I-70 Mountain Corridor

Interpretive Plan

November 2013

I-70 Mountain Corridor Interpretive Plan

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Introduction

The I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS) Section 106 Programmatic Agreement (2008) stipulates that the Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) will develop design guidelines, define a historic context of the corridor, and develop an interpretation plan. The I-70 Mountain Corridor Context Sensitive Solutions (CSS) Guidance provides design guidance and the historic context; the Interpretive Plan is intended to guide interpretive activities and mitigation identified for projects developed through the Tier 2 environmental process on the corridor. The Section 106 Programmatic Agreement (106 PA) committed to brand a heritage corridor, develop interpretive planning based on the historic context and identify possible interpretative efforts.

Interpretive planning connects visitors, recreationists, tourists and guests with ideas, resources and opportunities for engagement and learning. The following vision for this document was developed in collaboration with the Section 106 consulting parties, agencies and community representatives along the corridor:

> *The Interpretive Plan is the framework for consistent and timeless efforts focused on understanding, appreciating, and honoring the historic and other unique features of the I-70 Mountain Corridor. These efforts build community and provide quality visitor experiences that support tourism.*

The purpose of the plan is to support the following features that are part of the interpretive vision for the I-70 Mountain Corridor:

- Collaboration
- Decision-making
- Communication
- Marketing
- Funding

This document includes a process to support corridor partners in identifying opportunities for interpretation, strategies, and techniques to enhance visitor experiences before, during, and after coming to the corridor. These strategies are intended to brand the corridor and increase visitors' appreciation of, and sensitivity to, corridor resources.

The scope of this plan is focused on the I-70 Mountain Corridor from C-470 to Glenwood Springs. At the corridor level, it is focused on a consistent approach to interpretative activities, which will select, develop, and implement interpretive materials in conjunction with specific project mitigation or outreach activities.

The development of this plan followed the I-70 CSS 6-Step Process and engaged a multi-disciplinary team. The Appendix to this report provides the organizations invited and the meeting materials.

How to Use this Plan

Interpretation and education provide informational, interpretive, and educational materials, programs, media and facilities to enhance visitor experience. For projects on the I-70 Mountain Corridor, CDOT, FHWA, and the consulting parties to the 106 PA are committed to a collaborative approach to developing interpretive applications in conjunction with projects on I-70 and within the corridor.

The corridor stakeholders developed this plan for use on Tier 2 projects in the I-70 Mountain Corridor. They also envisioned that communities and agencies in the Mountain Corridor would use this plan as a resource in the development of interpretive materials and applications to enhance visitors' sense of coordinated education and information. CDOT will use this plan to guide their interpretive activities developed to mitigate potential impacts from projects.

If CDOT, in consultation with corridor stakeholders, determines that mitigation requirements could be met through interpretation, it will follow the guidance in this plan to identify and develop interpretive applications. In determining whether mitigation can be addressed through interpretation, it is important to consider historic, manmade, natural and visual resources for impacts and potential interpretation. The planning steps are shown in **Figure 1**.

If interpretation is being considered in response to historic properties or effects, CDOT will work with the consulting parties and the National Park Service to develop and agree upon appropriate interpretation.

FIGURE 1
Flow Chart for Planning
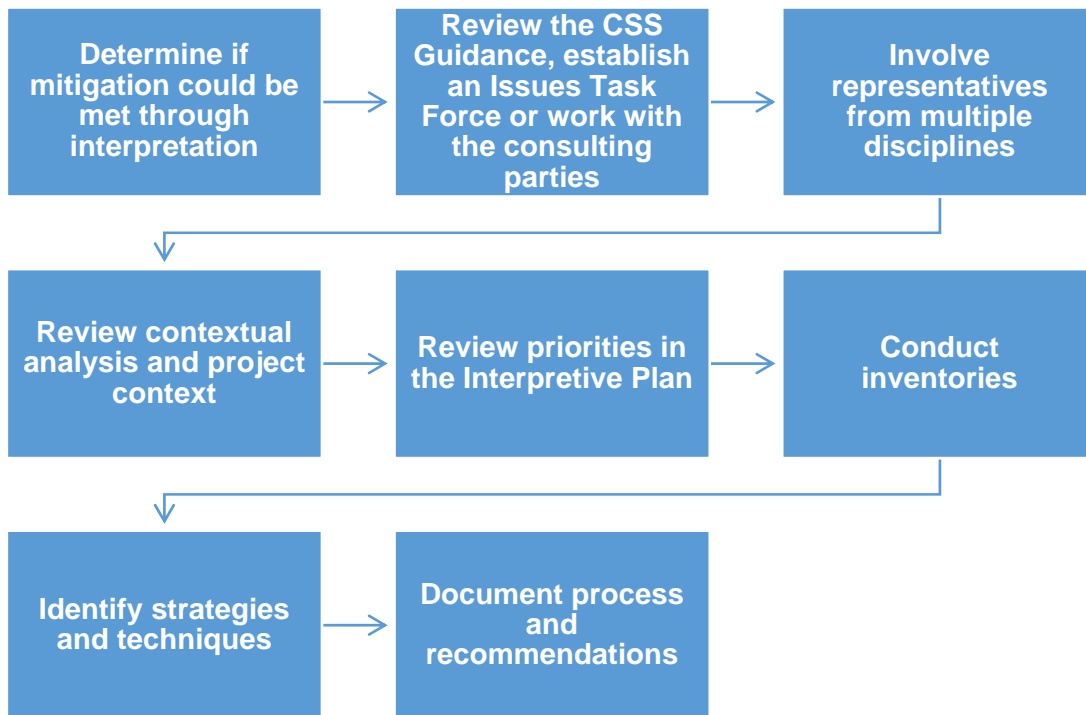
A checklist (**Figure 2**) was developed to help guide the interpretive planning process on the I-70 Mountain Corridor. These activities may occur sequentially or concurrently and are consistent with the I-70 Mountain Corridor CSS decision-making process. The hyperlinks in this document (words distinguished by blue underlined text, a form of inter-document connection) will take you to guidance on the CSS website that can be used to support the planning process.

FIGURE 2
Checklist to Guide Interpretive Planning Process

- ☐ If interpretation is being developed as part of a project, review the CSS Guidance and establish an Issues Task Force that includes community representatives and parties to the Section 106 PA
  - ☐ Follow the CSS Guidance on establishing an Issues Task Force
  - ☐ Review Context Statement, Core Values, and Interactive Maps on the CSS website
  - ☐ In the Interactive Maps, input the mile post limits of the project, then print a report of the potentially affected resources
  - ☐ Identify whether the project lies in an Area of Special Attention
- ☐ Take a multidisciplinary approach by involving representatives from all of the disciplines that may be interested in or affected by your project. The type of mitigation should also direct the representatives involved.   Consider the following disciplines:
  - ☐ Engineering
  - ☐ Planning
  - ☐ Environmental
  - ☐ Operations
  - ☐ Maintenance
  - ☐ Public involvement
  - ☐ Public relations/government affairs
  - ☐ Landscape architecture
  - ☐ Parks and open space
  - ☐ Historic
  - ☐ Economic
  - ☐ Planning/community development
  - ☐ Other project-related disciplines
- ☐ Review contextual analysis and project context
  - ☐ Review Context Maps
  - ☐ Review existing plans, agreements, and commitments
  - ☐ Review photos in the photo gallery
- ☐ Review priorities in the Interpretive Plan
  - ☐ Determine applicable interpretive themes
  - ☐ Identify audiences
- ☐ Conduct inventories
  - ☐ Inventory resources to support interpretative activities
  - ☐ Review map of Opportunities for Interpretation
  - ☐ Inventory cultural, environmental and historic resources for interpretation
- ☐ Identify strategies and techniques for implementation
  - ☐ Review matrix of techniques and audiences
  - ☐ Apply the priorities to the full range of techniques
  - ☐ Review interpretive exhibit guidance
- ☐ Document process and recommendations

Guidance

The overarching interpretive theme for the I-70 Mountain Corridor reflects the unique character and diverse natural and manmade resources along I-70 that provide opportunities to engage visitors and residents through interpretation.

America's mountain destination,
The Colorado Rockies, wild and close,
The I-70 Mountain Corridor connects you.

Each line of text provides a tagline discussed further in the next section. The overall theme drives the focus and priorities for interpretation and the framework for organizing an interpretive system. The framework provides the basis for corridor branding and guidance for consistent and coordinated applications.

Corridor Branding Program

A strong brand lends credibility to unfamiliar locations and attracts visitors to communities along the I-70 Mountain Corridor. Consistent use of the approved identifier, selected color scheme, and themes for interpretation builds recognition and signifies to the public where reliable information can be found. This branding program can be applied to multiple forms of communication, including interpretive signage, brochures, pamphlets, and websites. A similar program has been successfully launched by America's Byway; which may be found at www.byways.org.

Branding for the I-70 Mountain Corridor will be comprised of the designated I-70 mountain corridor identifier, in which two blue triangular polygons represent the peaks of the Rocky Mountains and create the backdrop for the I-70 Mountain Corridor title, and the three color-coded taglines. These taglines, *America's Mountain Destination* (Blue), *Colorado Rockies Wild and Close* (Green), and *The I-70 Mountain Corridor Connects You* (Gold) represent significant elements of the corridor.

America's Mountain Destination represents the importance of tourism and recreation to the corridor, the ecological aspects of the corridor are represented in the theme **Colorado Rockies Wild and Close,** and the significance of transportation in the corridor is represented by **The I-70 Mountain Corridor Connects You**.

Detailed themes for each tagline include:

> *America's Mountain Destination*
>
>> Ski Industry
>> Resort Tourism
>> Outdoor Recreation
>> Pre-History
>> Mountain Communities
>
> *Colorado Rockies Wild and Close*
>
>> Mining
>> Timber
>> Agriculture

Electric Power Generation
Climate and Weather
Ecosystems
Watershed
Geology
Wildlife

The I-70 Mountain Corridor Connects You

Road Transportation
Air Transportation
Railroad Transportation

For more information, see the graphic explaining the branding program and its elements.

I-70 Interpretive Opportunities Map

When mitigation through interpretation has been determined appropriate and stakeholders have been invited to participate, consider the following:

- The audience(s) you wish to reach through the interpretation

- The subject and location opportunities available within the project area

- The techniques that best reflect the themes and resources as well as effectively communicate with your target audiences

The topics (audiences, opportunities, and techniques) are expanded to provide information, ideas, resources, and options that are effective and appropriate in meeting your interpretive goals.

The I-70 Mountain Corridor Opportunities for Interpretation Map Figure 3, or view a full-scale map is intended to be used as a reference for the many communities located in the I-70 Mountain Corridor. Information on the map was obtained via stakeholder input along with readily available promotional and historical information. The location of possible interpretive sites listed on the map is approximate and is not intended to be comprehensive of the myriad interpretive opportunities possible along the corridor. The map is intended to be used as starting point for additional research by communities or agencies beginning an interpretive program so they may be aware of possible interpretive opportunities identified as significant by the public. The map is not intended to be accessed by the public directly, nor is it intended for way finding.

