

SCENIC DRIVES

For those who want to see the Bridger-Teton National Forest from their vehicle, there are many choices from paved scenic by-ways to winding dirt roads. Each Forest Service office can give you suggestions for day trips or a scenic alternate route home. They will also be able to tell you if a road requires four-wheel drive or if grades are too steep for your vehicle.

Helpful hints for a safe driving adventure:

- Don't forget to fill your gas tank before you head out. This includes liquids and food for the passengers, too!
- Check the forecast; weather changes will affect road conditions.
- Bring a map to avoid confusion. These are available at all Forest Service offices.
- You may encounter wildlife along your ride. Please treat them with respect and do not try to approach them. Most animals feel less threatened if you stay in your vehicle.
- You may find cattle sharing the road with you. Please drive past them slowly, and be alert to possible sudden moves across the road.
- When you stop your car be sure to pull off the road completely and not stop on blind curves.
- Wyoming Road condition hotline is 1.888.WYO.ROAD.

Buffalo Valley Road

A great drive to view moose in the winter and access Teton Wilderness trailheads. Also offers wonderful views of the Teton Range.

→ Buffalo Valley Road is a 14 mile scenic by-way of US 26/287. It intersects the highway three miles east of Moran and is paved for ten miles to Turpin Meadows. The last four miles are gravel and is not plowed during the winter.

Fall Creek Road

A scenic alternative for those heading south from Jackson. Fall Creek Road connects Wilson with the Snake River Canyon. Varied habitats and bird watching opportunities make this 18 mile by-way an excellent choice.

→ The first few miles south of Wilson are paved, the remainder of the road is gravel or natural surface. The road is generally in good condition and clearance is not a problem. Fishing and hiking opportunities can also be found.

Greys River Road "Watch me Grow"

Following the river for 58 miles provides an excellent opportunity to watch a small stream become a river. Camping, fishing, hiking, horseback riding, hunting and wildlife viewing are all popular activities.

→ The gravel and natural surface road climbs gradually from Alpine to Tri-Basin Divide. Although passable to low-clearance vehicles, the upper ten miles can be rough or slick when wet. Several other Forest Service roads connect to Greys River Road, accessing Afton, Big Piney and LaBarge.

Hams Fork Road

A 66 mile road between Kemmerer and Cokeville. The first 20 miles from Kemmerer are paved; the remainder of the road is gravel or natural surface. There are some rough places, but driven with care, clearance is not a problem.

→ The road follows the Hams Fork River—named after mountain man Zacharias Ham. There are many scenic views along the road and moose are frequently seen.

Hatchet/Flagstaff Road

Offering splendid views of Buffalo Valley and the Teton Range, there is also the possibility of seeing elk, deer, or moose. The road winds through meadows, sagebrush and forested areas.

→ A 19 mile long scenic by-way of US 26/287. The west end of the road is at the Hatchet Campground, next to the Buffalo Forest Service office, and returns to the highway two miles east of the Cowboy Village Resort at Togwotee. The road is also popular with mountain bikers and snowmobilers in the winter.

LaBarge Road

Attractions include a warm spring with travertine deposits, the Lander Cut-Off Trail and wildflower meadows.

→ The 48-mile road follows the river named for mountain man Joseph M. LaBarge. The first 11 miles from LaBarge are paved, while the remaining 37 miles are gravel or natural surface.

McDougal Gap Road

Crossing the Wyoming Range and connecting the Green and Greys River, the scenery along this by-way can't be beaten. From the agricultural lands to the subalpine forests, tremendous habitat diversity is passed through and many recreation opportunities await.

→ McDougal Gap Road meets US 189 south of Daniel and intersects the Greys River Road one mile north of Forest Park—a distance of 35 miles. The 12 mile Forest portion is gravel or natural surface and some sections can be rough.

Middle Piney Road

A scenic drive passing two campgrounds ending at Middle Piney Lake is great for boating and fishing. Several Forest Service roads and trails can be accessed from the Middle Piney Road.

→ The road begins as WY 350 in Big Piney and is paved for 11 miles. It is another 9 miles to the Forest boundary, and then 6 miles to Middle Piney Lake, a total distance of 26 miles.

Skyline Drive

A short, 16 mile paved road to the popular Trail's End Campground and Trailhead offering spectacular views of the Wind River Range.

→ Skyline Drive climbs into the mountains from Pinedale. Between Pinedale and Trail's End are several scenic overlooks and roads to Fremont and Halfmoon Lake to explore.

Smith's Fork Road

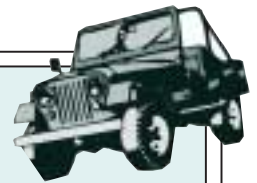
Connecting Upper Star Valley to the Greys River Road, Smith's Fork offers a scenic diversion for those traveling US 89. The 24 mile road is natural surface which can be rough on passenger vehicles.

