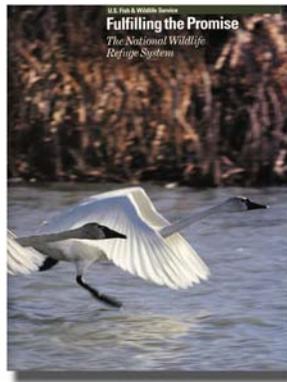


This document includes the most current guidelines for the National Scenic Program as of September 2008.

National Scenic Byways Guide



U. S. Fish and Wildlife Service
September 2005

I. INTRODUCTION

The purpose of this guide is to help Fish and Wildlife Service (Service) personnel gain a basic understanding of the National Scenic Byways (NSB) Program. We divided this guide into two sections. The first section is for those refuges and wetland management districts considering nominating a Service road as a State Scenic Byway (SSB), National Scenic Byway (NSB) or an All-American Road (AAR) or working with a local byway support group to nominate a road passing through or adjacent to a NWR or WMD as a SSB, or upgrading an SSB to NSB or an NSB to an AAR. The second section is for those areas that currently have a designated SSB, NSB or AAR and would like to apply for grant money from the NSB program. While we mean this guide to be comprehensive, you can find more detailed information along with the online nomination forms and grant applications, on the NSB website designed for byway professionals and volunteers at: www.bywaysonline.org.

II. HISTORY OF THE NATIONAL SCENIC BYWAYS PROGRAM

In 1991, the United States Department of Transportation established the NSB Program, with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA). The Transportation Equity Act for the 21st Century (TEA-21), authorized the NSB Program and the Byways Resource Center. Under the NSB Program, the Secretary of the Department of Transportation recognizes certain roads as NSB or AAR based on their archaeological, cultural, historic, natural, recreational, and scenic qualities. As of September, 2005, there were 125 such designated byways in 44 States. The Federal Highway Administration (FHWA) promotes this collection of roads as America's Byways. There are 62 nationally designated byways that pass through or are adjacent to a hatchery, refuge or wetland management district.

Scenic byways may be designated at the local, State or national level, but only SSBs, NSBs and AARs are eligible for FHWA Byways funds. Only NSBs and AARs are marketed as America's Byways™. The Forest Service and Bureau of Land Management have designated some of their roads as scenic Byways: Forest Byways and Backcountry Byways. Some of these routes are also NSBs or AARs. Some of these byways are not paved and require four-wheel drive vehicles. These "heritage routes", "tour routes" and "rustic roads" are most often part of a State program. A Federal Land Management Agency must submit a road within its boundaries to the State or National Scenic Byway Program to receive SSB, NSB or AAR designation. However, one of the requirements found in the attached *Federal Register Notice* on the NSB Program (Attachment 1) "a road or highway must safely and conveniently accommodate two-wheel drive automobiles with standard clearances to be considered for designation as a NSB or an AAR."

A. What Are America's Byways?

America's Byways are a distinctive collection of American roads that possess special intrinsic qualities, tell a story and provide the traveler a unique experience. America's Byways are exclusive because of their outstanding qualities. The FHWA has defined six intrinsic qualities for America's Byways, and two levels of designation, be a destination unto themselves: 1) National Scenic Byways must contain one of the six intrinsic qualities; and 2) All-American Roads must possess multiple intrinsic qualities that are nationally significant and contain one-of-a-kind features that do not exist elsewhere.

The NSB Program recognizes and supports outstanding roads. It is a voluntary, grassroots program founded upon the strength of the leaders for individual byways. It provides resources to help manage intrinsic qualities within the broader byway corridor. A byway leader articulating one of the underlying principles for the program said it best, “the program is about recognition, not regulation.”

B. What are Intrinsic Qualities?

Intrinsic Quality means **archaeological, cultural, historic, natural, recreational, or scenic features** that is considered representative, unique, irreplaceable, or distinctly characteristic of an area.

Archaeological quality involves those characteristics of the scenic byway corridor that are physical evidence of historic or prehistoric life that are visible and capable of being inventoried and interpreted.

Cultural quality is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features include, but are not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, and vernacular architecture.

Historic quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the visitor of a past event and stir an appreciation of the past.

Natural quality applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations, and may include geological formations, fossils, landforms, water bodies, vegetation and wildlife.

Recreational quality involves outdoor recreational activities directly associated with, and dependent upon, the natural and cultural elements of the corridor's landscape.

Scenic quality is the heightened visual experience derived from the view of natural and manmade elements of the visual environment.

C. Types of Designations

National Scenic Byway

To designate a road as a NSB, it must possess at least one of six intrinsic qualities: archaeological, cultural, historic, natural, recreational, scenic, or features. Recognition of the significance of the features contributing to the distinctive characteristics of the corridor's intrinsic qualities must occur throughout the multi-state region.

An example of a refuge along an existing NSB is Pyramid Lake Scenic Byway that includes the Anaho Island National Wildlife Refuge in Nevada.

Pyramid Lake Scenic Byway

National Scenic Byway

Pyramid Lake is a bright jewel in the arid Nevada landscape. Fresh water flowing 300-foot deep in the Truckee River sustain fish, animal, and plant life. In addition to the cui-ui fish, the lake is famous for the Lahontan cutthroat trout that the tribe manages through its fisheries program. The mountains surrounding the lake support deer, antelope, and bighorn sheep.



The lake is also a resting place for a variety of migrating waterfowl. Anaho Island, a national wildlife refuge, is the breeding ground for the largest colony of American white pelicans. It is also home to a variety of other shorebirds. The tufa formations found at this lake are some of the lake's most distinctive natural features. These formations are calcium carbonate deposits formed by precipitation over hot springs. They include The Pyramid (which gives the lake its name) and The Needles Rocks.

Anaho Island is part of the Stillwater NWR Complex and is working with the Northern Piute Tribe on funding interpretive panel along the Byway regarding the Refuge.

All-American Road

To receive an AAR designation, a road must possess multiple intrinsic qualities that are nationally significant and contain one-of-a-kind features that do not exist elsewhere. The road or highway must also be considered a 'destination unto itself.' That is, the road must provide an exceptional traveling experience so recognized by travelers that they would make a drive along the highway a primary reason for their trip. An example of an AAR that have national wildlife refuge involvement is the Creole Nature Trail in Louisiana.



Creole Nature Trail - Louisiana

All-American Road

As a coastal byway on the Gulf of Mexico, the Creole Nature Trail has a history of tropical storms and maritime incidents. Many places along the way reflect pieces of local and national history. The byway is the *Creole* Nature Trail--mixing different cultures and histories.