The map is intended and designed to be used in conjunction with the I-70 Mountain Corridor Branding Program detailed in the previous section. Topics for interpretation fall into the themes and categories designated within the Branding Program. The topics are organized in the map legend by tagline (*America's Mountain Destination, Colorado Rockies Wild and Close, The I-70 Mountain Corridor Connects You*) and by location of sites along the corridor—at the bottom of the map.

Figure 3

CONCEPTUAL INTERPRETIVE MAP
POSSIBLE OPPORTUNITIES FOR INTERPRETATION ALONG THE 1-70 MOUNTAIN CORRIDOR
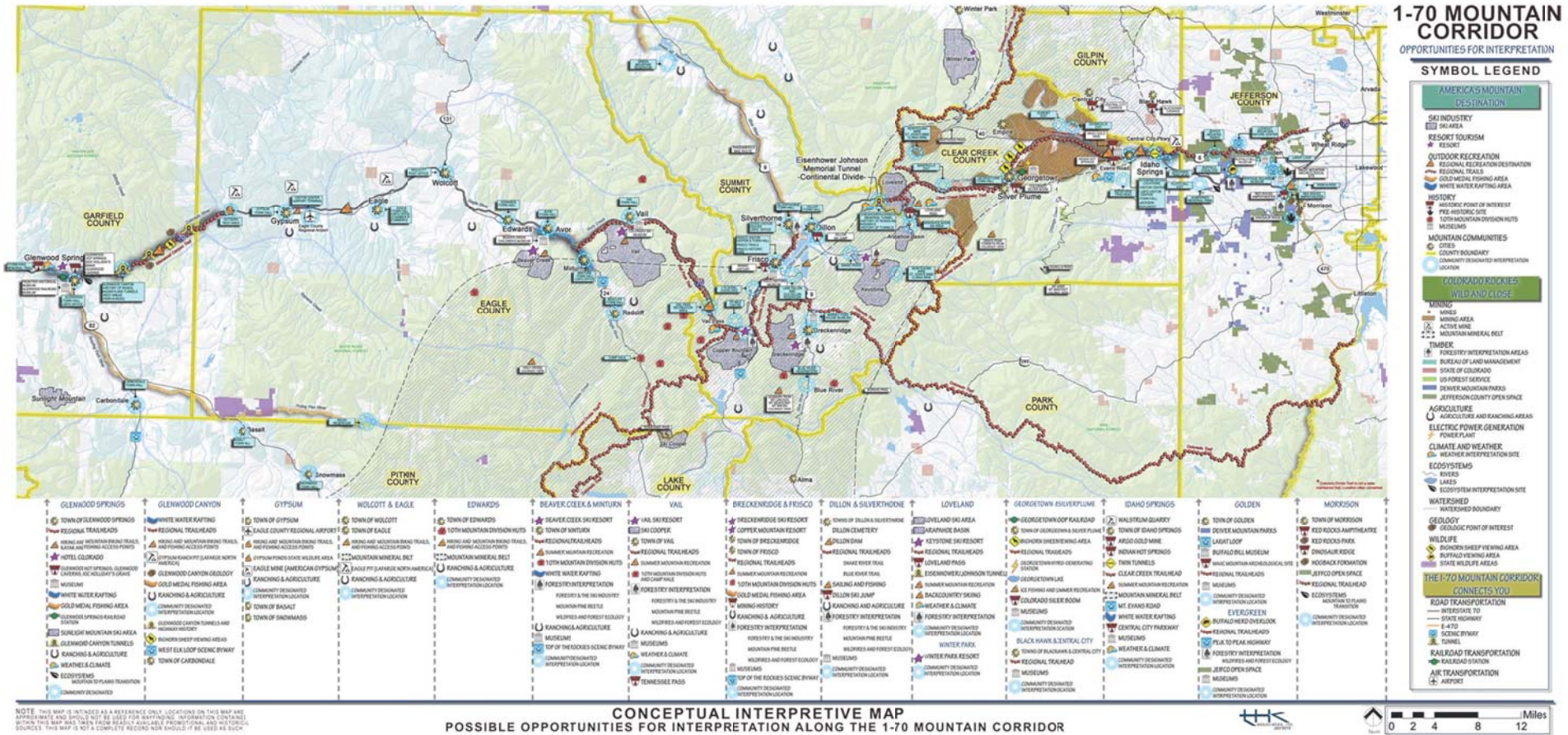
Audiences

Interpretive planning must be done in the context of whom the audience is, as well as what information is to be conveyed. The I-70 Mountain Corridor is America's mountain destination and attracts visitors from around the world to enjoy the scenic beauty, unique history, accessible alpine and subalpine outdoor recreation, and friendly communities. These visitors come from other continents, states or nearby communities to enjoy and appreciate the unique resources offered in the corridor.

Each project will identify the applicable target audience(s) for interpretation for that project, understanding the specific mitigation objectives and interpretive opportunities in the area of the project. Potential audiences:

- I-70 auto travelers
- Bicyclists and pedestrians
- Recreational visitors
- Historic or eco-tourists
- Local communities
- School and education groups

Each of the potential audiences is discussed in more detail.

I-70 Auto Travelers

The majority of visitors to the I-70 Mountain Corridor are auto travelers who are traveling to destinations within or beyond the corridor. Although the mode of travel is the same among auto travelers, they represent a diverse group with a potentially broad range of interests, travel purpose, and available time. It is important to focus on the common travel mode to develop recommendations for this audience. Interpretation of features visible from the roadway through techniques easily accessible from the roadway or conveniently located at common travel stop locations such as rest areas, visitor centers, or service centers will serve this audience most effectively.

Bicyclists and Pedestrians

Bicyclists and pedestrians in the I-70 Mountain Corridor move through the corridor more slowly than motorized travel. Opportunities to interact more personally with the cultural and natural resources near trails, bikeways, or trailheads are generally more localized to the immediate or accessible points of interest. Bicyclists and pedestrians include destination-oriented visitors to the corridor, as well as corridor residents who are using the bike and pedestrian facilities.

Recreational Visitors

Recreational visitors include visitors traveling to the many ski resorts and national forest destinations in the corridor, as well as corridor residents enjoying the recreational opportunities nearby. Recreational visitors in general are destination oriented and opportunities to provide interpretation to these visitors are at the destinations themselves. These include visitor centers, trailheads, resorts, and other points of entry into the recreational destination.

Historic or Eco-tourists

Historic and eco-tourism is increasing and these visitors are interested in communities and locations that offer unique insights into history and natural, ecological features. In general, these visitors are interested in more detailed information and educational opportunities at points of interest and are often destination oriented in their travel. They are more willing to go

to specific locations and spend time delving into the history and interpretive details of their destination.

Local Communities

Although most of the audiences identified in this plan are visitors from outside the corridor, the unique features, recreational opportunities, and important history along the I-70 Mountain Corridor attracts local visitors to other communities and to points of interest within the corridor. Many of these visitors are contained within one of the other audiences and may be considered auto travelers, bicycle or pedestrian, recreational, historic/ eco-tourists, or education groups.

School and Education Groups

Educational groups, like historic or eco-tourists, are generally focused on specific destinations and interested in more in-depth information and interpretation. School and education groups can be local or visiting from outside the corridor or state. They range in age and respond well to exciting, accessible, and interactive interpretive techniques.

Each of the potential target audiences can be communicated with effectively through different techniques and at different points in their journey. Some may be interested in obtaining information prior to visiting the corridor, while others may want to learn about things they observe while traveling through the corridor or even after returning home. Knowing the target audience and the focal resources provides the starting point for identifying appropriate techniques for interpretation.

Identifying Techniques for Application

The actual determination of interpretive techniques and material should reflect the applicable themes and specific resources for interpretation, as well as effective approaches to convey information to the target audiences. Specific themes, opportunities for interpretation, and the target audiences for interpretive materials provide the starting point for identifying specific applications and techniques during the planning process. A matrix illustrated in **Figure 4** provides a tool for determining appropriate and applicable techniques for use with individual projects.

FIGURE 4

Technique	Target Audience						Existing Examples
	I-70 Auto Travelers	Bicyclists and Pedestrians	Recreational Visitors	Historic or Eco-tourists	Local Communities	Schools and Education Groups	
Interpretive Exhibit Includes boards to complex, multi-media displays. Can be static, dynamic or interactive.	X X X X				X	X	
Brochure Typically folded, single-page publication that provides information about a topic or site.				X X X			http://www.coloradobirdingtrail.com/
Pamphlet or Booklet Multipage publication that provides more detailed educational information than a brochure, can include multiple topics or sites, and includes text, photos and graphics				X X X			http://www.nxtbook.com/nxtbooks/weaver/co-byways08/ http://www.coloradodot.info/travel/scenic-byways/north-central/guanella-pass/ScenicByway-GuanellaPassBrochure/at_download/file
Website Provides information that can be downloaded or viewed on the web. Can include multi-media, maps, interactive options, and detailed information.	X X X X				X	X	http://www.co.clear-creek.co.us/index.aspx?NID=508
Smartphone App Information can be developed for delivery through Smartphone apps like Tagwhat, Google Maps, or corridor-specific interpretive app or QR codes to online information.	X X X X				X	X	http://www.tagwhat.com/ https://itunes.apple.com/us/app/cdot-mobile/id542826138?mt=8 http://www.flickr.com/photos/ddotphotos/sets/72157629672779113/ http://www.youtube.com/watch?v=9gbxGPaVb8k
Video Information videos can provide theme-focused, site-specific, or corridor-wide information available through the web.	X X X X				X	X	http://www.coloradodot.info/travel/scenic-byways/north-central/guanella-pass/ScenicByway-GuanellaPassVideo http://wildlife.state.co.us/NewsMedia/Videos/Pages/mountainlionsafety.aspx
Newsletter One-page to multi-page publication developed for targeted audiences or targeted topics. Can be hardcopy or electronic.				X X X			http://www.historicgeorgetown.org/Newsletters.html
Poster Single page, large graphic displays providing information or interpretation of a single topic or site.				X X X			http://www.coloradodot.info/projects/contextsensitivesolutions/docs/css/i-70-brochure-imaginethepossibilities.pdf
Map Graphic representation of locations, segments, or the corridor to convey information and facilitate navigation.	X X X X				X	X	http://www.coloradodot.info/projects/contextsensitivesolutions/docs/aesthetics/aesthetics-context-maps/vcm-sheet-1.pdf http://www.coloradofrontrange.com/
Educational Activities Structured educational opportunities facilitated by an interpreter. Can be customized to the focus and interest of a group.			X			X	http://na.fs.fed.us/ceredirect/jfr/ http://wildlife.state.co.us/Education/TeacherResources/HighSchoolModules/Pages/HSModules.aspx
Roving Interpreter Site-based interpretation provided by an interpreter who roves the area to provide information and answer questions.	X X X X				X	X	https://www-static.bouldercolorado.gov/docs/interpretation-1-201305101131.pdf
Local TV Stations Local broadcast and government stations provide features and information that support interpretation	X X X X				X	X	http://www.summitnews.com/

The techniques in the matrix are cross-referenced with the target audiences to indicate which techniques should be considered to provide information. For example, if interpretation is being considered to reach visitors in the corridor, the techniques that provide location-specific information (such as interpretive displays or Smartphone apps that can be accessed while in the corridor) are useful for reaching all audiences. Another example is educational activities target school and education groups, or historic and eco-tourist groups, more effectively than drivers or recreational visitors that are moving through the corridor.

