



## COLORADO SCENIC AND HISTORIC BYWAYS PROGRAM

Date

Dear Fellow Coloradoan:

We are very pleased to send you the enclosed nomination package for the Colorado Scenic and Historic Byways Program. The program offers a wonderful opportunity to discover what is unique about our communities and landscapes, and encourages others to visit and appreciate these distinctive features.

This package contains all you need to prepare a nomination for designation as a Colorado Scenic and Historic Byway. The program's success will depend on the top quality work of local sponsors. During the past eighteen years of the program, twenty-five exceptional scenic and historic byways have been designated. It is our hope that any final routes recognized through this program will compliment and enhance the diverse experience offered by previously designated byways.

We look forward to working with you on your proposed Scenic and Historic Byway.

Sincerely,

### THE COLORADO AND HISTORIC BYWAYS COMMISSION

Name  
*Colorado Legislature*

Name  
*Conservation & Open Space*

Name  
*Western Byways*

Name  
*Eastern Byway*

Name  
*Bureau of Land Management*

Name  
*Colorado Tourism Office*

Name  
*Transportation Commission*

Name  
*Colorado Creative Industries*

Name  
*Member-at-large*

Name  
*US Forest Service*

Name  
*History Colorado Board*

Name (ex-officio)  
*History Colorado*

Name (ex-officio)  
*Dept. of Local Affairs*

Name (ex-officio)  
*Dept. of Transportation*

Name (ex-officio)  
*Dept. of Natural Resources*

## **THE NOMINATION PROCESS**

The following attachments are included in this package: Nomination Criteria (Attachment A), the Colorado Scenic and Historic Byways Program Mission Statement (Attachment B), the Policy Statements of the Colorado Scenic and Historic Byways Commission (Attachment C), List of Designated Byways (Attachment D), the Statewide Byway Planning Framework (Attachment E), National Scenic Byways Program Guidelines for Corridor Management Plans (Attachment F), the Clarification of Signage Requirements (Attachment G), and a copy of the Billboard legislation (Attachment H). Please read each of these documents carefully.

The Byways Commission is not actively seeking new designations but is open to proposals that can demonstrate exceptional significance and can contribute resources or a story that has not already been told by previously designated byways. Prior to submitting a full nomination, the Commission requests that a letter of intent be submitted that describes the proposed route, outlines why the route should be a Colorado scenic byway, why it is different from those already designated, what story about Colorado it can tell, and what it would contribute to the overall system of scenic byways. The Commission will review the letter and discuss the proposal. If they determine that the proposed route merits further consideration, they will notify sponsors that they should prepare a full nomination package and will provide a schedule for the process.

Nominations will be evaluated according to the established criteria with distinctive features, local support, and conceptual plan carrying the most weight, followed by safety and accessibility. Historical information about the route is especially important. A brief overview of the history of the area and information about sites, which relate to the route's history, is highly recommended.

Please submit fifteen (15) copies to Lenore Bates, Colorado Department of Transportation, 4201 East Arkansas Street, Shumate Building, Denver, Colorado 80222. It is not necessary to provide original photographs, maps, or other large attachments with all copies. However, at least one copy should contain the original materials.

The Scenic and Historic Byways Commission normally requires several months to review and evaluate the nominations. Additional written information concerning a proposed byway may be requested during this review period. The Byways Commission will also schedule an oral presentation after their review of the written proposal. The purpose of the oral presentation is to summarize the proposed route and its features for the Commission. It is also a chance for the sponsors to demonstrate local support for the proposed byway. Photographs or slides and maps will be required along with any additional material or information that will help the Commission determine eligibility for designation. Presentations are generally 30 minutes in length. The Byways Commission will make its decision to recommend a byway for designation to the Transportation Commission following the presentations.

A summary package of materials concerning each recommended byway will be forwarded to the Colorado Transportation Commission, which has final approval of designations. A formal resolution recommending designation will be prepared and included in this package. Only those nominations approved by the Byways Commission will be sent to the Transportation Commission.