The French and the Spanish both had an influence here as well as many other settlers from different regions and the native culture of the Attakapas tribe. The Creole Nature Trail began as an even more rugged country than it is today, full of alligators, deer, waterfowl, and even panthers. For a time dangerous scoundrels and pirates inhabited the area too, leaving legends of treasure behind. Later, the Civil War and two World Wars would change the face of southwest Louisiana. Today, there are historical sites and legends just waiting to be discovered.

The staff at the Southwest Louisiana NWR Complex have worked closely with the Lake Charles Visitor and Convention Bureau to incorporate NWR missions and goals into the Corridor Management Plans for the AAR. They also have been successful in helping the Trail obtain Scenic Byways funds from the FHWA.

III. NOMINATION GUIDANCE

Anyone may nominate a road for possible designation by the Secretary of Transportation, but they must submit the nomination through a State's official scenic byway program in the State's Department of Transportation. A network of individuals, who volunteer their time and effort, typically support the byways and lead the designation effort. Local citizens and communities

create the vision for their byway, identify the resources comprising the intrinsic qualities, and form the theme or story that stirs the interest and imagination of visitors about the byway and its resources. All nominations must include a corridor management plan designed to preserve and enhance the unique qualities of the byway. Managers should work in conjunction with local communities and other stakeholders if the road to be designated continues outside the Service boundaries to ensure FWS resources, facilities, and needs are adequately represented in Corridor Management Plans. We encourage managers to incorporate information from Comprehensive Conservation Plans and/or step-down management in the corridor management plans.

If the road to be designated is solely within the boundaries of a Service facility, then the manager should work with their stakeholders to ensure support. Together managers, local citizens and communities decide how best to balance goals, strategies, and actions for promoting the byway and preserving its intrinsic qualities and jointly develop the corridor management plan. **(If the road being submitted for designation is wholly within the boundaries of a NWR, NFH, or WMD, hatcheries and refuges are not required to submit a separate stand alone Corridor Management Plan. In lieu of a Corridor Management Plan, refuges may use their comprehensive conservation plans or the step-down management plan where applicable in the nomination process. However, the Service's documents still need to meet the 14 requirements found in a Corridor Management Plan.)** Please keep in mind that the State must approve all State Byway designations and support any NSB or AARL nominations.

Nomination is not just about filling out an application. Its all about telling the byway's story. This is the premise that drives the FHWA work on requesting nominations for possible national designation. Nominees should think of their byway's nomination as a combination of a community's guide and a visitor's guide for the byway. **You can find the online nomination form on <http://www.bywaysonline.org/nominations/>.**

Refuges that are participating in a nomination process for a State Byway or for national designation may request Transportation Planning funds from their Regional Refuge Roads Program coordinator to assist with preparation of CMPs. Regions can enter into cooperative agreements or negotiate contracts with non-profits groups that are spearheading the byway nomination process.

A. Nomination Checklist

- ✓ Find out the State's byway nomination submission calendar and application process;
- ✓ Seek the early guidance and endorsement of your State Scenic Byway Coordinator, or equivalent; and your Regional Refuge Roads staff.
- ✓ Make sure to include all elements of the nomination the State requests and as many intrinsic qualities that apply;
- ✓ Explain how the community or stakeholders would benefit from the project;
- ✓ Include letters of support, minutes from public meetings and newspaper clips about the project;
- ✓ If available, include photographs of the site, preliminary sketches or plans; and,

✓ Prepare a Corridor Management Plan.

IV. GRANT PROGRAM/APPLICATION and FUNDING PROCESS

Once a Scenic Byway obtains State or FHWA designation it is able to apply for award monies available under the National Scenic Byways Program. Strictly speaking, however, these are reimbursable awards, not grants.

When the latest reauthorization of the Surface Transportation Act, SAFETEA-LU was passed in August, 2005 it provided funds for the Byways Program as listed below

\$26,500,000 for FY 2005;
\$30,000,000 for FY 2006;
\$35,000,000 for FY 2007;
\$40,000,000 for FY 2008;
\$43,500,000 for FY 2009.

The Federal Highway Administration provides 80 percent of funding for eligible projects along NSBs and AARs to support technical assistance, planning, design and development of State Scenic Byways Programs.

The State submits project applications in priority order to the FHWA (See Positioning Your Project for Selection of this guide for further details on how States Prioritize projects.) You can find the online grant application at: <http://www.bywaysonline.org/grants/>.

Managers will need to work closely with their Byways proponent or support group and State Scenic Byways Coordinator to make sure that grant applications are submitted according to the State deadline. Both an on-line application and hard copy version are required.

Applications for the next fiscal year are usually available starting in **mid-January**. Each State has a different deadline. That deadline can be determined at <http://www.bywaysonline.org/grants/> go to your state link in the drop down menu and click on the down arrow to find your particular State. States must submit their prioritized applications to their FHWA Division Office (located in each State Capitol).

The FHWA Division Office then reviews the applications for eligibility and submits them to FHWA Headquarters. The FHWA Headquarters Scenic Byway Program staff reviews the applications and prioritizes them for funding on a nationwide basis. There is no formula to spread funded projects geographically, although the FHWA tries to assure each state receives some funded projects.

For more details on this process go to
<http://www.bywaysonline.org/grants/guidance/explanations>.

A. Matching Requirements

When applying for National Scenic Byway funds a match of at least 20% of the project cost is required from the project sponsors. You can satisfy this matching requirement in whole or in part with State, local government, private sector, or Federal land management agency funds. Additionally, you can credit third party in-kind donations toward the project sponsor's share of the project cost.

The law guiding implementation of the NSB Program is in Section 162, Title 23 of the United States Code; 23 U.S.C. 162. Subsection (f) governs the matching share:

(f) Federal Share – The Federal share of the cost of carrying out a project under this section shall be 80 percent, except that, in the case of any scenic byway project along a public road that provides access to or within Federal or Indian land, a Federal land management agency may use funds authorized for the use by the agency as the non-Federal share.

Thus, a Federal agency like the Service can use appropriated funds, other Service program funds and/or Federal Lands Highways Program funds as their match. Go to this link <http://www.fhwa.dot.gov/safetealu/factsheets/fedlands.htm> and scroll down to FUNDING for an explanation of this process.