CDOT has developed specific guidance for several of the techniques as well as general criteria that should be met for applications on CDOT projects in the corridor. On CDOT projects that implement interpretation as a mitigation, the following criteria should be used to select interpretive techniques on the Mountain Corridor:

- Meets CDOT's project objectives
- Can be provided within easy access to I-70
- Is provided at focal points within the community, such as welcome centers or museums
- Can be maintained with low ongoing costs or maintained by others

The following techniques provide a description and guidance specific to the technique application in the I-70 Mountain Corridor or the use of CDOT funding for interpretation. Examples available on the web are provided above in Figure 4.

Interpretive Exhibit

Interpretive exhibits can range from boards to complex, multi-media displays. They can be static, dynamic, or interactive. Interpretive exhibits in the I-70 Mountain Corridor should be consistent with the corridor branding and themes, while reflecting the format, color, and system identifier provided in this plan. Standard sign formats have been developed for use in the mountain corridor. Existing interpretive displays along I-70 are shown in Figure 5.

FIGURE 5

Brochure

Brochures are generally one page, two-sided and folded to a format less than 8.5 by 11 inches. They provide a brief topical or site overview. Brochures in the I-70 Mountain Corridor should be consistent with the corridor branding and themes, and reflect the format, color and system identifier provided in this plan. Brochures developed with CDOT funding must be approved by the CDOT Office of Public Information.

Pamphlet or Booklet

Multiple page publications are developed to provide more in-depth educational information than a brochure. They may cover multiple topics or sites and include text, photos, and graphics. Publications should be consistent with the corridor branding and themes, and reflect the format, color and system identifier provided in this plan. Pamphlets or booklets developed with CDOT funding must be approved by the CDOT Office of Public Information.

Website

Websites provide information that can be downloaded or viewed on the internet. Information on websites may include multi-media applications, maps, interactive options, and detailed information. The first step in considering a website for interpretation on the I-70 Mountain Corridor is to determine the party responsible for hosting and maintaining the site. Materials provided on the CDOT website must conform to CDOT website requirements and be maintained by CDOT personnel (contact CDOT's Office of Public Information for current requirements and format information). If a website is to be hosted by another agency or organization, careful consideration should be given to developing a plan for implementation and maintenance to ensure that the information is current and the site contains functional links.

Smartphone App

Information can be developed for delivery through Smartphone apps, like Tagwhat or Google Maps. A corridor-specific interpretive app or the use of QR codes can be used to link users to online information.

Video

Information videos can provide theme-focused, site-specific, or corridor-wide information available through the web, visitor centers, or interactive displays. Videos developed in the I-70 Mountain Corridor should be consistent with the corridor branding and themes and reflect the format, color and system identifier provided in this plan. Videos should limited to five minutes in length. Videos developed with CDOT funding may not promote private enterprise, should address cultural and natural resources, and must be approved by the CDOT Office of Public Information.

Newsletter

Newsletters are a one-page to multi-page publication developed for targeted audiences or on targeted topics. They can be hardcopy or electronically distributed. A newsletter addresses current events as they relate to cultural and natural resource interpretation and should be consistent with the corridor branding and themes and reflect the format, color, and system identifier provided in this plan. Newsletters developed with CDOT funding must be approved by the CDOT Office of Public Information.

Poster

Posters are single page, large graphic displays that provide information or interpretation of a single topic or site. They are optimally eye-catching and graphically oriented. Typically, posters focus on a single theme and should be consistent with the corridor branding and themes and reflect the format, color, and system identifier provided in this plan. Posters developed with CDOT funding must be approved by the CDOT Office of Public Information.

Map

Maps are graphical representations of locations, segments, or the entire corridor developed to convey information and facilitate navigation to points of interest. Maps can be static hardcopy or can be fully interactive, clickable web-based applications. Interpretive maps developed for the I-70 Mountain Corridor should be consistent with the corridor branding and themes and reflect the format, color and system identifier provided in this plan. Maps developed with CDOT funding must be approved by the Office of Public Information.

Educational Activities

Educational activities include structured educational opportunities facilitated by an interpreter or can be internet based and self-directed. The activities can be customized to the focus and interest of a group.

Roving Interpreter

Roving interpreters provide site-based interpretation and are available in the area to offer information and answer questions. Roving interpreters present an opportunity to customize and personalize information to meet the visitors' specific needs and interests.

Local Television (TV) Stations

Local broadcast TV stations and government stations provide features and information that support interpretation. Coordination with local TV stations to provide timely information and feature sites of interest or interpretive videos can provide an additional medium for the dissemination of information on cultural and natural resources.

Interpretive Exhibits

Interpretive Signage Design Guidelines

To maintain quality and consistency of Interpretive Signage throughout the corridor a qualified professional should be consulted for design, layout and production of interpretive signage and related promotional materials.

Signage Layout Guidelines

Overall signage design has been provided for each category of interpretation in order to maintain a consistent image throughout the corridor. Overall sign design follows the tagline approach for the I-70 Mountain Corridor Interpretive Plan. These are suggestions and are available for use when designing sign layout. Should the examples not be used, the basic format of a white silhouette representing the category or topic for interpretation should be maintained. Additionally, the five color overall scheme of royal blue, light blue, dark turquoise, yellow-green, and gold should be used for continuity. The specific colors and corresponding RGB/CMYK numbers are listed below.

TABLE 1
Sign Guidelines Colors

Use	Color	RGB Color	CMYK Color
Accent Color	Royal Blue	0-95-150	95-64-17-2
Accent Color	Light Blue	180-210-230	28-8-4-0
Theme Color	Dark Turquoise	100-170-150	63-15-47-1
Theme Color	Yellow-Green	110-150-55	62-23-100-5
Theme Color	Gold	185-180-75	30-20-87-1

It is advisable that sign panels maintain the 24 inches high by 36 inches wide design format provided. When laying out text, consider the "3-30-3" rule. Three seconds to hook a visitor, 30 seconds once they are hooked and 3 minutes if they are interested in the topic.

Accessibility

Accessibility of interpretive signage is essential to a successful interpretive program. It is important to consider Americans with Disabilities (ADA) and the Architectural Barriers Act (ABA) guidelines.

The universal design standards specified by the National Park Service (NPS), Rocky Mountain Region Center for Design and Interpretation are a great source of information.

It is important to protect the resource and natural settings that made it significant in the first place while ensuring access to specified locations. The NPS Center for Design & Interpretation suggests possible methods to achieve accessibility, these include: alternative formats (i.e. links to audio files via smart phones or tablets), ADA accessible routes to signage, multiple display formats (oral, visual, tactile), low gloss and high contrast panels with sans serif, large format font, and a mounting height of 24 to 30 inches with a viewing angle of 30 to 45 degrees.

Panel Mounting Options

Panel mounting structures can vary widely. In order to maintain consistency and achieve the high level of accessibility required of interpretive signage, products similar to those used by the National Park Service are suggested. Due to the varied nature of sign locations and surfaces on which they may be mounted (i.e., turf, rock, pavement etc.) along the corridor, some flexibility in mounting options, panel angle orientation and number of panels may be necessary. Panels similar to those used by the National Park Service are simple and do not detract from the location of interpretation. For larger sites, with many topics for interpretation, a multi-panel option may be required. There are a number of products available which can be customized to achieve this goal. An internet search for "interpretive sign manufacturers" will provide many supplier options.

Interpretation opportunities are intended to supplement the resource that makes the site significant; therefore non-competing colors and materials should be considered in accordance with the **I-70 Mountain Corridor Aesthetic Guidance Design**. All vertical elements are specified in this document to be Forest Service Brown (Federal Standard 595B Color 20059) or similar.

FIGURE 6
Examples of Sign Mounts
Multi Panel Options

National Parks Service Sign Mounts

Appendix

The development of this plan followed the I-70 CSS 6-Step Process and engaged a multi-disciplinary team. This appendix provides the organizations invited and the meeting materials.

How and why the Plan was Developed

The I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS) Section 106 Programmatic Agreement directed CDOT and the consulting parties to develop design guidelines, define the historic context of the corridor, and plan for historic interpretation for historic and cultural resources. These guidelines would ensure current and future enhancements and mitigations are consistent throughout the I-70 Mountain Corridor and are in agreement with the goals of the Section 106 PA consulting parties and the local municipalities.

Who was Involved

A project team was formed to establish the project goals and outcome. The project team met at regular intervals during the six-steps of the plan.

Project Team Members included:

David Singer/CDOT	Lisa Schoch/CDOT
Jim Bemelen/CDOT	Belinda Arbogast/CDOT
Dan Jepson/CDOT	Mary Jo Vobejda/CH2M HILL
Pat Noyes/Pat Noyes & Associates	Kevin Shanks/THK Associates

The I-70 Mountain Corridor Section 106 Consulting Parties were invited to be a part of the Project Leadership Team (PLT). Attendees included representatives from:

Clear Creek County	Town of Georgetown
Clear Creek County Archives	
Colorado State Historic Preservation Office (SHPO)	Colorado Department of Transportation
Federal Highway Administration	National Parks Service

The PLT and all the I-70 Mountain Corridor CSS stakeholders received an invitation to the stakeholder meetings. Additional parties suggested by the PLT and stakeholders were contacted regarding their interest in participating in the development of the Interpretive Plan. Stakeholder representatives who attended the meetings included:

Clear Creek County	Town of Georgetown
Clear Creek County Archives	Historic Georgetown
Clear Creek County Economic Development	US Forest Service
Colorado State Historic Preservation Office (SHPO)	US Fish & Wildlife Service
Colorado Parks & Wildlife	Colorado Department of Transportation
History Colorado	National Parks Service
Federal Highway Administration	Idaho Springs Historical Society
Idaho Springs	Colorado Ski Country USA
Jefferson County Open Space	Summit County

I-70 Coalition	Town of Silverthorne
ECO-Resolutions	Town of Silver Plume
Town of Frisco	I-70 AGS PLT
Breckenridge Heritage Alliance	Eagle County
Interested Citizens	

Vision & Goals for the Plan

The Interpretive Plan will be used for areas of historical significance and other unique features identified during the Tier 2 environmental process for CDOT projects on the I-70 Mountain Corridor. The Plan also provides the opportunity for corridor partners to use the same interpretative techniques for projects adjacent to the corridor.

The Plan outlines the process and techniques that will ensure consistency of interpretive sites along corridor. Having a consistent approach will increase visitor recognition and appreciation for these special areas on and adjacent to the I-70 Mountain Corridor.

The Plan Vision drafted by the PLT was further refined by agencies and community representatives at the first Stakeholder Meeting.

> *The Interpretive Plan is the framework for consistent and timeless efforts focused on understanding, appreciating, and honoring the historic and other unique features of the I-70 Mountain Corridor. These efforts build community and provide quality visitor experiences that support tourism.*

The goals for the plan are to:

- Be used by corridor stakeholders
- Be user friendly
- Provide processes for future decision making
- Provide clear strategies
- Help fulfill mitigation requirements
- Provide a method to amend the Plan

Methodology

The Plan followed the Context Sensitive Solutions (CSS) six-step process.