The Transportation Commission will hold a public hearing at least thirty days after the Byway Commission's meeting to consider nominations recommended for designation. All interested parties will be given an opportunity to provide comments and submit evidence in support of or in opposition to the designation of the byway at the hearing. Proponents of recommended byways must provide public notice of the hearing at least thirty days prior to the date of the Transportation Commission's hearing. Notice of the proposed byway should be published in three successive issues of newspapers closest to the towns located along the byway.

Nominating organizations of byways that are recommended by the Scenic and Historic Byways Commission for designation must also provide to the Byways Program Coordinator 5-10 slides or digital photos depicting the proposed route and its significant features, including at least one photo depicting a map of the route. It is not necessary to submit photos with the initial nomination package. Photos will be requested no later than two weeks prior to the Transportation Commission meeting and will be used by the Program Coordinator at the Transportation Commission meeting in which nominations are formally considered for designation. Submitted photos will remain the property of the Colorado Scenic and Historic Byways Commission.

The Program Coordinator will make a brief presentation of recommended byways to the Transportation Commission. Representatives of nominating organizations are invited to attend the Transportation Commission meeting. The Transportation Commission will usually take final action on the resolution at this meeting. Press releases announcing the newly designated Scenic and Historic Byways will be coordinated through the Scenic and Historic Byways Commission and are generally released the day of the Transportation Commission decision.

For further information about the nominating process, please contact Lenore Bates, at the Colorado Department of Transportation, 4201 East Arkansas, Shumate Building, Denver, Colorado 80222, 303-757-9786.

## WRITTEN NOMINATION FORMAT

This is a step-by-step procedure for preparing a nomination for Colorado Scenic and Historic Byways designation. Follow the directions carefully as nominations, which are incomplete or missing significant amounts of information, will be returned.

### I. Statement of Significance

Briefly describe the route that is being nominated and why it should become one of Colorado's Scenic and Historic Byways. Be sure to identify the special features that make the route significant and describe why it is unique or different from the other 25 designated byways.

### II. Contact Person

Please provide the name, address and phone number of the lead contact for the nominating organization. This person will be responsible for informing other local byway organization members about correspondence, requests, and other questions or comments from the Commission or commission staff.

### III. Description

Provide a physical description of the route. Include the highway route number(s), total mileage of the proposed byway, the type of vehicle the route is best suited for, and the name of the county or counties, town(s), and federal or state land(s) through which the byway passes (i.e. Forest Service, BLM, State Wildlife area).

### IV. Maps

Please include relevant maps showing the route of the proposed byway. U.S. Geological Survey (U.S.G.S.) state or county maps are recommended.

### V. Nomination Criteria

Please describe how the proposed byway meets each of the five criteria.

As noted in the Executive Order establishing the Colorado Scenic and Historic Byways Commission, the emphasis of the program is the successful promotion of Colorado's most scenic and historic byways through the identification, protection and interpretation of unusual, exceptional, and/or distinctive features along the designated byways. Nominations should reflect this emphasis in the discussion under Criterion A (Features) and Criterion E (Conceptual Plan). It is also important to include evidence of the creation of a local byway organization and their commitment to prepare and implement a byway management plan as outlined in the Statewide Planning Framework (Attachment E). If national designation is also desired, a corridor management plan that meets the standards outlined in the National Scenic Byways Program Guidelines for Developing Corridor Management Plans (Attachment F) must be submitted.

***A. THE PROPOSED SCENIC AND HISTORIC BYWAY MUST POSSESS UNUSUAL, EXCEPTIONAL, AND/OR DISTINCTIVE SCENIC, RECREATIONAL, HISTORICAL, EDUCATIONAL, SCIENTIFIC, GEOLOGICAL, NATURAL, WILDLIFE, CULTURAL, OR ETHNIC FEATURES.***

Discuss those features that are part of the proposed route (*NOTE: a proposed byway need not have all of the above features, but at a minimum, must have significant scenic, historic, recreational and natural features*). Please be specific, keeping in mind that some members of the Commission may not be familiar with the proposed route. For example, if the route has scenic features, describe what they are, and why they are unusual, exceptional, or distinctive. If there are historical sites and/or districts along the route, briefly describe each site/district and its historical significance. It is also important to include an overview of the historical significant of the entire route, not just the specific sites. Photographs should be included to support the discussion of features.

