordinated effort with all the involved agencies and organizations. In most cases it will be necessary to coordinate safety efforts with State and county road departments and other Federal and State agencies. Many of the BLM byways are on the State or county road systems or are accessed by State or county roads. It will frequently be necessary to place signs within the State or county rights-of-way to provide directional and safety information for the byway users.

The agency having road jurisdiction is ultimately responsible for visitor safety on their road segments. This does not necessarily mean that BLM is exempt from liability on those segments not under BLM jurisdiction. If the BLM has a cooperative management agreement with the agency having jurisdiction, there may be some liability that goes with it. This will have to be evaluated on a case by case basis.

I. SUMMARY:

The safety of the byway visitors is of paramount importance. However, it is important not to over react. Remember, there is a certain amount of risk involved in driving on any back country road particularly on the more rustic roads that require four-wheel drive vehicles. The goal is to minimize risk but not to the point of seriously diminishing the recreation experience expected for such activities. Every reasonable precaution should be taken to minimize the risk thereby protecting the visitor and reducing the Bureau's liability. In the final analysis, the Field Manager must decide how far to go in resolving safety issues based on the unique set of variables associated with each byway.

Chapter V - Entrance Kiosks

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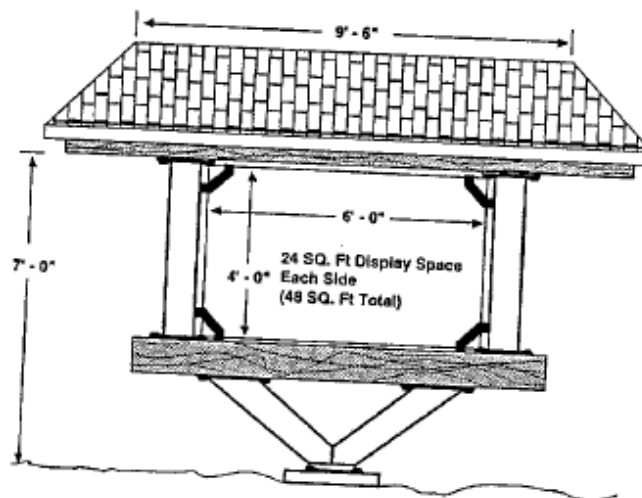
Chapter V - Entrance Kiosks

A. INTRODUCTION.

1. Purpose. The purpose of this chapter is to provide standards and guidelines for the use of the standard byway entrance kiosk.
2. Background. It became evident early in the development of the BLM byway program that there was a need for byway entrance kiosks to orient the visitor and provide vital safety information. The decision was made that the kiosk should have a distinctive appearance that the public could relate to BLM byways wherever they may see it. With this in mind, the BLM in concert with the American Recreation Coalition asked the American Society of Landscape Architects to sponsor a national design competition for the kiosk. A board of experts was assembled and a winning design was selected. The design with its distinctive "V" shape base and "I" beam construction met all the criteria. Farmers Insurance Group of Companies and American Isuzu Motor Company provided the funding for the construction of prefabricated kiosk kits that were made available for all BLM Field Offices having byways. Construction drawings and specifications (see Appendix 1) are also available through the Service Center Chief Branch of Engineering (SC-673) for Field Offices who prefer acquiring the kiosks through the procurement route.
3. Objectives. The primary objective of the entrance kiosks are to welcome and orient the visitors as they enter the byways. Other objectives include messages on safety, ethics, history, recreation opportunities, multiple use management, and recognition of sponsors and partners.

B. KIOSK STANDARDS AND PARAMETERS.

1. Kiosk Description. The kiosk is of rugged "I" beam construction with a "V" shaped based which provided its distinctive appearance (see following sketch). It is designed to be vandal resistant. Its rustic appearance will fit into almost all landscape environments. Optional roofing materials are available to help meet the varying weather and environmental conditions it may be placed in. The central feature of the kiosk is the two side 4' x 6' panel that serves as a mounting base for the information and interpretive exhibits.