PLT members met on December 12, 2012. Agenda items included endorsing the process, defining the desired outcomes, drafting the vision and confirming stakeholders to be included in the process (Attachment 1).

Three stakeholder meetings were held during the development of the plan. Agendas are included in Attachment #2.

Stakeholder's meetings were held on January 7, 2013, March 13, 2013 and July 17, 2013.

At the first two meetings, attendees reviewed a number of successful interpretive plans (Attachment 3) and the I-70 Mountain Corridor Context Map (Attachment 4) or view a full scale **map.** These were used to discuss, debate, and agree on opportunities for interpretive sites

The Stakeholders discussed the different types of audiences who would visit the interpretive sites and what techniques would work best for each audience. Several branding concepts and themes were presented at these meetings.

The final meeting on July 17 reviewed the process used to develop the Plan, presented the outline of the Plan and graphics for comment.

It was agreed the Interpretive Plan and associated materials would be included on the I-70 CSS website.

PLT Meeting Agenda

Project Leadership Team Meeting

December 17, 2012
1:00 p.m. to 3:00 p.m.

AGENDA

1. Schedule for Upcoming Meetings:

Date	Time	Location	Description/Purpose
PLT /Consulting Parties Mtg	Dec. 17th 1:00 – 3:00	Mountain Residency	Kick Off the PLT/ describe the process
PLT/ Stakeholder Mtg	Jan. 7th 1:00 – 3:00	Silverthorne Pavilion	Kick Off
3 Geographic Stakeholder/ PLT Mtgs	Feb. 11th 9:00 – 4:00	TBD	Brainstorm methods for interpretation
3 Geographic Stakeholder / PLT Mtgs	~March		Review proposed plan elements
Wrap up Stakeholder Mtg	~June		Present the plan

2. Summary of Programmatic Agreement

3. Present Project process and schedule

4. Discuss the PLT roles and responsibilities

5. Guidance for Interpretive Planning

6. Determine the Vision for the Interpretive Plan

7. Confirm the Stakeholder list/agenda/breakout by county boundaries

8. Discuss the method for theme development for the stakeholder meeting

Team Definitions

Project Team – David Singer, Lisa Schoch, Jim Bemelen, Belinda Arbogast, Dan Jepson, Mary Jo Vobejda, Pat Noyes, Kevin Shanks,

Project Leadership Team – Team includes the Project Team and the consulting parties. This group will discuss and endorse the project process. The consulting parties, as signers of the 106 Programmatic Agreement, will be asked to review the plan and may become the review board for future project plans using the Interpretive Plan.

Stakeholder Team – Team includes the Project Team and representatives from the cities and counties along the corridor. This team could include representatives from the consulting parties and other interest groups along the corridor. The final make up of the team will be by stakeholders who self select to be included on the team.

Geographic Stakeholder Teams – These teams are break out groups from the Stakeholder Team where representation focuses on a specific geographic area. Using the corridor wide goals and objectives, these teams can determine what concepts and approaches best fit their specific geographic area.

Stakeholder Meeting Agendas

I-70 Mountain Corridor Interpretive Plan

Stakeholder Agenda

January 7, 2013
Silverthorne Pavilion
1:00 p.m. – 3:00 p.m.

Present Guidance for Interpretive Planning

Present the Plan audience, Project Vision and Goals

Present the project process and schedule

Present the geographic segments to be used to develop the Plan
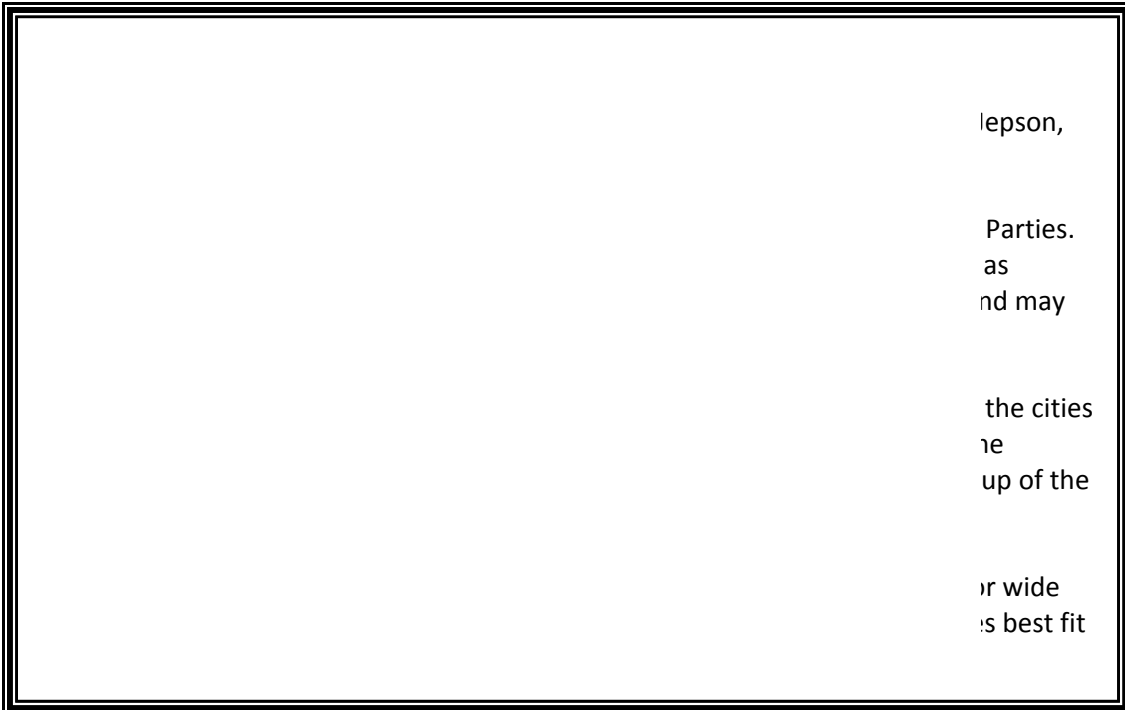
Present Plan Elements

> Future process for decision making
> Branding the corridor/ the themes / the locations
> Design Guidelines for Interpretation projects
> Prioritization of the themes

Discuss branding

> What to brand
> Ideas on how to brand

Next Steps

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I-70 Mountain Corridor Interpretive Plan

Stakeholder Agenda

March 13, 2013
9:30 a.m. to 12:00 p.m.

Elements of the Plan

Elements of the Plan
- ✓ Branding for the corridor
- ✓ Process for future users

Guidance and resources
- Themes
- Audiences
- Techniques
- Partnerships

Branding and How it will be used   <u>Handout</u>

Process Checklist   <u>Handout</u>

Break into County Groups

Discuss Themes – What is important in your county?

Discuss Location – Location(s) that exemplify this theme?

Discuss Best Place for Interpretation

Themes	Physical Location for a resource or event	Best Place for Interpretation
		CDOT criteria for selection of mitigation
		Meets CDOT Mission
		Easy access to I-70
		Focal points within the community (i.e. Welcome Centers/Museums)
		Low ongoing maintenance or agreement by other to maintain

Return to Large Group

Review matrix of audiences and techniques   <u>Handout</u>

What themes resonate with the broadest audiences?

Wrap up

Report out by counties
Report out concerning Scenic Byways
Endorsement:
How will you endorse/approve/adopt this plan
Are we on the right track for this plan?
Twin Tunnels Interpretive Planning
Next Meeting

Our Vision

The Interpretive Plan is the framework for consistent and timeless efforts focused on understanding, appreciating, and honoring the historic and other unique features of the I-70 Mountain Corridor.

Our Goals for the Plan:

- Be used by corridor stakeholders
- Support tourism
- Be user friendly
- Provide processes for future decision making
- Provide clear strategies
- Help fulfill mitigation requirements
- Provide a method to amend the Plan

I-70 Mountain Corridor Interpretive Plan

Stakeholder Meeting #2

March 13, 2013

General notes from group
Concerns -

- Sign clutter
- Consistency (color, shape, message)
- Will not impact past efforts
- Not in the right-of-way for traveling public in a moving car
- Colorful History
- Real mountain destination
- America's Mountain destination
- America's mountains
- Who is the audience? Tourists versus locals
- Identify a process
- Consistency & flexibility
- Audience for checklists – add PM, PLT to checklists
- Add/clarify strategies and techniques for mitigation

Clear Creek County
Themes for Interpretation:

- Headwaters
- Mining
- Recreation: biking, fishing, hiking, rafting, skiing, 14ers, camping, OHV
- Heritage tourism
- Transportation (evaluation of trails to Interstate)
- Auto-tourism
- Birding
- Forests (health and management)
- Geology
- Wildlife viewing (Big Horn Sheep)
- Community development
- Natural ecosystems

Physical Locations for Interpretation:

- Visitor Centers - Idaho Springs, Georgetown, USFS
- Trailheads – Greenway, USFS
- Highway exits – Bakerville, Dumont, Downieville, Floyd Hill

Jefferson County
Gateway to the Rockies

Themes established

- Lariat Loop – individual sites, has unique characteristics

- Jeffco Open Space – has overall themes geared to individual sites. Jeffco Open Space is a unique story. Among the first entities to set aside land.
- Denver Mountain Parks (100 years old)
- Buffalo Overlook

Recreational Themes

- Educational programs within Open Space Program

Paleo/Dinosaur Theme

- Potential historic district and geological park

Geology Theme

- Red Rocks & Hogback, canyons

Visual Theme

- Tolls, transition from city to mountains

Historical

- Buffalo Bill, homesteads, settlement of West, Mount Vernon, early capital of Colorado

Physical Location for Interpretation:
- Picture Bridge
- Lariat Loop
- Park-n-Ride
- Lookout Mountain
- Dinosaur Ridge
- Red Rocks
- Buffalo Overlook
- Humphries
- Buffalo Bill Museum
- Jeffco Mountain Parks close to the I-70 corridor
- Open Park at Heritage Square

Ski Country

Historic Theme

- Camp Hale – 10th Mountain Division
- Vail – 50 years
- Loveland/Tunnel -75 years
- Transportation creating the ski industry

Interaction with USFS

- Ski industry and government resource management

View shed/Visual

- Better view from top of lift – unique perspective of I-70

Tourism/Recreation

Expanded to year-round activities (bike, hike, fish)

Summit County

Themes for Interpretation:

- Continental Divide
- Watershed
- History
- Ski areas
- Recreation – gold medal fishing, Colorado River, White River National Forest
- Wilderness
- Summer access
- Wildlife
- Environment
- Open Space
- Majestic mountain views
- Highest elevation
- Greatest people

Physical Location for Interpretation

- Eisenhower/Johnson Tunnel
- Colorado River headwaters – Lake Dillon, Blue River, Ten Mile Reservoir, Green Mountain Reservoir, Snake River, Straight Creek, Old Dillon Reservoir
- Breckenridge, Frisco, Dillon (old & new) Dillon cemetery
- Mining – Montezuma, St. John's, Climax, Henderson
- 10 Mile Canyon & railroad (Denver-Frisco)
- Early agriculture and ranching history
- Skiing – Arapahoe Basin & Dillon ski jump historic
- Recreation Areas
  - Trails & bike paths
  - Forests
  - Rivers, Lakes, ponds
  - Ski areas
- Wilderness – Eagles Nest – look at map for location
  - Views
  - Ute Pass Road – Gore Range
  - Lake Dillon
  - US 6 up to Arapahoe Basin
  - Ten Mile Canyon

Locations to provide interpretation

- State visitor center in Silverthorne outlet mall
- USFS in Silverthorne
- Frisco Visitor Center
- Copper Mountain Resort

- Frisco Historic Park
- Scenic Overlook – east and westbound I-70 near Frisco
- Scenic overlook on US6 south of Dillon
- Blue River Trail
- Snake River Trail
- Vail Pass Trail
- Trailheads north and south of I-70 at Frisco Main Street exit
- Town halls
- Libraries
- Silverthorne Pavilion
- Soldiers Canyon – Exit 196 pullout

I-70 Mountain Corridor Interpretive Plan

Stakeholder Agenda

July 17, 2013
Silverthorne Pavilion
9:00 a.m. – 11:00 a.m.