B. Other Sources for the 20 percent matching funds

1. State Government

State funds are defined under 23 U.S.C. 101(a):

(33) State Funds. B The term “State funds” includes funds raised under the authority of the State or any political or other subdivision thereof, and made available for expenditure under the direct control of the State transportation department. (State funds *other than transportation funds* may be used.)

2. Local Government

As counties, parishes, cities, towns, townships and other units of local government are subdivisions of a State, the definition of State funds is apropos for local funds. Thus, local funds include funds raised under the authority of a unit of local government and made available for expenditure under the direct control of a local agency or department.

3. Private Sector

The FHWA considers private funds that have been donated to the State pursuant to State law for general transportation purposes to be “State funds” for Title 23 purposes and you may, therefore, apply them to the State's matching share.

4. Federal Land Management Agency

The FHWA allows the States to use funds authorized for use by a Federal land management agency as the State's matching share for a project that is located along a public road that

provides access to or is within Federal or Native American land. These funds may include funds appropriated to a Federal land management agency. They may also include funds made available to a Federal land management agency under the Federal Lands Highways Program, 23 U.S.C. 204 and paragraph 1101 (a)(8) of the Transportation Equity Act for the 21st Century, Pub. L. 105-178. (See above) The Service can use appropriated funds from a variety of Service programs such as: the Construction Program, the Recreational Fee Demonstration Program, or the Federal Lands Highway Program.

5. In-Kind Donations

You may use the value of third party in-kind donations as the State match when they are directly associated with the scenic byway project during the period which it is ongoing. Managers will need to work with their State Scenic Byways Coordinator regarding in-kind donations. Third party in-kind donations include services, property, materials, and equipment. You may not have used the in-kind donations as a match for any other federally funded project. You may accept donated services from private sources but not government agencies; 23 U.S.C. 323:

	Private Entity	Local Government	State Government	Federal Agency
Property or materials	Allowed	Allowed	Allowed	Not allowed
Services (Labor & Salaries)	Allowed	Not allowed	Not allowed	Not allowed

While we may not donate or credit government services (labor) and property (in the case of Federal agencies) toward the match, the Service can be reimbursed for up to 80 percent of its expenses, including salaries, directly related to the scenic byways project.

C. Documenting the Breakdown of the 20 percent Match for a Project

Section J of the 2003 National Scenic Byways grant application provides space to include information on the description, source, type, and amount of the match. You must identify all parts of the match in this section.

- Source: Who is providing the in-kind donations?
- Type: Select the type of match for each line item. Is it cash, materials, property, and/or nongovernment services.
- Description: What cash, materials, property, and/or nongovernment services are being provided? What is the valuation of the in-kind donations and how was the value determined?

The value of in-kind donations is determined as follows:

- **Services** – You must value donated services at a rate equivalent to that rate ordinarily paid for work in the project application’s organization. If the project applicant does not

have employees performing similar work, the rates will be consistent with those ordinarily paid by other employers for similar work.

- **Materials** – You will value the donation at the market value of the materials and/or supplies at the time of the donation.
- **Property** – You may count the current market value of property donated as a matching share. The title of the land passes to the State in which the project is located. If we purchased any part of the donated property with Federal funds, you may count only the non-Federal share of the property as the donation.

VI. ELIGIBLE ACTIVITIES

A. Eight Categories

In order for scenic byways to apply for grant money, the members of the local byway organization must submit projects that meet one of the eight categories of eligible activities. Listed below are the eight categories of eligible National Scenic Byways Activities, as defined in SAFETEA-LU. For more detailed information on each category please refer to the **National Scenic Byways Program Guidance**: <http://www.bywaysonline.org/grants/>

Projects may qualify for only one of the categories below.

1. State Programs

Planning, design and development of a State scenic byway program, 23 U.S.C. 162(c)(1).

2. Corridor Management Plan

Development and implementation of a corridor management plan to maintain the scenic, historical, recreational, cultural, natural, and archeological characteristics of a byway corridor while providing for accommodation of increased tourism and development of related amenities, 23 U.S.C. 162 (c) (2) (Scenic byways may receive grant money for Corridor Management Plan before being designated a NSB. In order to apply for this grant money, they byway must be designated a State byway. Please note not all States require byways to have a Corridor Management Plan to become a State designated byway.)

3. Safety Improvements

Safety improvements to a State scenic byway, NSB, or AAR to the extent that the improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the highway as a result of the designation as a State scenic byway, NSB, or AAR, 23 U.S.C. 162 (c)(3).

4. Byway Facilities

Construction along a scenic byway of a facility for pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, overlooks, and interpretative facilities, 23 U.S.C. 162 (c)(4).

5. Access to Recreation

Improvements to the scenic byway that will enhance access to a recreation area, including water-related recreation, 23 U.S.C. 162 (c)(5).

6. Resource Protection

Protection of scenic, historical, recreational, cultural, natural, and archeological resources in an area adjacent to a scenic byway, 23 U.S.C. 162 (c)(6). (This can be land acquisition and/or conservation easements)

7. Interpretative Information

Developing and providing tourist information to the public, including interpretative information about the scenic byway, 23 U.S.C. 162 (c)(7).

8. Marketing

Development and implementation of scenic byway marketing program, 23 U.S.C. 162(c)(8).

B. Selection Criteria:

The following statutory criteria can also be found at <http://www.bywaysonline.org/grants/guidance/criteria>.

PRIORITIES - In making grants, the Secretary shall give priority to -

- A. each eligible project that is associated with a highway that has been designated as a National Scenic Byway or All-American Road and that is consistent with the corridor management plan for the byway;
- B. each eligible project along a State-designated scenic byway that is consistent with the corridor management plan for the byway, or is intended to foster the development of such a plan, and is carried out to make the byway eligible for designation as a National Scenic Byway or All-American Road; and
- C. each eligible project that is associated with the development of a State scenic byway program.

These three priorities are treated equally; they are not considered to be listed in priority order.

The FHWA also considers the following criteria in the evaluation of grant requests for this program:

- 1) State & byway priorities;
- 2) Project benefits;
- 3) Timely expenditure of previously awarded scenic byway funds; and,
- 4) Leveraging of private or other public funding.

C. Grant Application Checklist
✓ Find out the State's byways submission calendar for the grant application process;

- ✓ Seek the early involvement and endorsement of your State Scenic Byway Coordinator, or equivalent;
- ✓ Make sure to include all elements of the application the State requests;
- ✓ Identify the source of the matching funds with a letter verifying their availability;
- ✓ Explain how the community would benefit from the project;
- ✓ Include letters of support, minutes from public meetings, and newspaper clips about the project;
- ✓ If available, include photographs of the site, preliminary sketches or plans; and
- ✓ Work with State and Metropolitan Planning Organization staffs involved with the preparation of the Transportation Improvement Process.