→ Smith's Fork Road joins US 89 6.5 miles south of Smoot and two miles north of Salt River Pass. The road connects with the Greys River Road at Tri-Basin Divide. From here you may also head southeast towards LaBarge.

Union Pass

Crossing the north end of the Wind River Range and two National Forests, the 60 mile Union Pass Road offers spectacular scenery and many recreation opportunities.

→ Wyoming 352, off US 191 north of Pinedale, takes you to the Forest boundary where the pavement ends. The Union Pass Road branches off at the Kendall Bridge, 3 miles north of the Forest boundary. Signed intersections help navigate you over Union Pass to US 26 north of Dubois. The road is gravel or natural surface. There can be a few rough spots, a high clearance vehicle is recommended. There are many side roads off the Union Pass road that should be explored, especially Green River Lakes.



CULTURAL ATTRACTIONS

Native American Cultures

Human occupation in this area dates back to over 10,000 years ago. The prehistoric hunters and gatherers were drawn to the area because of the diversity and abundance of wildlife and plant species. The high mountain peaks also offered spiritual solitude for these cultures. These human groups would travel through the mountains and valleys following the migration of big-game species and the seasonal availability of edible plants. The Eastern Shoshone and Bannock tribes and their ancestors called this area their home while other tribes, including the Gros Ventre, Blackfoot, Crow, Arapaho and Nez Perce are known to have frequented the area. The trails established by these Native American groups were later used by trappers, explorers and emigrants.

Lander Cut-Off of Oregon Trail

The main Oregon/Mormon Pioneer Trail was established in the 1840s and passed just south of the present-day Bridger-Teton National Forest. This trail crossed the alkaline desert with little water or feed for the livestock. A safer and easier route was needed for pioneers crossing western Wyoming.

In 1857, Engineer Frederick W. Lander surveyed a new route across the Green River Basin and into the mountains of the Wyoming and Salt River Ranges. The Lander Cut-off was the first federally funded road project west of the Mississippi. Over 13,000 emigrants traveled the road in its first year of use. The cutoff was 250 miles requiring 19 days, including breakdowns. The use of the trail declined rapidly after 1867 when the transcontinental railroad was constructed across southern Wyoming; however, the last reported covered wagon was seen on the trail in 1912.

Much of the Bridger-Teton National Forest section of this historic trail can be traced along Forest roads and trails with trail ruts and emigrant graves still visible. A Lander Cut-off brochure is available at Forest Service offices to assist you in following the trail and learning more about it.

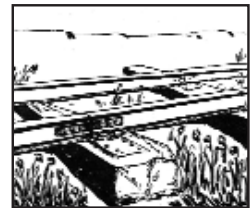
→ To access this trail, proceed west from the town of Big Piney on County Road 350 to South Piney Creek. From the Forest boundary, interpretative signs and trail markers will guide the traveler westward to Star Valley.

Tie Hack Era

With the construction of the transcontinental railroad, a vast number of railroad ties were needed. Cutting timber to produce railroad ties was known as tie hacking. The Bridger-Teton National Forest has a long history of tie hack activities from 1867 to 1952. Ties were cut on the forested mountain slopes, skidded to a river's edge, then

floated to the nearest railhead. Evidence of tie hack activity, including abandoned cabins, can still be found along the Green River, the Hams Fork River, and in the mountains west of LaBarge and Big Piney.

Please remember, these prehistoric and historic sites are non-renewable resources. Once they are gone, they are gone forever. Removal of prehistoric or historic artifacts is not permitted. Enjoy, do not destroy!



NATURAL ATTRACTIONS

Gros Ventre Slide

On June 23, 1925, after several days of heavy rains and rapid snow melt, the north slope of Sheep Mountain (Sleeping Indian) collapsed, damming the Gros Ventre River.

Lower Slide Lake, a five-mile long lake, formed behind the dam. Two years later, on May 17, 1927, the river broke through the dam nearly obliterating the town of Kelly in the resulting flood.

→ The slide is located 18 miles northeast of Jackson on the Gros Ventre Road. A short interpretive trail loops through the slide debris with signs describing the geologic event and local natural history.

Kendall Warm Spring

The spring's warm water supports a unique fish species known as the Kendall Warm Springs dace. A small waterfall isolates the warm spring's dace from the closely related Green River dace.

The two-inch long fish are particularly striking during the summer breeding season, when the males turn purple, contrasting with the green females.

Periodic Spring

A unique cold-water geyser located in Swift Creek Canyon five miles east of Afton. During late summer the flow of clear, ice-cold water cycles on and off at 18 minute intervals.

The water gushes out of a sheer ledge and cascades down a steep, rocky hillside to Swift Creek. Suddenly the water stops completely, it then starts again and builds to another torrent.