Keep in mind that the Commission has already designated 25 distinctive byways and will be looking for new byways that are truly unique and that will add something different to the entire system.

***B. THE PROPOSED SCENIC AND HISTORIC BYWAY MUST BE SUITABLE FOR THE PRESCRIBED TYPE(S) OF VEHICULAR USE.***

Describe the road and the type of vehicle best suited for travel on the route. For example, a narrow, winding, steep, dirt road with rocks and uneven surfaces would best be suited for 4-wheel drive vehicles, not recreational vehicles (RV) or passenger cars. It is especially important to stress whether or not a road is suitable for RV traffic due to the difficulty in maneuvering these vehicles on narrow, steep roads.

Describe road surface type, surface condition, roadway widths, grade conditions, traffic capacity, and provide accident statistics where available.

***C. THE PROPOSED SCENIC AND HISTORIC BYWAY MUST BE AN EXISTING ROUTE AND HAVE LEGAL PUBLIC ACCESS.***

Briefly discuss the accessibility of the route.

Is the route open to the public? For example, toll roads are generally not accepted.

Is the proposed byway open year round? (*Note: proposed byways do not necessarily need to be open year round*)

How accessible is the route to services such as food, fuel, lodging, sanitary facilities?

***D. THE PROPOSED SCENIC AND HISTORIC BYWAY MUST HAVE STRONG LOCAL SUPPORT AND PROPONENTS MUST DEMONSTRATE COORDINATION WITH RELEVANT AGENCIES.***

A proposal must have substantial support to be accepted for review by the Commission.

Show evidence that local counties, communities, agencies, land owners (including federal, state and private), and local citizens have been involved in the nomination process. A signed letter of support and/or objection for the nomination from each governmental entity or agency having jurisdiction over property adjacent to the proposed scenic byway is required.

Other letters of support and/or objection from interested parties are also recommended. Please attach these letters of coordination.

A public meeting is essential and serves as a suitable method of demonstrating support and coordination from affected parties. Show evidence that such a meeting has occurred (newspaper articles, public notices, etc. should be attached).

Coordination with local historical societies, chambers of commerce, tourism industry representatives, as well as municipal and county road departments and the appropriate engineering district of the Colorado Department of Transportation is also essential.

***E. THE PROPOSED SCENIC AND HISTORIC BYWAY MUST BE ACCOMPANIED BY A CONCEPTUAL PLAN, AS SPECIFIED IN THE NOMINATION PROCESS.***

Each local byway organization is required to develop a byway management plan as outlined in the Statewide Byway Planning Framework if federal or state funds are to be sought. A conceptual plan describing the process in which a management plan is to be developed and the components to be included is required for designation. A corridor management plan that meets the standards of the National Scenic Byways Program may be substituted for the conceptual plan.

The Conceptual Plan should discuss how the nominating organization proposes to enhance and protect, interpret, develop essential services and promote and market the route and its features on the local and regional level.

How will the features of the byway be protected? Include evidence of a commitment to preserve the scenic and historic qualities and other features of the proposed byway.

Describe a proposed public involvement process that will allow for local participation in the development of a management plan.

Describe plans for the placement of interpretive markers, development of interpretive brochures, or visitor centers, and any other potential or proposed improvements or development along the route. Include sketches or design plans if available and a discussion about environmental consequences of construction related to pullouts.

Describe any promotional and marketing activities planned or proposed.

Describe the availability of financial resources with which to upgrade, develop, promote, and otherwise make the scenic road and its corridor available for its intended uses. If no funding is presently available, indicate how the organization plans to locate funding sources (*NOTE: applications to the Transportation Enhancement and Scenic Byways grant programs require a minimum 20% local match*).

Describe the availability of financial resources with which to fund placement of the Scenic and Historic Byways Columbine sign along the proposed corridor. (*Note: Final details concerning signage will be coordinated with the Colorado Department of Transportation; the signs cost approximately \$75 each*).