D. Example of a Successful Grant Application

Louisiana

Creole Nature Trail (SH 27) - Turnaround

Byway(s):	Creole Nature Trail
Eligible Category:	Byway Facilities
Abstract:	This project will provide the design and construction of four paved turnouts along the byway with diagonal parking for up to 14 vehicles to provide access to recreational and natural areas along the byway.
Work Type(s):	Facilities: Turn Outs, Access to Recreation
Location Along Byway:	Jeff Davis, Calcasieu, Vermillion, Lafayette, St. Martin, Iberia Parishes, LA
Project #:	SB-1995-LA-7
Year Grant Awarded:	1995
Project Coordinator:	Shelley Johnson
Project Sponsor:	Southwest Louisiana Convention and Visitors Bureau
State Coordinator:	T. T. Bromell II

VI. RELEVANT ITEMS TO BOTH THE NOMINATION AND THE GRANT APPLICATION PROCESS

The main thing to remember about both the nomination and grant application process is that managers need to work closely with their State Coordinators. You may easily complete both the nomination and grant application forms online at <http://www.bywayonline.org/grants/application/>

A. Positioning Your Project for Selection

As noted earlier, State and byway priorities, project benefits, timely expenditure of previously awarded scenic byway funds, and leveraging of other funds are important criteria in FHWA's evaluation of projects. Competition is tough. In FY 2002, for example FHWA received 286 grants applications from 41 States, requesting a total of \$65 million, compared to \$23 million available nationwide. With the addition of 45 NSBs and AARs in 2005, the competition for NSB funds will only intensify, even with the increased funds allocated to the NSB Program by SAFETEA-LU.

FHWA requires submission of all grant applications, including those from the Service, through the State scenic byway agency, typically the department of transportation in most States. If multiple projects are advanced for a particular byway, FHWA requests that the byway identify their priority for each project to the State. Likewise, FHWA expects each State to rank all of the projects from the State. The Federal Highway Administrator and the Secretary of Transportation select projects for funding.

Regardless, it is wise to check with the State Scenic Byway Coordinator before starting work on any scenic byways grant application. Some States set a maximum and minimum dollar amount for a scenic byways project. The State coordinator also may be able to inform Service staff about how many projects (and the total requests) that they might expect from byways throughout the State in the upcoming year, and advise Service representatives about any factors the State takes into consideration when ranking projects submitted to FHWA.

When preparing a grant application, always keep in mind that individuals who review the project are not as likely to be familiar with the Service facilities, the byway, and the surrounding area as is the Service staff or byway representative who prepares the application. Write clearly and concisely, explain the relationship of the project to the byway, mention how byway visitors and travelers (not just visitors to Service sites) will benefit from the project, and include maps, site or conceptual plans, and other illustrations of the proposed project (as appropriate) with the hard copy of the application. Letters of support from the byway organization and communities along the byway are useful if they demonstrate broader ownership, involvement, and support for the project – not just standard endorsement. Leveraging of funds from other sources – public or private – reflect the ultimate in broader participation in the project – especially if it reduces the scenic byways funding share below the maximum 80 percent allowed.

B. Cooperative Agreements/Receiving FHWA funds

We encourage Service personnel to develop an interagency cooperative agreement for byway project. The Service requires cooperative agreements to transfer money, property, services, or anything else of value from the Service to a partner. Developing a cooperative agreement for byway projects can achieve the following:

- Provide the purpose and foundation of the partnership;
- Establish obligations, responsibilities, and funding requirements;
- Anchor legislative requirements;
- Cover project termination and liability; and
- Reaffirm standard clauses such as nondiscrimination.

Federal Land Management Agencies can receive FHWA National Scenic Byways directly if a project is awarded. At the beginning of the application there is a check box asking if the funds should go to the State and another if the funds should go to a Federal Land Management Agency.

This ability makes the Service an attractive partner for NSB application for local governments or non-profits who may be not ready and able to handle Federal dollars and requirements that come with an NSB award.

C. State Transportation Improvement and Metropolitan Planning Organization Transportation Improvement Program

Service managers need to participate in the local, State, and Metropolitan Planning Organizations (MPO) transportation planning processes as part of seeking Scenic Byway Program funding and Byway Designation. All transportation projects and plans need to be included in metropolitan and statewide annual or bi-annual development of the Transportation Improvement Program (TIP). For your NSB activities to receive funding, you must include them in the appropriate metropolitan and statewide TIPs.

Each urban area of over 50,000 people must have an MPO. Rural areas generally also have some kind of Transportation Planning Agency. Contact the local municipality or county government to find out which agency is your MPO. Since most Service roads that would be eligible for Scenic Byways designation are in less urbanized areas, we would do most of the transportation coordination and planning activities a statewide rather than regional or metropolitan basis. It is important to note that a State must sponsor any Service byways project in their State TIPs. The State is responsible for coordinating byways project listings with the MPO TIP.

The metropolitan and statewide planning processes should occupy a central role in the identification, planning, and funding of byways activities. In particular, the planning processes are the appropriate mechanisms for determining funding priorities among competing byway activities.

The TIP development process involves considerable coordination with public agencies, transportation providers, and members of the public. SAFETEA-LU continues the required State plans and TIPs in TEA-21 to include strategies that address a number of broadly defined transportation policy areas, such as economic vitality, safety and security, and environmental protection.

While it is the responsibility of the State to sponsor a byway project, after the Service seeks their sponsorship, we should emphasize that you should coordinate and include projects funded out of the Federal Lands Highway Program (FLHP) with appropriate State and MPO plans and TIPs [23 U.S.C. 204(a)(5)].

D. Conclusion

We encourage Service employees to take advantage of the NSB Program. A successful byways program shares one essential component: partnership. While hatcheries, refuges, and waterfowl production areas are public lands, they are at the same time extensions of local communities. The program provides an opportunity for the Service to collaborate with partners, such as State

and local governments, gateway communities, and other stakeholders and allows us to tap into the skills of a larger community and extend our mission outside Service boundaries while working towards a common goal.

The Service seeks to provide wildlife and habitat-sensitive transportation improvements in and around Service units while balancing the protection of resources and providing for public enjoyment. Designating a Service road as a NSB or AAR can be a connection between resource protection and visitor enjoyment, and aid in achieving our mandates. The byways program addresses a wide range of needs within Service units, including recognition of roads that are traveled because of their intrinsic qualities. This program enables the Service to take advantage of a grassroots program that focuses on enhancing the traveling and visitor experience and managing, restoring and preserving scenic or historic roads.