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2. Optional Roofing Materials. Unless otherwise requested, kiosks ordered through the corporate sponsors will come with a shake shingle roof. Asphalt shingle and metal roofing are also available upon request.
3. Placement of Kiosks. Kiosks should be placed at the entrances to byways not at waysides within the byways. There are several reasons for this. The main reason is that kiosk exhibit modules (see Section C) are all designed to be used at entrance locations. Equally important is the fact that as a general rule the exhibit space on the kiosk is too large for wayside exhibits. The general rule of thumb used by the National Park Service and others is that most visitors do not stay more than 5 minutes at a wayside. A low profile exhibit that is approximately 36" X 20" provides adequate exhibit space and is much less expensive and much easier to replace in the case of vandalism. As a matter of policy, all kiosks obtained through the national corporate sponsors must be placed at byways entrances.
4. Orientation of the Kiosk. The kiosk is two-sided which means that people must get out of their vehicle and walk up to it to read the information and interpretive material. It is important the kiosk be oriented so the visitor will approach the front panel first (see Section E for description of front panel). It is from this panel that the visitors will get the information that is important to their safety and enjoyment. This orientation is particularly important if there are road conditions or environmental situations which could be life threatening if the visitor were to proceed without proper warning and equipment. Under these circumstances the kiosk will usually be oriented parallel with the parking lot with the front panel being nearest. Otherwise, the kiosk may be placed at any angle that from an aesthetics and functional point of view would best serve the visitor. Remember, studies show that visitors spend a very short time at wayside stops, usually 5 minutes or less—so make sure the messages relating to road conditions, distance, driving time, and other safety related factors are the first items the visitor will read.
5. Site Design Parameters. The kiosk is designed to be anchored on a 3' X 3' X 6' reinforced concrete base. The shape of this base may be modified if site conditions dictate but must be designed to engineering standards that will ensure the stability of the kiosk. The pad around the kiosk, and entrance to it, must be of sufficient size and dimension to allow access for the handicapped. The access path and pad should be a hardened base, preferably concrete. Parking must be sufficient to handle the average peak loads. Access ramps on and off the road must be adequate to meet the American Association of State Highway and Transportation Officials (AASHTO) standards. The kiosk should be located on the right side of the road as visitors enter the byway and should be visible for a long enough distance to allow for safe deceleration and turning.
6. Use of Other Kiosk Designs. It is the policy of the BLM to use the standard entrance kiosk unless there are unusual circumstances which would preclude it. In some cases there simply is not adequate space for the standard kiosk or it would be out of scale with the surroundings. Some of the larger recreation areas have adopted architectural standards that would make it inappropriate to use the standard kiosk. If the standard kiosk is not used, the back country byway logo should be tastefully incorporated into the design theme to inform the visitor that the road is a designated BLM byway.

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C. STANDARDS AND GUIDELINES FOR DESIGN AND FABRICATION OF KIOSK INTERPRETIVE PANELS.

1. Panel Layout and Design Parameters. In order to provide consistency, a standard layout has been developed and approved for both the front and back panels (See Sections E and F.) A modular approach has been adopted. There are a total of six modules. Three of the modules are standard which means they will be the same for all kiosks. The other three are developed separately for each kiosk by the appropriate Field Officer. The background layout for the kiosk mounting panel (the 1" X 4' X 6' panel that the modules are mounted on) is fabricated at the BLM Sign Shop and may be ordered through the Sign Shop regardless of whether the exhibit modules are developed by the Sign Shop or by Contract. In order to maintain consistency, the exhibit modules for each kiosk must be fabricated either all at the Sign Shop or all by the same contractor. It is not permissible to mix modules that have been developed by different fabricators.
2. Options for Design and Fabrication of Modules. The modules may be designed and fabricated either in-house or by contract or by a combination of the two. Highest priority should be given to the design phase. It is better to have a well-designed interpretive exhibit that effectively communicates the desired message that is fabricated by the Sign Shop than a poorly designed exhibit fabricated by a contractor using expensive materials. Design of way-side exhibits requires special skills. High priority should be given to securing qualified professionals to assist in this process.
3. Design Limitations for Exhibits Fabricated at the Sign Shop. The exhibits developed at the Sign Shop are done by a silk screening process. Current capability limits production work to two colors. The graphics must be line drawings - no photographs. The film positive you provide to the Sign Shop must be the exact scale for the exhibit—what you provide is what you get. The Sign Shop is not responsible for touchup or modifications to the film positive. The baseboard used by the Sign Shop for the exhibit modules is a 3/8" medium density fiberboard material put together with a waterproof glue. It is the same material used in interstate Highway signs. It has a hard Formica type surface that will resist weathering, scratching, and vandalism but is not vandal proof.
4. Fabrication of Exhibits Using Contracting Services. If the exhibit modules are to be fabricated by contract, serious consideration should be given to using the screen printed and fiberglass embedment product currently used by the National Park Service for most of their wayside exhibits. The initial cost is high but the replacement costs are low. It will maintain its color and sharpness for many years when exposed to the elements. This process also provides maximum flexibility in the use of colors, photographs, and other art media. If fiberglass embedment or similar product is used, it will also be necessary to fabricate aluminum frames to mount the exhibits on the mounting panel.
5. Graphic and Storyline Standards.