## SAMPLE NOMINATION AND DESIGNATION SCHEDULE

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Nomination packets available	Anytime
Submittal of Letter of Intent	Anytime
<b>DEADLINE FOR SUBMISSION OF COMPLETED NOMINATIONS</b>	<b>TBD</b>
Byways Commission receives nominations	TBD
Byways Commission meeting to discuss proposals, hear presentations and take action on nominations	TBD
Recommended Byway proponents post notices along byway and in local newspapers of Transportation Commission hearing	TBD
Summary packages and resolution for recommended byways sent to Transportation Commission	TBD
Brief presentation on recommended byways at Transportation Commission meeting	TBD

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NOTE: This schedule is a sample only – the actual schedule is subject to change  
Depending upon when the nomination is submitted.



## COLORADO SCENIC AND HISTORIC BYWAYS PROGRAM

### NOMINATION CRITERIA

- A. *The proposed Scenic and Historic Byway must possess unusual, exceptional, and/or distinctive scenic, recreational, historical, educational, scientific, geological, natural, wildlife, cultural, or ethnic features.*
- B. *The proposed Scenic and Historic Byway must be suitable for the prescribed type(s) of vehicular use.*
- C. *The proposed Scenic and Historic Byway must be an existing route and have legal public access.*
- D. *The proposed Scenic and Historic Byway must have strong local support and proponents must demonstrate coordination with relevant agencies.*
- E. *The proposed Scenic and Historic Byway must be accompanied by a conceptual plan, as specified in the nomination process.*



# COLORADO SCENIC AND HISTORIC BYWAYS PROGRAM

## MISSION STATEMENT

(Adopted 3/16/92)

### PROGRAM PURPOSE

The Colorado Scenic and Historic Byways program is a statewide partnership intended to provide recreational, educational, and economic benefits to Coloradans and visitors through the designation, interpretation, protection, promotion and infrastructure development of a system of outstanding touring routes in Colorado.

### MISSION

The Colorado Scenic and Historic Byways Commission, in partnership with other appropriate parties, will guide the development of a statewide network of byways designated for their exceptional scenic, historical, cultural, wildlife, recreational, educational, geological, and natural features.

### STRATEGIES

1. *The Colorado Scenic and Historic Byways Commission and state agencies will work in partnership with the U.S. Forest Service, Bureau of Land Management, local byways organizations and public and private resources to serve as a resource in the development of both infrastructure and byway management plans, including interpretation, promotion, and protection of distinctive byway characteristics.*
2. *The Colorado Scenic and Historic Byways Commission will help coordinate the budgeting process and allocation of federal, state, and private funds for the purpose of byway improvements.*
3. *The Colorado Scenic and Historic Byways Commission will continue to evaluate and recommend for designation Scenic and Historic Byways that depict Colorado's diversity, both regionally and physiographically. The Commission will endeavor to ensure that all regions of the state are fairly represented within the system of designated Scenic and Historic Byways.*
4. *The Colorado Scenic and Historic Byways Commission will consider extensions to previously designated routes. The original proponent of the route must co-sponsor the extension. Proponents of route extensions are expected to prepare a nomination package as specified in the nomination procedures.*
5. *Designated byways are subject to periodic review with emphasis on the implementation of measures to ensure maintenance and enhancement of their scenic, historical, cultural, wildlife, recreational, educational, geological and natural features. Failure to maintain and enhance a byway may result in termination of designation.*