E. For Further Information

To learn more about the NSB Program, please use the following resources:

- Refuge Roads website at refuges.fws.gov/roads.
- Contact the Service Byways Coordinator in the National Wildlife Refuge System Headquarters Division of Visitor Services and Communications
- The Regional Refuge Roads Coordinator.
- National Scenic Byways Program website at www.byways.org.
- National Scenic Byways Program for the Byways Community at <http://www.bywaysonline.org/>
- National Scenic Byways Resource Center at <http://www.bywaysonline.org/center/>
- National Scenic Byways Program Contact list. (This site includes State and field Coordinators (**contact State coordinators before other contacts**), FHWA headquarter contacts, and Resource Center contacts.) <http://www.bywaysonline.org/contacts/>
- Nomination and designation of a byway and Responsibilities of Designation at <http://www.bywaysonline.org/nominations/>
- Federal Highway Administration website at www.fhwa.dot.gov/

ATTACHMENTS

Attachment 1

26759 Federal Register / Vol. 60, No. 96 / Thursday, May 18, 1995 / Notices

[FHWA Docket No. 95-15]

National Scenic Byways Program

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of FHWA interim policy.

SUMMARY: In response to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) mandate to establish a national scenic byways program, the FHWA announces its interim policy for the National Scenic Byways Program. This interim policy sets forth the criteria for the designation of roads as National Scenic Byways or All-American Roads based upon their scenic, historic, recreational, cultural, archeological, and/or natural intrinsic qualities.

DATES: Comments must be received on or before July 17, 1995.

ADDRESSES: Submit written, signed comments to FHWA Docket No. 95-15, Federal Highway Administration Room 4232, HCC-10, Office of the Chief Counsel, 400 Seventh Street, SW, Washington, D.C. 20590. All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Eugene Johnson, Intermodal Division, Office of Environment and Planning, HEP-50, (202) 366-2071; or Mr. Robert Black, Attorney, Office of Chief Counsel, HCC-31, (202) 366-1359. The address is Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Beginning as early as 1966, the FHWA has participated in several studies relating to establishing national scenic byways programs. The most recent study was completed in 1991 and was conducted in response to a request in the 1990 Department of Transportation Appropriations Act. This study included recommendations for establishing a national scenic byways program, including recommended techniques for maintaining and enhancing the scenic, recreational, and historic qualities associated with each byway. The ISTEA incorporated many of the recommendations from this study and called for the establishment of a national scenic byways program. Section 1047 of the ISTEA, Pub. L. 102-240, 105 Stat. 1914, set up an advisory committee to assist the Secretary of Transportation in establishing a national scenic byways program. The advisory committee was composed of seventeen members: the designee of the Administrator of the FHWA; appointees from the U. S. Forest Service, the National Park Service, the Bureau of Land Management, the Bureau of Indian Affairs, and the U.S. Travel and Tourism Administration of the Department of Commerce; and individuals representing the interests of the recreational users of scenic byways, conservationists, the tourism industry, historic preservationists, highway users, State and local highway and transportation officials, the motoring public, scenic preservationists, the outdoor advertising industry, and the planning professions. The advisory committee was charged with developing minimum criteria for designating highways as scenic byways or all-American roads for purposes of a national scenic byways system. After meeting four times, the advisory committee produced a report that made recommendations on all the facets of a national scenic byway program. The National Scenic Byway Program outlined in this notice follows those recommendations.

The FHWA has awarded grants to States for scenic byway projects under the interim scenic byways program established by ISTEA. The grant funds for the interim program ran out in fiscal year 1994. This notice specifies the type of projects eligible for funding and lists the funding priority for providing grants to the States under the National Scenic Byways Program.

Through this notice, the FHWA is establishing the interim policy for the National Scenic Byways Program. This interim policy sets forth the criteria for the designation of roads as National Scenic Byways or All-American Roads based upon their scenic, historic, recreational, cultural, archeological, and/or natural intrinsic qualities. To be designated as a National Scenic Byway, a road must significantly meet criteria for at least one of the above six intrinsic qualities. For the All-American Roads designation, criteria must be met for multiple intrinsic qualities. Anyone may nominate a road for National Scenic Byway or All-American Road status, but the nomination must be

submitted through a State's identified scenic byway agency and include a corridor management plan designed to protect the unique qualities of a scenic byway. The FHWA solicits comments on any part of the policy.

The National Scenic Byways Policy is as follows:

1. Applicability

The policy and procedures of this document apply to any State or Federal agency electing to participate in the National Scenic Byways Program by seeking to have a road or highway designated as a National Scenic Byway or an All-American Road and for any State seeking funds for eligible scenic byways projects. Participation in the national program shall be entirely voluntary.

2. Definitions

a. *Corridor* means the road or highway right-of-way and the adjacent area that is visible from and extending along the highway. The distance the corridor extends from the highway could vary with the different intrinsic qualities.

b. *Corridor Management Plan* means a written document that specifies the actions, procedures, controls, operational practices, and administrative strategies to maintain the scenic, historic, recreational, cultural, archeological, and natural qualities of the scenic byway.

c. *Federal Agency* means the U.S. Forest Service, Bureau of Land Management, National Park Service, and the Bureau of Indian Affairs, and their scenic byways programs.

d. *Federal Agency Scenic Byway* means a road or highway located on lands under Federal ownership which has been officially designated by the responsible Federal agency as a scenic byway for its scenic, historic, recreational, cultural, archeological, or natural qualities.

e. *Intrinsic Quality* means scenic, historic, recreational, cultural, archeological, or natural features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.

f. *Local Commitment* means assurance provided by communities along the scenic byway that they will undertake actions, such as zoning and other protective measures, to preserve the scenic, historic, recreational, cultural, archeological, and natural integrity of the scenic byway and the adjacent area as identified in the corridor management plan.

g. *Regional Significance* means characteristics that are representative of a geographic area encompassing two or more States.

h. *Scenic Byways Agency* means the Board, Commission, Bureau, Department, Office, etc., that has the responsibility for administering the State's scenic byways program activities. Unless otherwise designated, FHWA will assume that the State Scenic Byways Agency is the State Department of Transportation or State highway agency as recognized in the administration of title 23, United States Code.

i. *Scenic Byway* means a public road having special scenic, historic, recreational, cultural, archeological, and/or natural qualities that have been recognized as such through legislation or some other official declaration. The terms "road" and "highway" are synonymous. They are not meant to define higher or lower functional classifications or wider or narrower cross-sections. Moreover, the terms State Scenic Byway, National Scenic Byway, or All-American Road refer not only to the road or highway itself but also to the corridor through which it passes.

j. *State Scenic Byway* means a road or highway under State, Federal, or local ownership that has been designated by the State through legislation or some other official declaration for its scenic, historic, recreational, cultural, archeological, or natural qualities. An Official Declaration is an action taken by a Governor or that of an individual, board, committee, or political subdivision acting with granted authority on behalf of the State.