9:00 – 9:15	Welcome, thank you, and introductions
9:15 – 9:30	Review the process used to develop the plan
9:30 – 10:00	Present Outline of the plan, comment period, and final report info
10:00 – 11:00	Refreshments and Open House Review of Materials

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Summary of Reviewed Existing Interpretive Plans and Example Interpretive Plans

Review of Existing Interpretive Plans in the I-70 Mountain Corridor

Study Name	Link to Study
Clear Creek County Cultural Resources Management Plan	http://www.co.clear-creek.co.us/DocumentCenter/Home/View/992
Study Sponsor	**Study Date**
CCC and Colorado Historical Society	Dec. 2010

Study Area and Purpose of Study

As such, the CRMP planning universe within Clear Creek County was defined by excluding all federal lands administered by the U.S. Forest Service and all municipal lands subject to municipal land control. A total of 108,277 acres, representing 42.6% of the county, are included in the CRMP Project Area.
The purpose of the Clear Creek County, Cultural Resources Management Plan (CRMP), is to provide the Clear Creek County Board of Commissioners (the County) and the citizens of Clear Creek County with guidance on how to manage its cultural resources for the benefit of present and future generations.

Key Points of Study

Seven options are presented for the County's consideration. Options 1 and 5 are specifically recommended by the Steering Committee as indicated below. The Steering Committee does not recommend achieving any of these management options through county ordinances or other regulations. Instead, the Steering Committee recommends that the County manage its cultural resources through voluntary measures in cooperation with the citizens.

Option 1: Conduct additional cultural resources inventory and research, where landowner permission is granted, to expand knowledge about cultural resources in Clear Creek County.

Option 2: Create economic benefit through heritage tourism to encourage historic preservation and economic development.

Option 3: Encourage historic preservation so that more of the county's cultural resources may be protected.

Option 4: Promote education and outreach to educate the public about the county's history and the importance of preserving the county's tangible links to that history.

Option 5: Assign CRMP oversight and integration to the Planning Department so that

information on cultural resources can be used for planning.

Option 6: Establish partnerships to help achieve the purposes of CRMP and to identify sources of funding and technical support.

Option 7: Do nothing; continue the County's present policies and practices

Relevance to the I-70 Mountain Corridor

The project area of the Clear Creek County CRMP falls under key areas found in the I-70 Mountain Corridor such as Idaho Springs, Georgetown, and Silverplume. These historic cities, along with the surrounding rivers,, streams, mountains and foothills, all makeup the character of the I-70 corridor on its eastern face.

Review by	Review date
Andrew Strosnider	11/14/2012

Review of Existing Interpretive Plans in the I-70 Mountain Corridor

Study Name	Link to Study
Eagle Area Community Plan	http://www.eaglecounty.us/Planning/Adopted_Master_Plans/Adopted_Master_Plans/

Study Sponsor	Study Date
ECC & ECPC	July 2010

Study Area and Purpose of Study

The Eagle Area Community Plan covers an extensive area which includes the incorporated lands within the Town of Eagle, as well as unincorporated lands surrounding the Town boundaries. The entire drainages of both Brush Creek and Eby Creek which extend south and north of town are included, as are significant acreages along the Eagle River and Interstate 70 east and west of town.

The Vision of Eagle:

"Eagle will continue to be a high quality livable community through the implementation of strategies that will enhance the Town's unique identity, its economic vitality, its sense of community and the quality and character of the surrounding rural lands."

Key Points of Study

Historic Preservation Policy 1.1 Support efforts to document pre-historic, historical, architectural or culturally significant properties and structures to prevent the degradation and loss of significant cultural assets.

A. Iden tify, document and work to preserve historic sites and structures through local, state and national designation.

B. Con sider amending the Town of Eagle Land Use and Development Ordinance and Eagle County's Land Use Regulations to strengthen historic preservation efforts.

C. As determined appropriate and desirable, encourage the use of historic features to influence the physical design of new development.

Historic Preservation Policy 1.2 Work to improve communication, education, and advocacy for historic preservation through community awareness and outreach programs.

A. Incl ude interested community members in the establishment and attainment of historic preservation goals.

B. Publ icize community preservation events, issues, and information.

C. Wo rk with and enhance the resources of the Eagle County Historical Society, including its site adjacent to the Town's Visitor Center.

Historic Preservation Policy 1.3 Support efforts to secure funding and develop financial

incentive programs to preserve the Town's cultural heritage.

A. Utili ze information and assistance provided by state and national preservation agencies and organizations.

B. Dev elop effective local sources of preservation funding and financial incentives.

C. Assist eligible property owners to obtain local, state, and federal preservation funding and financial incentives (for example, Certified Local Government status).

Relevance to the I-70 Mountain Corridor

While not a true interpretive plan, the Eagle Plan shows how a town along the I-70 corridor goes about promoting its cultural identity in the face of a rapidly growing population of new residents. Eagle itself represents a historic location along I-70, worthy of inclusion of any plans that the Mountain Corridor produces.

Review by	Review date
Andrew Strosnider	11/16/2012

Review of Existing Interpretive Plans in the I-70 Mountain Corridor

Study Name	Link to Study
Edwards Area Community Plan	http://www.eaglecounty.us/Planning/Adopted_Master_Plans/Adopted_Master_Plans/

Study Sponsor	Study Date
Eagle County Planning Commission, Eagle County Planning Division	Jan. 2003

Study Area and Purpose of Study

The Edwards area community is defined as those lands commencing at the east end of Arrowhead on the south, the east end of Singletree to the north, and continuing west to the point where I-70 crosses Highway 6 just past the entrance to Squaw Creek. The lands within this East/West corridor extend north and south to public lands (Bureau of Land Management or National Forest), including the Lake Creek Valley, Cordillera, the Cordillera Valley Club, Squaw Creek Drainage, and access points to public land.

The Edwards Area Community Plan will provide the community, elected and appointed officials, landowners, and developers with a vision of the Edwards area supported by the sentiment of its local residents. These materials are meant to provide guidance in land use planning and capital improvements.

Key Points of Study

19. Goal: Historical and cultural resources in the Edwards area are protected and interpreted for future residents and tourists.

Objective. 19.1 Identification of Resources. Locate and evaluate sites of historical significance.

Objective. 19.2 Preservation of Resources. Establish an Historic Preservation program in coordination with the Forest Service that preserves and provides access to archeological and historic resources.

Objective. 19.3 Recognition of Resources. Coordinate with the Eagle County Historical Society in officially recognizing the significant historic resources located within the Edwards Planning Area through the creation of an Eagle County Registry of Historic Places.

Objective. 19.4 Publicly Owned Resources. Identify, preserve and protect archeological and historic resources owned within the Edwards Planning Area.

Objective. 19.5 Public Education Programs. Develop a program for expanding public awareness of and linking tourism to the historic resources located within the Edwards Planning Area.

Objective. 19.7 Enhancement of Culture. Cooperate with other Eagle Valley Communities to initiate a Comprehensive Cultural Plan that should, at a minimum, outline the establishment of programs and procedures that accomplish the following:

• promote cultural leadership;
• develop strategic plans for financial support of the arts and culture;
• establish mechanisms for the provision of adequate cultural facilities;
• promote cultural education to residents, especially those of school age;
• establish strategies designed to provide suitable working environments for artists; and
• address "Art in Public Places", as it relates to the Land Use Regulations.

Relevance to the I-70 Mountain Corridor

The Edwards Plan is designed to scrutinize certain unincorporated areas within the Eagle County Master Plan in detail. The Plan provides an example of how smaller community plans are organized to supplement master plans in areas along the I-70 Mountain Corridor.

Review by	Review date
Andrew Strosnider	11/16/2012

Review of Existing Interpretive Plans in the I-70 Mountain Corridor

Study Name	Link to Study
Georgetown Comprehensive Plan	http://www.town.georgetown.co.us/GeorgetownComprehensivePlan/zoom/default.htm

Study Sponsor	Study Date
Colorado Historical Society, Town of Georgetown, Department of Local Affairs	May 23, 2000

Study Area and Purpose of Study

Georgetown lies along the I-70 Mountain Corridor about 50 miles to the east of Denver. Located in a high mountain valley, the physical constraints around the town include steep slopes, floodplain, and mudslide/rock fall areas. Georgetown is connected to Park County by way of Guanella Pass.

The town and the private sector should use the historic character of the town as the basis for the design of new development and redevelopment. The Preservation Plan, an element of the comprehensive plan, addresses historic preservation and makes specific recommendations to ensure the historic integrity of Georgetown is preserved.

Key Points of Study

Strategies:

Design Standards- Establish a set of design standards for new infrastructure, such as streets walkways, drainage and bridges to ensure the Town's infrastructure investments further historic preservation and do not negatively impact Georgetown's unique historic character. These standards should require that unpaved roads remain unpaved or are surfaced in a manner that preserves their gravel appearance, that drainage improvements are made without installing a storm-sewer system (since this would generally require curb, gutter and paving), and that landscape improvements are consistent with the town's existing landscaping. Where roads are paved, alternatives to asphalt should be analyzed at the time each road must be repaved. In some cases, a gravel road may be more appropriate to the character of the neighborhood.

Promote Historic Resources- Acquire privately held mining claims outside the corporate boundaries but within the boundaries of the Georgetown/Silver Plume National Historic District in order to consolidate ownership and protect the Town's mountain backdrop. Funds for the acquisition of the private lands could be generated by an additional property tax levy and matching grants from lottery funds. Recreational and cultural resources within the district should be protected. Additional trails along RS 2477 roads should be developed with historical markers and descriptions of the area. New trails within the district should connect to the existing trail system and should be designed to protect significant historical resources.

Public Education- Continue to educate the public about the presence of historical resource in and around the town, about the significance of their preservation, about the preservation process, and how to become involved.

Relevance to the I-70 Mountain Corridor

This is a scenic and historic town right off of I-70. Its historical mining roots as a gateway into the mountains are now being threatened by increasing traffic and inadequate improvements. This plan shows how Georgetown seeks to preserve one of I-70's most important historical areas.