Print type. The body of the text is times bold (italics also) and the map and captions are Helvetica bold.

Print size. The secondary and tertiary information (e.g., credits and captions) are a minimum of 14 points. The body of the text is 30 points.

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Colors.

- The background colors are:
 - Main body ----- Pantone #131
 - Modules 1 and 4 ----- Pantone #155
 - Modules 2, 3, 5, and 6 ---- Pantone #168
- The header colors are:
 - Mountains ----- P.M.S. 469
 - Sky ----- Standard Black
 - Sun and lines (Orange) ---- P.M.S. Warm Red

Selecting colors for text and graphics. Be sure to select colors that are compatible with the background colors. If the fabrication is being done by contract, there is no limitation on the number of colors that can be used. If the fabrication is done at the Sign Shop, it is recommended that it be limited to one color. The Sign Shop can do two colors but will not guarantee registration.

6. Dimensions of Exhibit Modules.

- Module #1 - 28 ½" X 41 ½"
- Module #2 - 20 ½" X 24"
- Module #3 - 6 1/2" X 24"
- Module #4 - 33 1/2" X 41 1/2"
- Module #5 - 23 1/2" X 24"
- Module #6 - 8 1/2" X 24"

7. Exhibit Cost Estimates:

Fabrication done by Sign Shop. The 1993 cost for the entire package including the mounting panel and the 6 exhibit modules is \$240.00 plus shipping costs (check with the Sign Shop for the current cost.) We suggest that you order two extra of each of the exhibit modules. The Sign Shop does not have space to store the silk screens or the film positive. The film positive will be returned to the office designated by the State Coordinator and silk screens will be retain for a short period and then reused.

Fabrication done by Contractor. The cost will vary depending on the processes and materials selected and the scope of the contracted services. The following examples will help illustrate the range of costs:

Gold Belt Byway Kiosk: The Canon City District contracted for silk screening of the 6 modules in 1990. This included 3 sets of each module mounted on one quarter inch plywood backing for a total cost of \$2000. The Sign Shop furnished the completed mounting panel. the art work, text, and film positive were developed in-house.

California Trail Kiosk: The Elko District contracted for the 6 modules from a digital graphics firm. The contractor developed the paper final copy via a digital graphics process rather than silk screening. This eliminated the need for film positives. The six modules were designed in-house on a computer and transmitted to the contractor via computer disk. The final copy was a 4 color version including photographs. The total contract cost for the 6 fiberglass embedded modules plus 2 extra paper copies of each module was \$1700. This cost could be reduced to as low as \$1300 if the same contractor were used since the contractor already has the 3 standard modules entered into their computer. The Sign Shop furnished the completed mounting board.

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8. Guiding Principles. Resist the tendency to put everything the visitor should know on the kiosks exhibits. Remember that other media are available such as brochures that would be distributed at the kiosk or other locations to present more detailed information. Keep the text short and use descriptive headings and graphics to the extent possible. The amount and presentation of the information must be tempered with the fact that the visitors will likely not spend more than 5 minutes at the kiosk and will retain only a limited amount of information.
9. Caution. Beware of potential contractors who have little or no experience in outdoor exhibits. There is a big difference between materials, paints, etc. that may be practical in an indoor setting but not practical in the outdoors. There is also a big difference in the way text and graphics are developed for wayside exhibits.