3. Requirements

a. Any highway or road submitted for designation under the National Scenic Byways Program by State or Federal agencies should be designated as a State scenic byway. However, roads that meet all criteria and requirements for National designation but not State or Federal agencies' designation criteria may be considered for national designation on a case-by-case basis. Any road nominated for the National Scenic Byway or All-American Road designation will be considered to be a designated State scenic byway.

b. A road or highway must safely and conveniently accommodate two-wheeldrive automobiles with standard clearances to be considered for designation as a National Scenic Byway or an All-American Road.

c. Roads or highways considered for National Scenic Byways and All-American Roads designations should accommodate, wherever feasible, bicycle and pedestrian travel.

d. To be considered for the All-American Roads designation, roads or highways should safely accommodate conventional tour buses.

e. A scenic byways corridor management plan, prepared in accordance with Paragraph 9 of this policy, must be submitted in order for any road or highway to be considered for the National Scenic Byway of All-American Road designation.

f. For All-American Roads, there must be a demonstration of the extent to which enforcement mechanisms are being implemented by communities along the highway in accordance with the corridor management plan.

g. Before a road or highway is nominated for designation as an All-American Road, user facilities (e.g. overlooks, food services, etc.) should be available for travelers.

h. An important criteria for both National Scenic Byways and All-American Roads is continuity. Neither should have too many gaps but rather should be as continuous as possible and should minimize intrusions on the visitor's experience.

4. Nomination Process

a. A nomination process will be used as the means by which roads or highways may be recognized for their intrinsic qualities and designated as National Scenic Byways or as All-American Roads. All nominations for National Scenic Byways or All-American Roads must be submitted by the State Scenic Byways Agency (SSBA) to the FHWA. The States will receive written notification of the time period for submitting nominations for designation consideration.

b. Nominations may originate from any local government, including Indian tribal governments, or any private group or individual.

c. Nominations to the program of byways on public lands may originate from the U.S. Forest Service, the National Park Service, the Bureau of Land Management, or the Bureau of Indian Affairs, but must also come through the SSBA, with the State's concurrence.

d. A two-step process may be used for nominations originating with local sponsors to help alleviate unnecessary documentation, time, and expense.

The first step is for local sponsors to submit to the SSBA the documentation necessary for the State to determine if the scenic byway possesses intrinsic qualities sufficient to merit its nomination as a National Scenic Byway or an All-American Road.

The second step is for the remainder of the nomination package to be submitted once the State has determined that the byway is appropriate for nomination.

e. A corridor management plan, prepared in accordance with Paragraph 9 of this policy, must be included as part of all nominations made to the FHWA for National Scenic Byways or All-American Roads designations. The corridor management plan is not required for the preliminary intrinsic quality evaluation identified above in paragraph 4d.

f. A single application may be used by a State to seek the designation of a nominated highway as either a National Scenic Byway, an All-American Road, or as both. A highway nominated for, but failing to meet, the requirements for All-American Road designation will automatically be considered for designation as a National Scenic Byway unless the State requests otherwise.

5. Designation Process

a. Designations of National Scenic Byways and All-American Roads shall be made by the Secretary of Transportation after consultation with the Departments of the Interior, Agriculture, and Commerce, as appropriate.

b. A panel consisting of six to eight experts, designated by FHWA and reflecting a cross-section of the scenic byways community of interests (including experts on intrinsic qualities, tourism, and economic development), may assist in the review of highways nominated as National Scenic Byways and All-American Roads.

6. Designation Criteria

a. National Scenic Byways Criteria

To be designated as a National Scenic Byway, a road or highway must significantly meet at least one of the six scenic byways intrinsic qualities discussed below.

The characteristics associated with the intrinsic qualities are those that are distinct and most representative of the region. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized throughout the region.

b. All-American Road Criteria

In order to be designated as an All-American Road, the road or highway must meet the criteria for at least two of the intrinsic qualities. The road or highway must also be considered a destination unto itself. To be recognized as such, it must provide an exceptional traveling experience that is so recognized by travelers that they would make a drive along the highway a primary reason for their trip.

The characteristics associated with the intrinsic qualities are those which best represent the nation and which may contain one-of-a-kind features that do not exist elsewhere. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized nationally.

7. Intrinsic Qualities

The six intrinsic qualities are:

a. *Scenic Quality* is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape—landform, water, vegetation, and manmade development—contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.

b. *Natural Quality* applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

c. *Historic Quality* encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

d. *Cultural Quality* is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.

e. *Archeological Quality* involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.

f. *Recreational Quality* involves outdoor recreational activities directly association with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.

8. De-Designation Process

a. The Secretary of Transportation may de-designate any roads or highways designated as National Scenic Byways or All-American Roads if they no longer possess the intrinsic qualities nor meet the criteria which supported their designation.

b. A road or highway will be considered for de-designation when it is determined that the local and/or State commitments described in a corridor management plan have not been met sufficiently to retain an adequate level of intrinsic quality to merit designation.

c. When a byway has been designated for more than one intrinsic quality, the diminishment of any one of the qualities could result in de-designation of the byway as a National Scenic Byway or All-American Road.

d. It shall be the State's responsibility to assure that the intrinsic qualities of the National Scenic Byways and All-American Roads are being properly maintained in accordance with the corridor management plan.

e. When it is determined that the intrinsic qualities of a National Scenic Byway or All-American Road have not been maintained sufficiently to retain its designation, the State and/or Federal agency will be notified of such finding and allowed 90 days for corrective actions before the Secretary may begin formal de-designation.

9. Corridor Management Plans

a. A corridor management plan, developed with community involvement, must be prepared for the scenic byway corridor proposed for national designation. It should provide for the conservation and enhancement of the byway's intrinsic qualities as well as the promotion of tourism and economic development. The plan should provide an effective management strategy to balance these concerns while providing for the users' enjoyment of the byway. The corridor management plan is very important to the designation process, as it provides an understanding of how a road or highway possesses characteristics vital for designation as a National Scenic Byway or an All-American Road. The corridor management plan must include at least the following:

(1) A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.