Review by	Review date
Andrew Strosnider	11/27/2012

Review of Existing Interpretive Plans in the I-70 Mountain Corridor

Study Name	Link to Study
Guanella Pass Scenic and Historic Byway Corridor Management Strategy	http://www.coloradodot.info/travel/scenic-byways/north-central/guanella-pass
Study Sponsor	**Study Date**
CDOT & CCCCTB	Dec. 2001

Study Area and Purpose of Study

The Byway is located 40 miles southwest of Denver and is accessed by Interstate 70 at Georgetown and US Highway 285 at Grant (Figure 1). The Byway runs north/south and traverses about 24 miles of forest, shrubland, and alpine tundra of the Rocky Mountains in north central Colorado. The northern portion of the Byway leading to Guanella Pass lies in Clear Creek County and within the Arapaho National Forest. The portion of the Byway south of the pass lies in Park County and within the Pike National Forest. Mount Evans Wilderness is situated just east of Guanella Pass Road, and Square Top Mountain Inventoried Roadless Area can be found just west of the Guanella Pass Road summit.

Mission
"Recognizing the unique scenic qualities, fragile ecosystems, and historic significance of the Guanella Pass Scenic and Historic Byway, the Corridor Management Strategy is cooperatively developed to ensure the proper management, preservation, and interpretation of the natural, cultural, historical, archeological, and recreational resources for visitors, residents, and future generations."

Key Points of Study

The vision for this Byway is to foster conservation values and develop appreciation and support for land resource management that protects and enhances natural resources. The following goals were established for the Byway.

• Pr   ovide visitor orientation to the landscape and information on safety awareness and user ethics.
•   Assist users in developing and understanding an appreciation for the natural and cultural resources along the Byway and form a personal commitment to appropriate management and protection of the resources.
• Em   phasize the significance of the National Historic Landmark District and other historical and cultural qualities.
• Pr   omote understanding of the natural environment as an ecosystem and recognize the role humans had in shaping the physical environment and how they can contribute in the future.
• Pr   ovide different depths of information so visitors can learn about a variety of subjects to their desired level of detail.
• Pr   ovide interpretive and educational facilities that are consistent in themes and design, visually blend with the surrounding landscape, and have minimal impacts on the ecosystem.
• Inc   lude multi-sensory interpretive information and recognize users with specialized access needs throughout the Byway corridor.
• D   evelop interpretive messages to reflect changes in management goals, objectives, and day-to-day management based upon on-going monitoring and evaluation.

Relevance to the I-70 Mountain Corridor

Located about 50 miles west of Denver, this byway connects I-70 at Georgetown to Highway 285 at Grant. This old logging and mining area flanked by Mounts Bierstadt and Evans boasts two of the state's best-preserved Victorian towns, Georgetown and Silver Plume.

Review by	Review date
Andrew Strosnider	11/6/2012

Review of Existing Interpretive Plans in the I-70 Mountain Corridor

Study Name	Link to Study
Jefferson County Comprehensive Master Plan Update	https://www.co.jefferson.co.us/planning/planning_T59_R171.htm
Study Sponsor	**Study Date**
Jefferson County	Nov. 8, 2012

Study Area and Purpose of Study

Jefferson County is nestled between the Mile High City of Denver, Colorado and the magnificent Rocky Mountains. Known as the Gateway to the Rockies, Jefferson County has a tremendous uniqueness about it. Located on the far western edge of the metropolitan area, Jefferson County literally straddles the foothills, with a north-south axis.

The plan will focus on land use recommendations and other issues specific to their plan area. Goals or Policies in the community plans that are duplicated in the CMP will be removed. During these updates, general density recommendations and development constraints such as Wildfire, Wildlife, Geologic Hazards and constraints, slope, and Visual Resources will be evaluated. This will be a multi-year project.

Key Points of Study

Goals
Preserve the County's Historic Resources.
Balance development with the preservation and integration of significant Historic Resources.
Recognize the particular importance of Historic Districts.
Preserve, reuse, rehabilitate, or enhance Historic Resources that provide a link to the County's heritage while recognizing their social and economic significance for the County's future.
Preserve, reuse, rehabilitate, or enhance Historic Resources that provide a link to the County's heritage while recognizing their social and economic significance for the County's future.

Policies (for Education Goals)
A. General
1. Use   education and incentives in lieu of stringent regulatory control to encourage the Preservation, restoration, and interpretation of the County's Historic Resources.

2. Pro   vide educational information to landowners about financial benefits for the Preservation of a historic Landmark.

3.   A listing of agencies, non-profit organizations, historical societies, history museums, libraries with history collections, and other entities and organization involved in archaeology and/or Historic Preservation should be maintained by the County as an educational resource for owners of Cultural Resources and other interested parties.

Relevance to the I-70 Mountain Corridor

Jefferson County sits at the Eastern end of the I-70 Mountain Corridor. At this juncture, the corridor meets the metropolitan area of Denver. It is necessary to understand how this densely populated area intends to incentivize the application of educational interests for its historical resources.

Review by	Review date
Andrew Strosnider	11/27/2012

Review of Existing Interpretive Plans in the I-70 Mountain Corridor

Study Name	Link to Study
Lariat Loop Scenic & Historic Byway Corridor Management Plan	http://www.coloradodot.info/travel/scenic-byways/north-central/lariat-loop/LariatLoopScenicAndHistoricBywayReport.pdf

Study Sponsor	Study Date
Colorado Scenic Byways Commission	Jan 2002

Study Area

The Lariat Loop Mountain Gateway Heritage Area is a 150 square mile area in central Jefferson County. The 12 by 12.5 mile region includes the seat of Jefferson County government and encompasses portions of I-70, U.S. 6 and U.S. 285, the three main gateways to Colorado's front range mountains.

Purpose of the Study

The purpose of the Lariat Loop Interpretive Plan is to create an interpretive strategy that will convey a consistent message the theme) that underlies all of the Lariat Loop's interpretive strategies and activities, and that will be collectively used by all members of the Lariat Loop Heritage Alliance.

Key Points of Study

Preserve and Protect the natural resources, individual properties and scenic routes. Identify the Loop through logos, signage, and waysides along the corridors. Connect users to the loop through oral histories, media, and graphic systems

Utilize the different types of sites to engage users:

Orientation Sites is a place where wayfinding, interpretive and introductory information regarding the entire Loop will be available. Orientation sites will provide the most extensive amount of interpretive information.

Tourist Sites are existing towns or places that already provide basic facilities such as gas, food, restrooms and lodging. Instead of creating separate visitor amenities, for example restrooms, the tourist sites will be identified as locations for these services.

Waysides will be roadside pull-offs that are located along the scenic corridors to allow visitors an opportunity to stop and experience important or special elements of the Loop.

Existing Interpretive Sites along and adjacent to the Lariat Loop already provide interpretive information and experiences. These sites often have high resource value of their own and make strong contributions to the Lariat Loop.

Interpretive Sites are resource areas where interpretive information will be integrated with the physical characteristics of the individual place.

Experiential Sites are places where the visitor experience will take precedence over providing interpretive information. The interpretative experience will be provided primarily by orienting visitors toward a specific, unique experience on a particular Lariat site.

Little Loops are side trips off of the primary scenic routes. Little Loops will provide interpretive experiences to augment and provide variety to the main scenic tours.

Relevance to the I-70 Mountain Corridor

The Lariat Loop runs concurrently with I-70 along its northwestern boundary. It shares the eastern entrance into the mountain corridor from metropolitan Denver. The interpretive plans and recommendations taken by the Lariat Loop will directly influence users along I-70, particularly at the visitor centers at Dinosaur Ridge and Buffalo Overlook, which both projects share.

Review by	Review date
Andrew Strosnider	11/6/2012

Review of Existing Interpretive Plans in the I-70 Mountain Corridor

Study Name	Study Author & Link to Study
Mount Evans Scenic and Historic Byway Corridor Management Plan	Clear Creek County Tourism Board (CCCTB) & CDOT http://www.coloradodot.info/travel/scenic-byways/north-central/mount-evans/ScenicByway-MtEvans-CMP/at_download/file
Study Sponsor CDOT & CCCTB	**Study Date**
Study Area and Purpose of Study	
The Mount Evans Scenic and Historic Byway takes travelers from downtown Idaho Springs at the Idaho Springs Visitor Center and Heritage Museum to the summit of Mount Evans. It provides for the further use and enjoyment of the Mount Evans Scenic and Historic Byway through the enhancement, protection, interpretation and preservation of the corridor by providing the visitor with a safe and enjoyable experience and through the promotion of related scenic and cultural attractions throughout Clear Creek County.	
Key Points of Study	
This Interpretive Management Plan (IMP) adopts the following interpretive strategies for the byway: **Strategy 1. Provide all visitors driving the Byway the opportunity to take advantage of orientation and information.** The lower Byway features numerous sites that facilitate the dissemination of information to visitors. In order to take full advantage of the resources of the lower Byway, this goal should also be interpreted to include pedestrians and bicyclist visiting Idaho Springs, bicyclists on Highway 103, and other visitors experiencing the Byway by some means other than a personal passenger vehicle. **Strategy 2. Instill an understanding of the management practices of the agencies and the complexities of multi-agency management.** Management practices and complexities affecting the lower Byway include National Historic District designation, visitor services and tourism, management of National Forest land, management of Denver Mountain Parks property and concessions, and roadway maintenance. **Strategy 3. Instill understanding and appreciation of the natural resources, and encourage positive behavior toward the resources by the visitors.** Significant opportunities for meeting this goal exist on land administered by the USFS and Denver Mountain Parks. Opportunities to interpret the Byway's historic resources exist on land managed by these two agencies, and at locations in and around Idaho Springs. **Strategy 4. Present a positive and professional image of the managing resource agencies to the visitor.** This goal can be accomplished through the direct interactions that occur between the staff (and volunteers) of the agencies managing the Byway and Byway visitors. The desired image must also be conveyed by the non-personal interpretive services (brochures, maps, guides, tapes, etc.) provided to visitors. **Strategy 5. Provide quality customer services to all visitors.** Providing high-quality customer service must be a high priority for the agencies and individuals responsible for interpreting the Byway for visitors, including visitor center staff and all employees and volunteers of the USFS and Denver Mountain Parks (including concessionaires). This commitment to customer service must also extend to private sector service providers, such as employees of gas stations, restaurants, motels, etc. In order to attract return visitors and benefit from word-of mouth advertising, the visitor's total Byway experience must be enjoyable. Award-winning interpretive materials are wasted if a visitor's overall Byway experience is negative due to poor customer service being provided elsewhere along the Byway.	
Relevance to the I-70 Mountain Corridor	
The Byway is located in Clear Creek County. It is unique among byways in that it is only a half-hour drive from the Denver metropolitan area – Colorado's most populous region, comprised of over 2 million people. The Byway is easily accessible via I-70. The Front Range's mountain backdrop is dominated by three mountain peaks that stand above 14,000 feet: Mount Evans, Long's Peak, and Pike's Peak.	
Review by Pat Noyes	**Review date** 10/23/2012

Review of Existing Interpretive Plans in the I-70 Mountain Corridor

Study Name	Link to Study
The Power of Heritage and Place: A 2020 Action Plan to Advance Preservation in Colorado	http://www.historycolorado.org/archaeologists/state-preservation-plan
Study Sponsor	**Study Date**
History Colorado, Office of Archaeology and Historic Preservation	Nov. 2010

Study Area and Purpose of Study

This plan is designed for every historic and cultural site in Colorado.