D. STEPS IN THE DESIGN AND FABRICATION PROCESS.

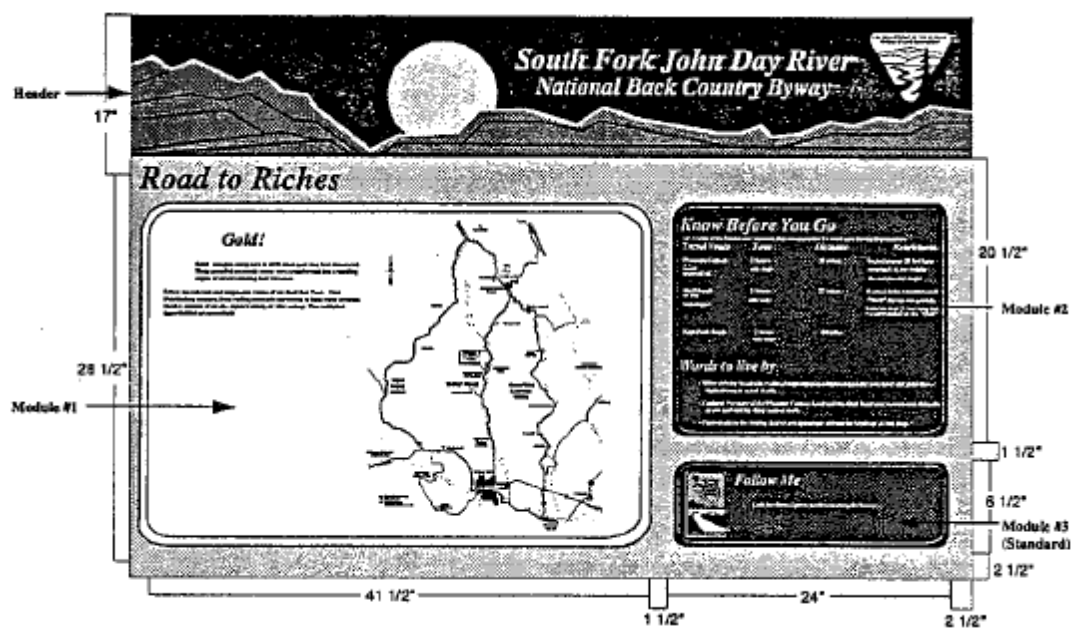
- Step 1:** Complete the research work. Review the objectives (see objectives in Sections E and F) for each of the exhibit modules and gather the important text material, photographs, maps, and other graphics that would be helpful in achieving these objectives. Recruit the assistance of local community groups such as historical societies, museums, grazing associations, mining societies, etc. to help in the research effort. Encourage local “ownership” early in the process.
- Step 2:** Prepare a draft of the text to be used in each of the modules (See the tips for developing text in Sections E and F). Work with citizen groups and partners to obtain their input and support. Get preliminary approval from management to proceed.
- Step 3:** Secure the services of a professional wayside exhibit planner and a designer (graphics expert) to assist in the development and design of the exhibits. These individuals may be available within the BLM or by contract. Specialists on the Service Center, Technology Transfer staff (SC-140) are available for consultation.
- Step 4:** In consultation with the exhibit planner and designer, develop the combination of headers, text, and graphic materials needed to convey the desired messages.
- Step 5:** Revise the text as necessary and assembly photos and other graphics materials that will be used to prepare the final graphics.
- Step 6:** Prepare a mockup with schematic drawings, photo's, draft text, etc.
- Step 7:** Obtain review and approval of all managers and persons who must approve the exhibit. It is extremely important that this be a thorough process and that any changes be incorporated at this time. If there are major changes, this step should be repeated until management is comfortable with the solution. This should be the last time that managers see the proposal before it is sent out for final production.

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- Step 8:** Prepare final art work and complete final edit – a technical edit. be sure that art work and printing specifications are consistent with that used in the standard background panel and exhibit modules.
- Step 9:** Prepare the necessary film positives to be used for the printing process.
- Step 10:** Submit film positives to the Sign Shop or contractor for fabrication. Remember that all 6 exhibits modules must be produced by the same fabricator. If the fabrication is done by contract, it will be necessary to provide the contractor with copies of the standard modules film positives. Film positives for the standard modules can be order through the Service Center Technology Transfer Office (SC-140). Also submit your request for the exhibit mounting panel) (see guidelines in Section C, 1.) Exhibits prepared by a contractor need to be reviewed for quality workmanship before acceptance. There is no review phase for exhibits developed by the Sign Shop.
- Step 11:** Mount the 6 exhibit modules to the 1" x 4' X 6' base panel. If the exhibit modules are produced at the Sign Shop, the modules will be attached by the Sign Shop and shipped to the local BLM office. If done by contract, the local office must determine how the modules will be attached to the base panel -- no holes or inserts will be placed on the base panel by the Sign Shop for the mounting of the contract modules

E. FRONT PANEL DESIGN AND LAYOUT.



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The front panel is designed to welcome and orient the visitor to the byway. It should include all the information necessary for the visitor to have a safe and enjoyable trip. It includes a background panel and modules #1, #2, and #3.

BACKGROUND PANEL. (Standard Format)

The 1" X 4' X 6' plywood board that serves as the mounting base for the exhibit modules is available only from the Sign Shop. It is not included in the kiosk kit furnished by corporate sponsors. The Sign Shop places the background art work on the board and prepares it to receive the modules. The Field Office must provide the Sign Shop with the name of the byway and the grabber phrase that will appear above module #1. The purpose of the grabber phrase is to capture the heart or the special personality of the byway in a succinct phrase. This is not a one word title. This should answer the "why", the "aha", the "so what" about the byway.