(2) An assessment of such intrinsic qualities and of their context.

(3) A strategy for maintaining and enhancing those intrinsic qualities. The level of protection for different parts of a National Scenic Byway or All-American Road can vary, with the highest level of protection afforded those parts which most reflect their intrinsic values. All nationally recognized scenic byways should, however, be maintained with

particularly high standards, not only for travelers' safety and comfort, but also for preserving the highest levels of visual integrity and attractiveness.

(4) A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.

(5) A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor. This can be done through design review, and such land management techniques as zoning, easements, and economic incentives.

(6) A plan to assure on-going public participation in the implementation of corridor management objectives.

(7) A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.

(8) A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.

(9) A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.

(10) A demonstration of compliance with all existing local, State, and Federal laws on the control of outdoor advertising.

(11) A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience.

(12) A narrative describing how the National Scenic Byway will be positioned for marketing.

(13) A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect on the intrinsic qualities of the byway corridor.

(14) A description of plans to interpret the significant resources of the scenic byway.

b. In addition to the information identified in Paragraph 9a above, corridor management plans for All-American Roads must include:

(1) A narrative on how the All-American Road would be promoted, interpreted, and marketed in order to attract travelers, especially those from other countries. The agencies responsible for these activities should be identified.

(2) A plan to encourage the accommodation of increased tourism, if this is projected. Some demonstration that the roadway, lodging and dining facilities, roadside rest areas, and other tourist necessities will be adequate for the number of visitors induced by the byway's designation as an All-American Road.

(3) A plan for addressing multilingual information needs.

Further, there must be a demonstration of the extent to which enforcement mechanisms are being implemented in accordance with the corridor management plan.

10. Funding

a. Funds are available to the States through a grant application process to undertake eligible projects, as identified below in Paragraph 10c, for the purpose of:

(1) Planning, designing, and developing State scenic byways programs, including the development of corridor management plans.

(2) Developing State and Federal agencies' designated scenic byways to make them eligible for designation as National Scenic Byways or All-American Roads.

(3) Enhancing or improving designated National Scenic Byways or All-American Roads.

b. The State highway agency (SHA) shall be responsible for the submission of grant requests to the FHWA. If the SHA is not the identified scenic byways agency, all grant requests must be forwarded from that agency to the SHA for submission to FHWA.

c. Eligible Projects

The following project activities are eligible for scenic byways grants:

(1) *Planning, design, and development of State scenic byway programs.*

This scenic byways activity would normally apply to those States that are about to establish or they are in the early development of their scenic byways programs. All related project activities must yield information and/or provide related work that would impact on the Statewide scenic byways program.

(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.*

Safety improvements are restricted to the highway that has been designated as a scenic byway and must be the direct result of increased traffic and/or changes in the types of vehicles using the highway. The safety improvements are only considered eligible when they arise as a result of designation of the highway as a scenic byway. Any safety deficiencies that existed prior to designation of the highway as a scenic byway are not eligible for funding considerations.

(3) *Construction along the scenic byway of facilities for the use of pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks, and interpretive facilities.*

All the related facilities in this category must be constructed within or immediately adjacent to the right-of-way of the scenic byway. The facilities must also be directly related to the scenic byway.

(4) *Improvements to the scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation.*

All eligible projects in this category must be construction alterations that are made to the scenic byway to enhance existing access to recreational areas. Improvements are generally confined to the right-of-way of the scenic byway. However, the acquisition of additional right-of-way along the byway is permitted when warranted to accommodate access improvements to the byway.

(5) *Protecting historical, archeological, and cultural resources in areas adjacent to the highways.*

Resource protection applies only to those properties that contribute to the qualities for which the highway has been designated as a scenic byway. The properties must be located directly adjacent to the scenic byway. Resource protection includes use restrictions that are in the form of easements. However, the purchase of the resource can be considered eligible only after it has been determined that all other protection measures are unsuccessful. Protection of a resource does not include rehabilitation or renovation of a property.

(6) *Developing and providing tourist information to the public, including interpretive information about the scenic byway.*

All information must be associated with the State's scenic byways. It may provide information relating to the State's total network of scenic byways or it may address a specific byway's intrinsic qualities and/or related user amenities. All interpretive information should familiarize the tourists with the qualities that are important to the highway's designation as a scenic byway. Tourist information can be in the form of signs, brochures, pamphlets, tapes, and maps. Product advertising is not permitted on tourist information that has been developed with grant funds received under the scenic byways program.

d. No grant shall be awarded for any otherwise eligible project that would not protect the scenic, historic, cultural, natural, and archeological integrity of the highway and adjacent area.

11. Scenic Byways and the Prohibition of Outdoor Advertising

As provided at 23 U.S.C. 131(s), if a State has a State scenic byway program, the State may not allow the erection of new signs not in conformance with 23 U.S.C. 131(c) along any highway on the Interstate System or Federal-aid primary system which before, on, or after December 18, 1991, has been designated as a scenic byway under the State's

scenic byway program. This prohibition would also apply to Interstate System and Federal-aid primary system highways that are designated scenic byways under the National Scenic Byways Program and All-American Roads Program, whether or not they are designated as State scenic byways.

(Sec. 1047, Pub. L. 102-240, 105 Stat. 1914, 1948, 1996; 23 U.S.C. 131(s); 23 U.S.C. 315; 49 CFR 1.48)

Issued on: May 11, 1995.

Rodney E. Slater,

Administrator, Federal Highway Administration.