Over the next five years, the understanding for every citizen of what constitutes a better Colorado will inherently come to include the concept of historic preservation through the appreciation of and emotional connection to our state's rich places and heritage. Preservation advocates share the obligation to celebrate the stories of the past through stewardship of our historic and cultural resources. Through their efforts, preservation partners will continue to educate both children and adults alike and engage all in civic responsibility

Key Points of Study

This plan seeks to motivate and empower people to value heritage and historic places by enhancing opportunities to demonstrate the myriad benefits of sharing and preserving the stories therein embodied. The Action Agenda is organized around six goals devised to guide statewide, regional, and local preservation efforts over the next five years. They are ordered to reflect a logical progression in advancing the practice of preservation in Colorado:

GOAL A: Preserving the Places that Matter
- The ongoing identification, documentation, evaluation, protection, and interpretation of Colorado's irreplaceable historic and cultural resources

GOAL B: Strengthening and Connecting the Colorado Preservation Network
- The building of the capacity of preservation partners and networks statewide to nurture local leaders and leverage assets

GOAL C: Shaping the Preservation Message
- The promotion and messaging of historic preservation's mission and vision to all citizens

GOAL D: Publicizing the Benefits of Preservation
- The documenting and sharing of the benefits of historic preservation

GOAL E: Weaving Preservation Throughout Education
- The education of students and citizens of all ages about their shared heritage

GOAL F: Advancing Preservation Practices
- The provision of historic preservation technical outreach to assist in defining, describing, and preserving Colorado's historic and cultural resources

Relevance to the I-70 Mountain Corridor

The I-70 Corridor falls under the purview of this state plan. Any interpretive plans adopted should allow for provisions that the state plan recommends for historical and archaeological sites as these will be enforced by the State Historic Preservation officer.

Review by	Review date
Andrew Strosnider	11/14/2012

Review of Existing Interpretive Plans in the I-70 Mountain Corridor

Study Name	Link to Study
Summit County Comprehensive Plan	http://www.co.summit.co.us/index.aspx?nid=495
Study Sponsor	**Study Date**
BOCC	Oct. 5, 2009

Study Area and Purpose of Study

Summit County is a beautiful tourist destination located 75 miles east of Denver along I-70. With its 4 prime ski areas, numerous rivers and streams, and scenic mountain peaks the county represents a key location for visitors and locals alike to enjoy the outdoors.
This Countywide
Comprehensive Plan is intended to provide the vision and guidance for how we will grow and respond to a future that is likely to be more lively and populous than our past. Given the significance of the historic and cultural resources, it is the intent of this Plan to promote the protection of these resources and encourage efforts to educate visitors and residents about the area's history.

Key Points of Study

Goal A. Identify, protect, and enhance the important historical and cultural resources of the County, recognizing that the historic structures, archeological sites, and cultural resources are links to the County's past and should continue to define the future.

Policy/Action 1. Develop a comprehensive inventory of the County's historical and cultural resources (structures and sites of local, state, and national historical significance). In conjunction with property owners, the Summit Historical Society, and Colorado Historical Society, this inventory should be assessed to determine which historical and cultural resources are important to preserve.

Policy/Action 2. Work cooperatively with property owners to avoid development impacts to historic and cultural resources. Where impacts cannot be entirely avoided, these should be mitigated whenever possible by use of one or more of the following:

2.1 In corporate historic structures into new development, including the planning and design of trails, parks and open areas.

2.2 D   esign new development to fit with historical architectural themes.

2.3 Pr   eserve historic structures and sites in their existing location when possible and practical. Where it is not practical to retain historic structures in their original location, relocation should occur to another site within the development or within the Basin.

Policy/Action 3. Develop incentives to encourage the preservation of historic and cultural resources.

Policy/Action 4. Wherever possible and appropriate, promote educational and interpretive efforts to provide property owners, residents, and visitors information about the County's rich local heritage.

Relevance to the I-70 Mountain Corridor

In addition to residing within the I-70 Mountain Corridor, the Summit Plan also offers an example of a single county's methods and ability to implement interpretative acts and measures. This plan should be examined as a study into how community and county organizations will work alongside the Mountain Corridor project.

Review by	Review date
Andrew Strosnider	Nov. 16, 2012

Review of Existing Interpretive Plans in the I-70 Mountain Corridor

Study Name	Link to Study
Scenic Byway Top of the Rockies CMP	http://www.coloradodot.info/travel/scenic-byways/south-central/top-rockies/ScenicByway-TopOfTheRockies-CMP

Study Sponsor	Study Date
Lake, Eagle, and Summit Counties	2008

Study Area and Purpose of Study

The Top of the Rockies Scenic and Historic Byway is centrally located within the State of Colorado, in the geographic area delineated by the Colorado Department of Transportation as the Inter-Mountain Transportation Planning Region. It includes portions of SH 24, SH 91 and SH 82, passing through portions of Eagle, Lake and Summit Counties, as well as the Pike/San Isabel, White River and Arapaho National Forests.

The corridor surrounding the Byway has a great number of historical and natural features that would be of interests to the visitor and local user alike, but which may not be obvious or may require interpretation to fully understand and appreciate. Many elements of the "living, working landscape" that define this particular Byway seem in sharp contrast to the natural setting in which they occur. Areas in which mining occurred of still occurs, for example, may appear as random destruction of the physical environment, with little or no redeeming value. For many people, an understanding of the process by which minerals were located, mined and processed, helps to soften the impact and create an appreciation of the massive human effort that goes into the creation of the simplest paper clip, or the complex technologies that allow the space shuttle to fly.

Key Points of Study

Interpretive Strategies:

1) Per sonal, indicating that direct one-on-one contact with another individual is a element of the presentation.
Interpretive Center - A staff trained in interpretation techniques would man a facility that tells the story of the Byway. They provide individualized responses to questions and queries of visitors to the region with tools housed within or adjacent to the facility.
Roving Interpreter- In those areas where visitors tend to congregate, such as campgrounds, scenic pullouts, historical sites, or rec. facilities, trained individuals can go to visitors to explain the natural and human history of the region, rather than having the visitors come to them.

2) Non -personal, indicating that the display or exhibit is understandable without verbal assistance and can stand alone without being manned.
AM Radio Broadcast- Informs traveling vehicles of upcoming sights and physical features of the Byway, and contains advice for upcoming pullouts and points of interest along with current weather and road conditions.
Audio Tour- Create an audio download for purchase that enriches the experience of the visit to the region. The download would be sequentially keyed to the selected route direction and would contain promotional information that would serve as the traveler's companion on the road.
CD/Video - A souvenir of the visit that serves as added promotion as people share their visit with others. Tells the story of the area and preserves the historic and cultural heritage of the region.
Wayside Exhibits- Presents clear graphics and concise narrative of landscape features or significant historical events.
Lure Brochure A marketing tool to entice people off the interstate- to experience the "road less traveled."
Self-Guided Byway Tour- Small booklet designed to guide individuals through the area at a low cost which helps fund projects along the byway.
Activity Booklet- A technique which aims at involving children through puzzles and coloring to entertain children to allow parents to enjoy the more subtle pleasures of the trip.
Byway Cards and Poster- Souvenirs that act as marketing tools that can also fund other Byway projects.

Relevance to the I-70 Mountain Corridor

The Top of the Rockies CMP has very similar goals for interpretation as the I-70 Corridor. The catalogue of current and existing interpretive sites provides a for good reference material that could be emulated. The strategies suggested for interpretation, attraction, marketing and funding could also prove to be a good model to follow for subsequent strategies.

Review by	Review date
Andrew Strosnider	1/5/13

I-70 Mountain Corridor
Cultural Resource Interpretive Planning

Summary Reports for selected Interpretive Plans
Insert documents

Example Plans

Lariat Loop Scenic & Historic Byway Corridor Management Plan, Colorado Byways Commission, June 2006 http://www.coloradodot.info/travel/scenic-byways/north-central/lariat-loop/LariatLoopScenicAndHistoricBywayReport.pdf

Mount Evans Scenic Byway and Historic Byway Corridor Management Plan, http://www.coloradodot.info/travel/scenic-byways/north-central/mount-evans/ScenicByway-MtEvans-CMP

Guanella Pass Scenic and Historic Byway Corridor Management Strategy, December 2001, Guanella Pass Scenic Byway Committee in association with the USFS. http://www.coloradodot.info/travel/scenic-byways/north-central/guanella-pass/GuanellaCMS-Dec2001.pdf

Peak to Peak Scenic and Historic Byway Corridor Management Plan, http://www.coloradodot.info/travel/scenic-byways/north-central/peak-to-peak/PeaktoPeakScenicBywaysCMP.pdf

Top of the Rockies Scenic and Historic Byway Corridor Management Plan (Amended) http://www.coloradodot.info/travel/scenic-byways/south-central/top-rockies/ScenicByway-TopOfTheRockies-CMP

White River National Forest Travel Management Implementation Plan, April 2012 http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5365835.pdf

Clear Creek Greenway Plan, 2005. http://www.co.clear-creek.co.us/DocumentCenter/Home/View/928

History Colorado Statewide Preservation Plan, http://www.historycolorado.org/archaeologists/state-preservation-plan

Floyd Hill Gateway Sub-Regional Master Plan, 2009. http://www.co.clear-creek.co.us/DocumentCenter/Home/View/993

Clear Creek County Cultural Resources Management Plan; http://www.co.clear-creek.co.us/DocumentCenter/Home/View/992

Clear Creek County Master Plan 2030, http://www.co.clear-creek.co.us/DocumentCenter/Home/View/992

Idaho Springs Comprehensive Plan, 2008
http://www.idahospringsco.com/pdf/ISPCompPlan071408.pdf

Georgetown Comprehensive Plan. (on-line access only. Not able to save a copy)
http://www.town.georgetown.co.us/GeorgetownComprehensivePlan/zoom/default.htm

Georgetown Silver Plume NRHP Nomination Form,
http://pdfhost.focus.nps.gov/docs/NHLS/Text/66000243.pdf

Town of Avon Historic Preservation Resolution,
http://www.avon.org/DocumentView.aspx?DID=2229

City of Black Hawk COMMUNITY RESTORATION AND PRESERVATION FUND
GUIDE TO PROGRAMS,
http://www.cityofblackhawk.org/media/EDocs/HARC_Program_Guide.pdf

Breckenridge Handbook of Design Standards for the Historic and Conservation Districts,
http://www.townofbreckenridge.com/Modules/ShowDocument.aspx?documentid=972

Breckenridge HANDBOOK OF DESIGN STANDARDS FOR THE TRANSITION CHARACTER AREAS OF THE
CONSERVATION DISTRICT,
http://www.townofbreckenridge.com/Modules/ShowDocument.aspx?documentid=4143

Gilpin Tram Railroad, http://www.gilpintram.com/

Buffalo Bill Museum,
http://www.buffalobill.org/History%20Research%20on%20the%20Buffalo%20Bill%20Museum/index.html