MODULE #1: (Developed by Field Office):

- Objectives:
- Encourage visitors to continue on the byway and enjoy experiences and opportunities.
 - Provide the visitors with general map orientation.
 - Provide the visitor with the essential information to ensure a safe and enjoyable trip.

The Grabber Statement: Since the eye normally moves to the upper left hand corner of an exhibit, it is suggested that the materials in this location be a "grabber" that will excite interest in driving the byway and in reading the remaining material on the front and back panels. The grabber is to include a photograph or graphic and text that elaborates on the theme. It should explain the heart of the byway in two or three succinct sentences. Consider breaking up the text with extra paragraph breaks for more white space to make it easier to read.

The Map: A clear and simple map/orientation to the area -- where they are orientation to key features and opportunities, critical visitor services, recreation sites, road information, etc.

- TIPS:
- Keep it simple: Don't try to do everything with the byway map. This shouldn't replace a recreation map. Ideally the visitor will have a detailed map in hand as well as the kiosk information for orientation.
 - Orient the map so the visitors can quickly relate to where they are and the direction they will be going. Provide a "you are here" notation. Where the same map graphics will be used on two or more entrance kiosks, strike the best balance possible in the map orientation. All other factors being equal, it is usually best to give the map a north orientation.

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- Include only those roads critical to byway orientation. Include a legend, road type and condition, road name, provisions for road closures, etc.
- Include only recreation sites that are directly associated with the byway.
- Identify key physical features that are important for orientation. Use photographs or graphics on a side-bar to highlight natural and cultural features --such as historic ranches, waterfalls, lakes, hiking trail, geologic formations, etc. Remember, the Sign Shop cannot silkscreen photographs.
- Use international symbols to indicate services available in adjacent towns and recreation sites including portable water, gas, food, etc.

MODULE #2: (Developed by Field Office)

Objective: The objective of this module is to help the visitors to understand the driving time, mileage, road conditions, vehicle types and restrictions, and other information that will ensure them a safe and enjoyable trip.

- Tips:
- If you have a complex situation, you may want to use a matrix or some other technique that will convey the message with a minimum of verbiage.
 - Be especially careful to highlight situations where the visitor is starting out on a surfaced all-weather road that eventually leads to a road that will require a high clearance or four wheel drive vehicle and greater driving skills.
 - Pick only those byway specific safety messages which are critical to a safe experience. Choose and word each one carefully? Emphasize the hazards which could be life threatening but be positive – do not unnecessarily scare visitors off.

MODULE #3: (Standard Module)



Objective: To alert visitors to the fact that there are signs installed at key locations along the byway to mark the travel route.

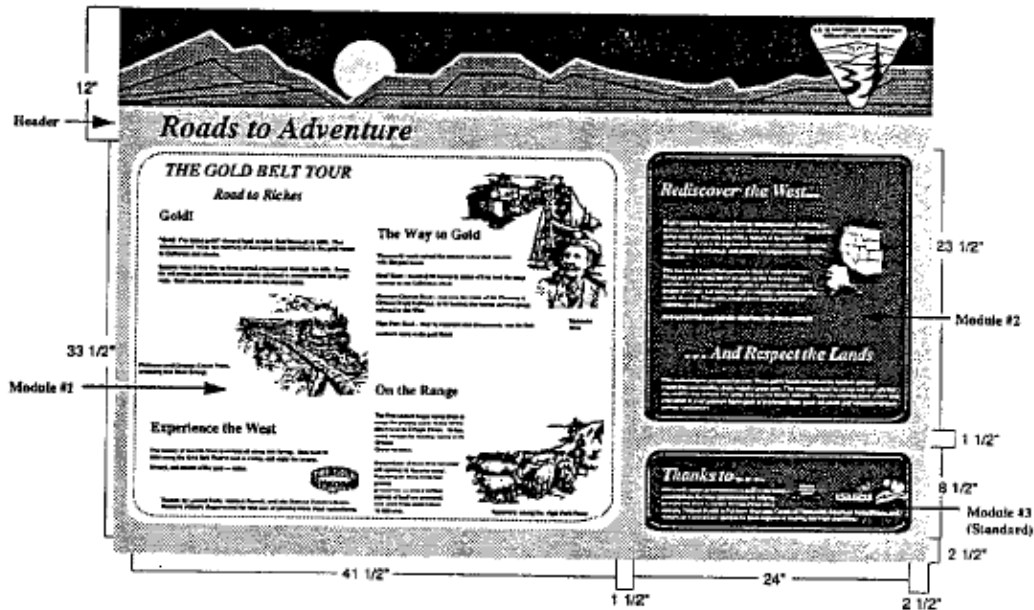
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Text: BLM FOLLOW ME
 BCB
 Logo Look for these signs to guide you along the byway.