[FR Doc. 95-12211 Filed 5-17-95; 8:45 am]

BILL

ATTACHMENT 2

Designated Scenic Byways Near Refuges **Updated 28 September, 2005**

NAR = National Antelope Refuge
NWR = National Wildlife Refuge
NWFR = National Wildlife and Fish Refuge
WR = Wildlife Refuge
WMA = Wildlife Management Area
WMD = Wetland Management District

Alaska

Alaska Marine Highway All American Road

Alaska Maritime NWR
Kodiak NWR
Becharof NWR
Alaska Peninsula NWR
Izembek NWR

Arkansas

Great River Road – National Scenic Byway

Cache River NWR
Wapanocca NWR
White River NWR

Crowley's Ridge – National Scenic Byway

Big Lake NWR

California

Route 75 – Silver Strand Highway - State Scenic Byway

San Diego NWR

Volcanic Legacy Scenic Byway – All American Road

Tule Lake NWR
Lower Klamath NWR

Colorado

Cache le Poudre – State Scenic Byway

Arapaho NWR

Los Caminos Antiguos- State Scenic Byway

Alamosa NWR
Arapaho NWR
Baca Ranch NWR

Florida

Indian River Lagoon Scenic Highway – National Scenic Byway

Merritt Island NWR
Archie Carr NWR
Pelican Island NWR

Tamiami Trail Scenic Highway – National Scenic Byway

Ten Thousand Islands NWR

Florida Keys Scenic Highway – State Scenic Byway

Crocodile Lake NWR

Great White Heron NWR
National Key Deer Refuge

Idaho

Oregon Trail-Bear Lake Scenic Byway – State Scenic Byway
Bear Lake NWR

Pioneer State Historic Byway – National Scenic Byway
Gray's Lake

International Selkirk Loop All-American Road
Kootenai NWR

Northwest Passage Scenic Byway – All-American Road
Dworshak NFH
Kookia NFH

Illinois

Great River Road – National Scenic Byway
Upper Mississippi NFWR
Middle River NWR
Two Rivers NWR

Indiana

Ohio River Scenic Byway – National Scenic Byway
Muscatatuck NWR - nearby

Iowa

Driftless Area – State Scenic Byway
Driftless NWR

Great River Road – National Scenic Byway
Upper Mississippi NFWR
Port Louisa NWR

Loess Hills Scenic Byway – National Scenic Byway
DeSoto NWR

Kansas

Wetlands and Wildlife National Scenic Byway
Quivira NWR

Louisiana

Creole Nature Trail – All-American Road
Sabine NWR
Cameron Prairie NWR

Bayou Teche – State Scenic Byway
Bayou Teche NWR

Maine

Schoodic Scenic Byway – National Scenic Byway
Petit Manan NWR

Maryland

Chesapeake Country Scenic Byway – National Scenic Byway
Eastern Neck NWR

Chesapeake Country Scenic Byway – State Scenic Byway

Blackwater NWR
Eastern Neck NWR
Martin NWR

Michigan

Woodward Avenue (M-1) – National Scenic Byway

Detroit River International WR (??)

River Road Scenic Byway – National Forest Scenic Byway

Kirtland's Warbler WMA (??)

Minnesota

Great River Road – National Scenic Byway

Crane Meadows NWR
Litchfield WMD (??)
Mille Lacs NWR (??)
Minnesota Valley NWR (??)
Minnesota Valley WMD (??)
Rice Lake NWR
Sherburne NWR
Upper Mississippi NFWR

Lake County Scenic Byway – State Scenic Byway

Tamarac NWR

Minnesota River Valley Scenic Byway – National Scenic Byway

Big Stone NWR

Mississippi

Lower Mississippi Great River Road National Scenic Byway
St. Catherine Creek NWR

Missouri

Little Dixie Highway of the Great River Road – National Scenic Byway

Great River NWR

Great River Road – State Scenic Byway

Clarence Cannon NWR

Montana

Missouri Breaks Back Country Byway – State Scenic Byway

Charles M. Russell NWR

Nebraska

Lewis and Clark Scenic and Historic Byway – State Scenic Byway

Boyer Chute NWR
DeSoto NWR

Sandhills Journey – State Scenic Byway

Crescent Lake NWR – nearby
Valentine NWR - nearby

Nevada**The Loneliest Road in America – State Scenic Byway**

Stillwater NWR

Pyramid Lake Scenic Byway – National Scenic Byway

Anaho Island NWR

Great Basin State Scenic Byway (proposed extension)

Pahranagat NWR

New Hampshire/VermontConnecticut River National Scenic Byway

Silvio O.Conte.

New Mexico**El Camino Real – National Scenic Byway**

Sevilleta NWR

Bosque del Apache NWR

Santa Fe Trail – New Mexico – National Scenic Byway

Las Vegas NWR – nearby

Maxwell NWR

North Carolina**Alligator River Route – State Scenic Byway**

Alligator River NWR

Mattamuskeet NWR

Pocosin NWR

Swanquarter NWR

Outer Banks Scenic Byway – State Scenic Byway

Cedar Island NWR

Pea Island NWR

Pamlico Scenic Byway – State Scenic Byway

Alligator River NWR

North DakotaDes Lacs National Wildlife Refuge Backway – State Scenic Byway

Des Lacs NWR

Sheyenne River Valley Byway – National Scenic Byway

Hobart Lake NWR

Valley City National Fish Hatchery

Valley City WMD (??)

OhioLake Erie Coastal Ohio Trail National Scenic Byway

Ottawa NWR

OregonCharleston-Bandon State Scenic Tour Route

Bandon Marsh NWR

Oregon Islands NWR

High Desert Discovery State Scenic Byway and Tour Routes

Malheur NWR

Lakeview to Hart Mountain State Scenic Tour Route (proposed)

Hart Mountain NAR

Pacific Coast Scenic Byway – All-American Highway

Bandon Marsh NWR

Nestucca Bay NWR

Oregon Islands NWR

Siletz Bay NWR

Volcanic Legacy Scenic Byway – All American Road

Bear Valley NWR

Lower Klamath NWR

Upper Klamath NWR

Tennessee

Great River Road – State Scenic Byway

Chickasaw NWR

Lake Isom NWR

Lower Hatchie NWR

Reelfoot NWR

Utah

Dinosaur Diamond Prehistoric Highway – National Scenic Byway

Ouray NWR – near by

Vermont

Lakes to Lock Passage, The Great Northeast Journey – All American Road

Missisquoi NWR – note: although the road is located in the state of New York, the national designation includes the refuge within its corridor management plan.

Washington

Columbia River Gorge Scenic Byway – State Scenic Byway

Franz Lake NWR

Pierce NWR

Steigerwald Lake NWR

Coulee Corridor – National Scenic Byway

Columbia NWR

Lewis and Clark Trail Byway - State Scenic and Historic Byway

McNary NWR

Pacific Coast Scenic Byway – State Scenic Byway

Copalis NWR

Flattery Rocks NWR

Grays Harbor NWR

Quillayute Needles NWR

Willapa NWR

Wisconsin

Great River Road – National Scenic Byway

Upper Mississippi NWFR

Wyoming

Big Springs Scenic Backway – State Scenic Byway

Cokeville Meadows NWR – nearby

Wyoming Centennial Scenic Byway – Wyoming State Byway

Wyoming Centennial Scenic Byway