THE EVERGREEN NATURALISTS AUDUBON SOCIETY BOARD RESOLUTIONS AND
POLICIES, http://www.evergreenaudubon.org/wp-content/documents/TENAS_PoliciesResolutions.2002.pdf

Georgetown Design Review Guidelines, Book 1, 2 & 3,
http://www.town.georgetown.co.us/Design%20Review%20Commission.htm

Town of Frisco Three-Mile Plan, 2009, http://www.friscogov.com/wp-content/uploads/2009/04/Planning1-21.pdf

Town of Frisco Community Master Plan, 2011 http://www.friscogov.com/wp-content/uploads/2011/10/master-plan.pdf

Bakerville Neighborhood Plan, http://www.co.clear-creek.co.us/DocumentCenter/Home/View/992

Jefferson County Comprehensive Plan Update,
https://www.co.jefferson.co.us/planning/planning_T59_R171.htm

Historic Jeffco Monuments http://historicjeffco.wordpress.com/education/monuments/

Jefferson County Place Names Directory (Historic) http://jeffco.us/placenames/

Jefferson County Central Mountains Community Plan (page 49 is Chapter on Transportation including I-70) https://www.co.jefferson.co.us/planning/planning_T59_R13.htm

BLM Colorado River Valley Draft Resource Management Plan (DRMP)/Draft Environmental Impact Statement (DEIS) BLM, 2011 Chapter 3 – Affected Environment * Appendix O:
http://www.blm.gov/co/st/en/BLM_Programs/land_use_planning/rmp/kfo-gsfo/crv.html
Idaho Springs Comprehensive Plan,
http://www.idahospringsco.com/pdf/ISPCompPlan071408.pdf

Idaho Springs Three Mile Plan, http://www.idahospringsco.com/pdf/3MileAreaPlan2008.pdf

Summit County 10 Mile Comprehensive Plan (includes Officers Gulch, Frisco, NFS Lands & I-70 Corridor)
http://www.co.summit.co.us/DocumentView.aspx?DID=155

Summit County Comprehensive Plan Historical and Cultural Resources
http://www.co.summit.co.us/index.aspx?nid=495

Vail Comprehensive Master Plan,
http://www.vailgov.com/docs/dl_forms/comprehensive_open_lands_plan-1994.pdf

Ford Park Management Plan Update, 2012
http://www.vailgov.com/docs/dl_forms/Ford_Park_2012_Update.pdf

Vail Pass Trail Fact Sheet (National Scenic Trail) USFS
http://www.fs.usda.gov/recarea/whiteriver/recreation/hiking/recarea/?recid=41415&actid=50

Spanning Generations: The Historic Bridges of Colorado, CDOT

Driving Tours of Historic Bridges in Fremont County, and Near Interstate 70 West of Denver, Colorado, CDOT

Highways to the Sky, Chapter 11 Context and History of Colorado Highway System,

CDOT-CHS Historical Signing Maintenance Agreement, 1995,
http://www.coloradodot.info/programs/environmental/resources/agreements/016MA1294.pdf/view

Draft Statewide Bicycle and Pedestrian Plan, CDOT, August 2012
http://www.coloradodot.info/programs/bikeped/Bike_Ped_Plan/BikePedStatePlan-draft

Eagle River Recreation Enhancement Plan, December, 2006.
http://www.eaglecounty.us/Planning/Master_Planning_Projects/Eagle_River_Watershed_Plan/?terms=Eagle%20River

Eagle County Regional Trails,
http://www.eaglecounty.us/Trails/Eagle_Valley_Regional_Trails_Plan/

Edwards Area Community Plan, Wolcott Area Community Plan, Eagle Area Community Plan, Mid-Valley Area Community Plan, Eagle County Master Plan
http://www.eaglecounty.us/Planning/Adopted_Master_Plans/Adopted_Master_Plans/

Dotsero Area Community Plan,
http://www.eaglecounty.us/Planning/Master_Planning_Projects/Dotsero_Area_Community_Plan
/

Continuing our Conservation Legacy, An integrated restoration, enhancement and partnership
strategy for the Eagle River Valle, WRNF, Eagle Holy Cross Ranger District,
http://www.eaglecounty.us/Planning/Master_Planning_Projects/Dotsero_Area_Community_Plan
/

Walking Mountains Science Center, http://www.walkingmountains.org/Page.aspx?pid=183

National Mining Hall of Fame & Museum, http://www.mininghalloffame.org/

Colorado Ski & Snowboard Museum Hall of Fame http://www.skimuseum.net/index.php

Glenwood Springs Parks and Recreation Master Plan, http://www.ci.glenwood-
springs.co.us/temp/master.pdf

Glenwood Springs Comprehensive Plan, 2011, http://www.ci.glenwood-
springs.co.us/departments/community/Forms/GlenwoodSpringsCompPlan2011.pdf

Glenwood Springs Confluence Plan, 2003, http://www.ci.glenwood-
springs.co.us/departments/community/Forms/ConfluencePlan.pdf

Preserve America designated Communities in Colorado,
http://www.preserveamerica.gov/communities.html
http://www.preserveamerica.gov/PAcommunities.html

SH 82 Corridor Optimization Plan (Glenwood Springs), December 2010 http://www.ci.glenwood-
springs.co.us/departments/publicworks/Engineering/10-12-
14%20Final%20SH%2082%20COP.pdf

BLM - Glenwood Spgs Resource Development Plan ROD- 1988.
http://www.blm.gov/pgdata/etc/medialib/blm/co/programs/land_use_planning/rmp/archives/glen
wood_springs/rmp_rod_1988.Par.74829.File.dat/GSRDRM.pdf

Garfield County Comprehensive Plan 2030
http://www.garfield-county.com/building-planning/documents/Comprehensive-Plan-2030.pdf

City of Golden Historic Preservation Board, http://www.cityofgolden.net/government/boards-
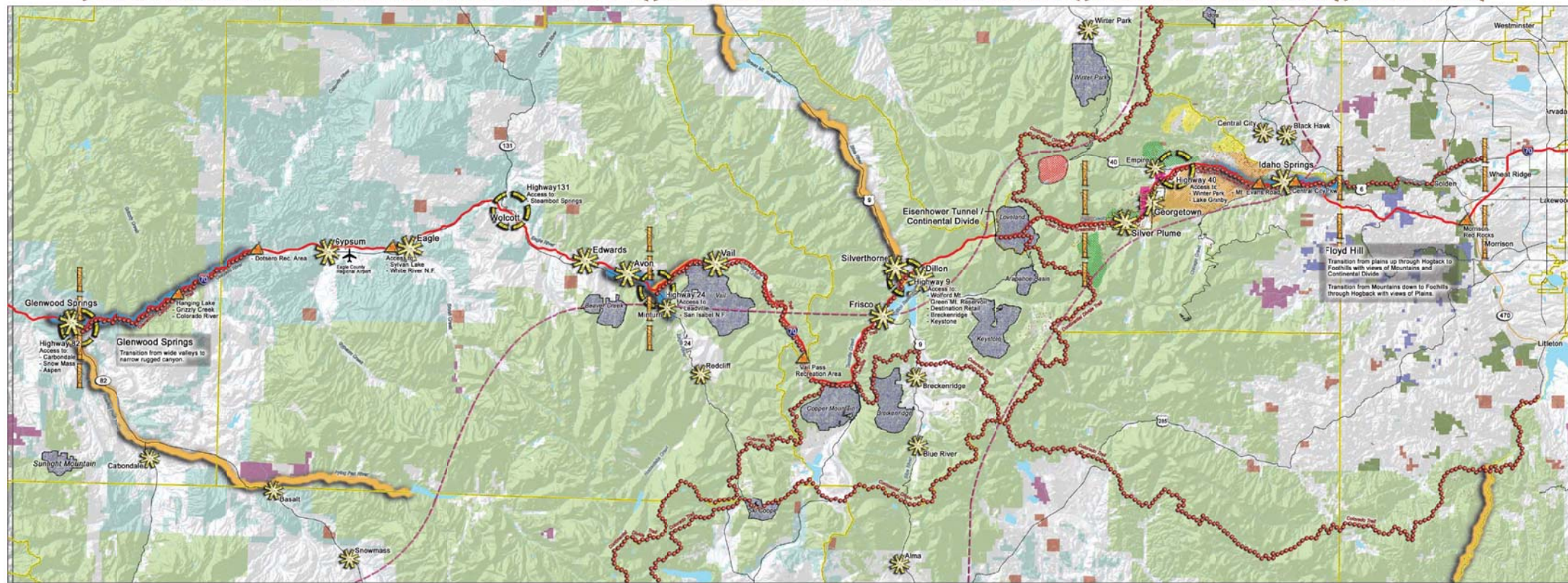commissions/historic-preservation-board/

Corridor Context Map

I-70 FUNCTIONAL CONTEXT

LEGEND

- Mine
- Rivers
- Lakes
- Cities
- Counties
- Mineral Belt
- Georgetown & Silver Plume Hist. District.

Highways
- State Highways
- E-470
- Interstate 70

Mining Districts
* Per Clear Creek Master Plan
- Gravel Mining
- Mining & Historic Mining District
- Mining & Open Space Rec.
- Mining & Redevelopment
- Mining & Residential

Public Lands
- Bureau of Land Management
- State of Colorado
- US Forest Service
- Colorado Mountain Parks
- Jefferson County Open Space

Colorado Division of Wildlife
- State Wildlife Areas
  * Open to Public Per CDOW Ch. 9 Regulations
- Big Horn Sheep Areas

- Design Segments
- Regional Gateway
- Regional Recreation Destinations
- Ski Area
- Gold Medal Water
- White Water Rafting
- Regional Trails

Miles
0 2 4 8 12
1 Inch = 2 Miles

DRAFT 06/03/09

Winter Park
Central City
Black Hawk
Idaho Springs
Wheat Ridge
Golden
Empire
Georgetown
Silver Plume
Floyd Hill
Morrison
Red Rocks
Morrison
Lakewood
Littleton

Highway 40
Access to
Winter Park,
Lake Granby

Transition from plains up through Hogback to Foothills with views of Mountains and Continental Divide

Transition from Mountains down to Foothills through Hogback with views of Plains.

Eisenhower Tunnel /
Continental Divide

Silverthorne
Dillon
Frisco
Keystone
Breckenridge
Blue River
Alma

Highway 9
Access to
Wolford Mt.
Reservoir
- Green Mt. Reservoir
- Destination Retail
- Breckenridge
- Keystone

Highway 24
Access to
Leadville
- San Isabel N.F.

Copper Mount.

Vail Pass
Recreation Area

Redcliff
Vail
Avon
Minturn
Edwards
Eagle
Gypsum
Wolcott

Highway 131
Access to
Steamboat Springs

Dotsero Rec. Area

Access to
Sylvan Lake
- White River N.F.

Eagle County
Regional Airport

Glenwood Springs
Transition from wide valleys to narrow rugged canyon

Highway 82
Access to
- Carbondale
- Snow Mass
- Aspen

Hanging Lake
- Grizzly Creek
- Colorado River

Sunlight Mountain
Carbondale
Basalt
Snowmass

Westminster

A4-1