NOTE: The State byway route marker may be substituted for the BLM back country byway logo. If the State route marker is used, the Field Office will be responsible for obtaining a copy of it and sending it to the Sign Shop to be substituted for the BLM back country byway logo. Be sure the State route marker is the appropriate size. The maximum size is 5" high by 5" wide.

F. BACKPANEL DESIGN AND LAYOUT.



This panel is designed to whet the visitors appetite and encourage them to continue on the byway. It also gives information on the byway program and encourages the visitor to be responsible users—respecting public and private property.

BACKGROUND PANEL: (Standard Format)

The design and layout of the background panel is standard. The design is a slight modification of the front panel. The phrase “Road for Adventure” is placed in the upper left corner. The art work and painting is done by the sign shop.

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MODULE #4: (Developed by Field Office)

- Objectives:
- To whet the visitors appetite—to introduce the interpretive and recreational opportunities along the byway and encourage visitors to drive the byway.
 - To introduce the multiple use story through glimpses of the historical uses of the land.
 - To build local ownership in the kiosk and byway by involving local organizations and individuals in the development of the interpretive materials that go into this module.
- Tips:
- This module is designed to interpret the specific examples or stories that illustrate the relationships between people and the lands along the byway. These examples should provide enough detail to be motivating and exciting to the visitor yet provide just a slice to whet their appetite. These examples should be specific, for instance one family's experience, one community's evolution related to a resource, an individual's adventure, or Native American traditions or uses if accurate sources are available.
 - Incorporate into the storyline the importance of traditional uses on public lands through local examples for the area. Build on the love affair that Americans have with cowboys, miners, loggers, and Native Americans.
 - Talk to the local historical society or State historian. Get to the heart of what's important or different culturally about the byway. Please, no cartoons—it's too easy to offend. When making reference to "Native Americans", planners should confer with the nation being interpreted on all material concerning its people and culture to avoid anything that may be perceived as offensive. Avoid the use of myths which may be derogatory.

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MODULE #5: (Standard Module)



Objectives:

- Encourage visitors to drive and enjoy other back country byways.
- Inform the visitor that BLM initiated the Back Country Byway program and manages the byways in cooperation with other public and private agencies and organizations.
- Encourage the visitors to be responsible users that respect property and resources.

Text:

“REDISCOVER THE WEST...

Back country byways open doors to new experiences. Following a byway can take you back in time, allow you glimpses of things you've never seen, and provide you with a variety of recreational opportunities. Each byway has exceptional values, whether scenic, recreational, or historical, and provides a unique encounter with the land.

The Bureau of Land Management's Back Country Byways program is a national effort to open up the less traveled corridors of the western public lands, to provide access to the treasures of our rich heritage, and to enhance opportunities for scenic driving. The public lands exhibit such a diversity of resources and uses – they can provide an enjoyable experience for almost anyone!

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... AND RESPECT THE LANDS

The western lands are special places. These public lands, as well as the lands in private ownership surrounding them, require great care. The resources must be preserved, not only for the wildlife that inhabit the lands, but also for future visitors. Please be considerate of others you encounter in your journey, leave gates as you found them, pack out trash, and value the rights of private landowners.”

MODULE #6: (Standard Module)



Objective: To recognize our corporate sponsors and the other national, State, and local partners involved in the designation and management of the byway.

Text: **“THANKS TO ...**

State and county governments, as well as the local communities for their partnerships in helping to make the Back Country Byways Program a success.

Special thanks to Farmers Insurance Group of Companies, American Isuzu Motors, and American Recreation Coalition for their support in making this kiosk possible.”

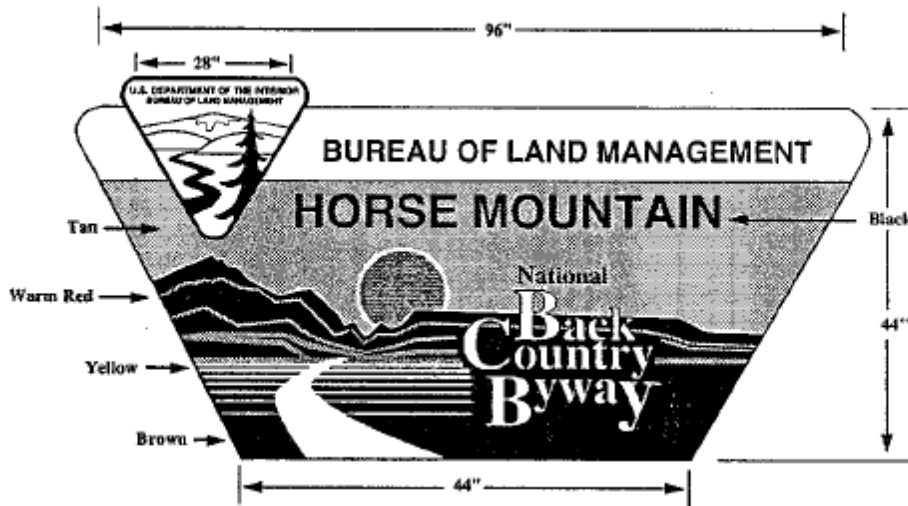
NOTE: The first sentence of this text can be modified to include specific reference to local and State partners but the second sentence referring to the national partners must remain intact. If changes are made, the Field Office must provide the Sign Shop with a film positive for the entire module which reflects the changes. The dimensions of the module must remain the same. Art work for the corporate sponsors logos are available through the Service Center, Transfer and technology Office (SC-140)

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G. COORDINATING SIGNAGE WITH THE KIOSKS.

1. Entrance Sign. The standard back country byways entrance sign should be placed at each byway entrance. It is available through the Sign Shop. The layout and design of the sign is shown in the illustration below. This sign should be placed as near the entrance of the byways as possible. Ideally, there should be several hundred feet distance between the entrance sign and the kiosk—the entrance sign being located nearest the entrance.



2. Marker Signs. There are three sizes of back country byway marker signs that are available through the Sign Shop. They are the “follow me” signs referred to in module #3 of the kiosk exhibit. Care should be taken to keep the proliferation of signs to a minimum.

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Mile marker Decal: This is a vinyl, adhesive-backed decal that fits on a flexible vertical post and is stocked at the Service Center. The order number is S-203V. It is not necessary to place these signs at one mile intervals but they should be spaced frequently enough so that the visitors can confirm they are still on the byway.



Intersection Signs: There are two sizes of byway marker signs that are to be placed near intersections to inform the visitor which road the byway follows. The sizes are 14" X 24" and 23" X 40". The selection of size will depend on the highway speed. Remember, the visitor does not have to read the sign but just recognize the image. In most cases the 14" X 24" sign will be adequate. These signs are available through the Sign Shop and may be ordered with aluminum or plywood backing.



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(Kiosk Construction Drawings and Specifications)

REVISIONS

NO.	DATE	BY	CHKD.
1	11/15/93
2	11/15/93
3	11/15/93

S3

UNIVERSITY MICROFILMS
SERIALS ACQUISITION
300 N ZEEB RD
ANN ARBOR MI 48106-1500

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(Kiosk Construction Drawings and Specifications)

MATERIAL SPECIFICATIONS

1. **WOOD**

- 1.1. All wood shall be Douglas fir-sitka - construction grade (S4S) 1/2" thick.
- 1.2. All wood shall be kiln-dried to a maximum moisture content of 12%.
- 1.3. All wood shall be free of knots, splits, and other defects.
- 1.4. All wood shall be treated with a preservative to protect against decay and insect damage.
- 1.5. All wood shall be finished with a clear, non-toxic, penetrating finish.

2. **METAL**

- 2.1. All metal shall be galvanized steel.
- 2.2. All metal shall be free of rust, scale, and other defects.
- 2.3. All metal shall be finished with a powder-coat paint.

3. **GLASS**

- 3.1. All glass shall be clear, annealed glass.
- 3.2. All glass shall be free of scratches, chips, and other defects.
- 3.3. All glass shall be finished with a clear, non-toxic, penetrating finish.

4. **FASTENERS**

- 4.1. All fasteners shall be stainless steel.
- 4.2. All fasteners shall be free of rust, scale, and other defects.
- 4.3. All fasteners shall be finished with a powder-coat paint.

5. **PAINT**

- 5.1. All paint shall be a high-quality, exterior-grade paint.
- 5.2. All paint shall be free of lead and other toxic substances.
- 5.3. All paint shall be finished with a clear, non-toxic, penetrating finish.

6. **ADDITIONAL SPECIFICATIONS**

- 6.1. All materials shall be of the highest quality available.
- 6.2. All materials shall be subject to inspection and approval by the manufacturer.
- 6.3. All materials shall be subject to inspection and approval by the contractor.
- 6.4. All materials shall be subject to inspection and approval by the architect.
- 6.5. All materials shall be subject to inspection and approval by the owner.

UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF LAND MANAGEMENT Region 9, OFFICE OF THE DISTRICT MANAGER, DENVER, COLORADO	
MATERIAL SPECIFICATIONS	
DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE

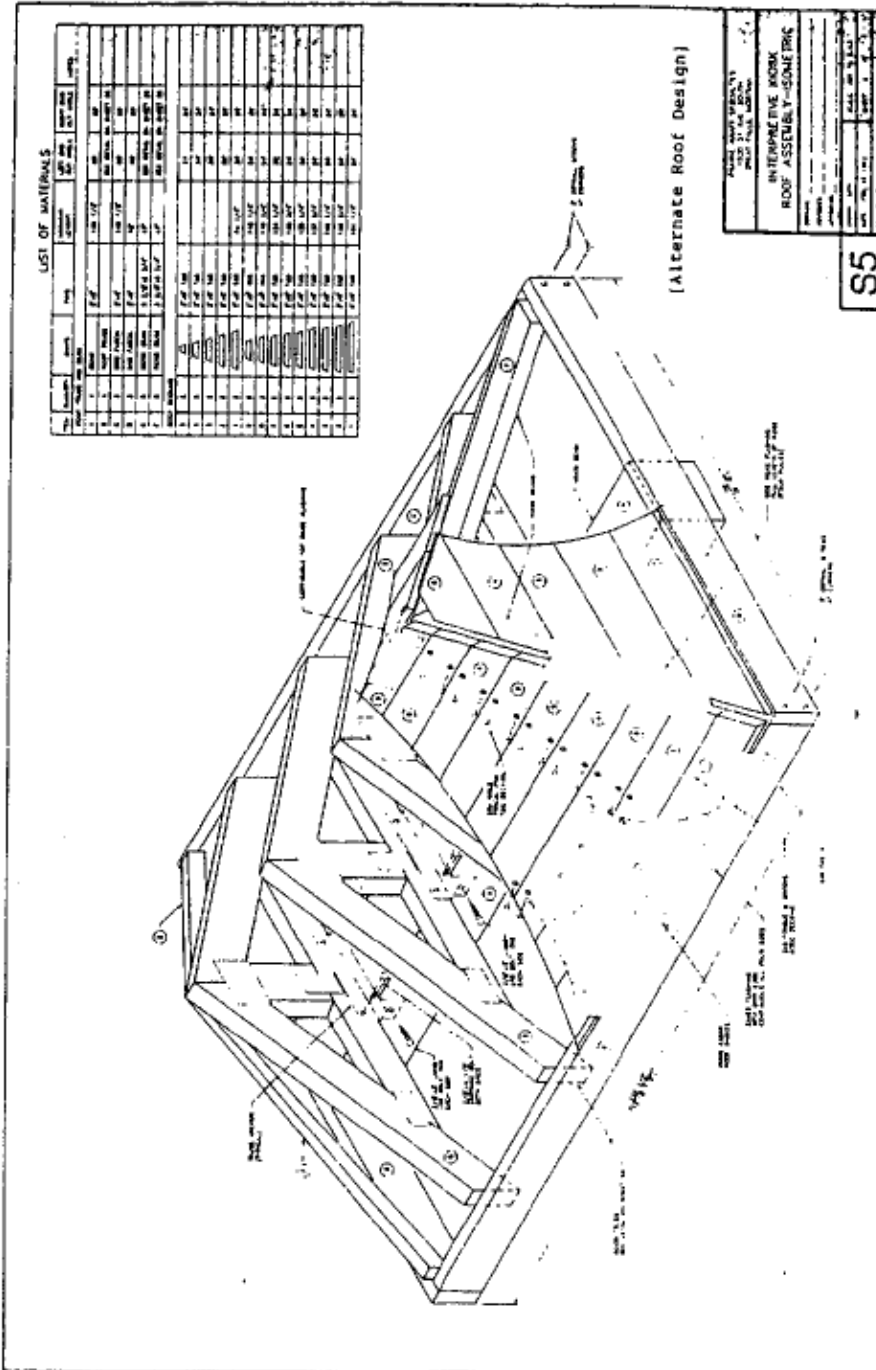
S4

Project Name: BLM

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Chapter V - Entrance Kiosks

(Kiosk Construction Drawings and Specifications)



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Chapter V - Entrance Kiosks

(Kiosk Construction Drawings and Specifications)