## COLORADO SCENIC AND HISTORIC BYWAYS PROGRAM

### **POLICY STATEMENTS (Approved November 1989)**

1. The Colorado Scenic and Historic Byways Commission will evaluate and recommend for designation Scenic and Historic Byways that depict Colorado's diversity, both regionally and physiographically. The Commission will endeavor to ensure that all regions of the state are fairly represented by designated Scenic and Historic Byways.
2. To ensure the significance of Colorado Scenic and Historic Byways designation, the Colorado Scenic and Historic Byways Commission will recommend designation for a limited number of routes. The Commission anticipates that between 15 and 20 routes will be designated statewide.
3. The Colorado Scenic and Historic Byways Commission will consider extensions to previously designated routes. The original proponent of the route must co-sponsor the extension. Proponents of route extensions are expected to prepare a nomination package as specified in the nomination procedures, and must adhere to the nomination schedule.
4. Designated routes are subject to review and may be removed from the Scenic Byways system for safety reasons or if the scenery or distinctive features are allowed to deteriorate. The proliferation of billboards and urban congestion or a reduction in the safety of the road for whatever reason, are considered sufficient reasons to withdraw designation from a route.
5. Designated scenic byways will be eligible for distinctive signs to identify and commemorate the special status of the route.
6. The Colorado Scenic and Historic Byways Commission will recommend to the Colorado Transportation Commission that designated routes are shown on the official highway map as published by the Colorado Department of Transportation. Other promotion will be the responsibility of the local sponsoring organization, or other interested agencies.
7. The Colorado Historical Society will approve the content and text of all historical markers placed along designated scenic byways. Placement of these markers must be coordinated with the Colorado Department of Transportation.
8. State highways designated as scenic byways will not necessarily be entitled to any additional funds above their normal maintenance and construction needs.
9. No actual or inferred restriction on commerce or future highway rehabilitation or development shall be assumed by such designation.



## *COLORADO SCENIC AND HISTORIC BYWAYS PROGRAM*

The Colorado Scenic and Historic Byways Commission has designated twenty-five of Colorado's most spectacular roadways, considered to have exceptional scenic, historic, recreational, ecological, and cultural value, as Scenic and Historic Byways. These roads are marked by distinctive highway signs featuring a blue columbine, and are highlighted on the state map.

**Alpine Loop Back Country Byway**, connecting the towns of Lake City, Ouray, and Silverton [State Highway 110, Engineer Pass Road, Cinnamon Pass Road]. The 65-mile route winds its way to an elevation of 12,800 feet, crossing Engineer and Cinnamon Passes among five of Colorado's spectacular "fourteeners." **PORTIONS OF THIS ROAD ARE FOUR WHEEL DRIVE ONLY**

**Cache la Poudre-North Park Byway**, between the historic towns of Fort Collins and Walden [State Highway 14]. The 101-mile byway meanders through plains and hogbacks, into the magnificent Poudre Canyon, over Cameron Pass and into North Park to Walden.

**Collegiate Peaks Scenic Byway** is a 57-mile route connecting Granite, Buena Vista, Salida and Poncha Springs via US Highways 24, 285, 50 and State Highway 291. The Collegiate Peaks Byway boasts several distinct features found nowhere else in Colorado, including the aquamarine, the State's gemstone, and the largest concentration of 14,000+ foot peaks in the United States.

**Colorado River Headwaters Byway**, 70 miles between Rocky Mountain National Park, through Granby, Kremmling and State Bridge [US 40, 34 and Grand CR 1]. This route follows the course of the mighty Colorado River as it begins its journey west toward the Pacific Ocean. The Colorado River Headwaters has been designated as a National Scenic Byway by the U.S. Department of Transportation.

**Dinosaur Diamond Scenic and Historic Byway** is a 550-mile drive through western Colorado and eastern Utah boasting some of the most dramatic dinosaur and other paleontological resources in the world. The Colorado segment, 134 miles long, follows State Highway 139 over Douglas Pass, State Highway 64 to Dinosaur and United States Highway 40 and returns on I-70. The Dinosaur Diamond has been designated as a National Scenic Byway by the U.S. Department of Transportation.

**Flat Tops Trail**, connects the towns of Yampa and Meeker [Routt County Road 17, Forest Service Highway 16, Rio Blanco County Road 8, State Highway 13]. Scenic beauty is the main character of this 75-mile route, with rolling hills, hay meadows, deep canyons, and forested slopes of the Flat Top Mountains offering a visually unique landscape.

**Frontier Pathways**, between the City of Pueblo and the towns of Westcliffe and Colorado City [SH 96, SH 165], is a 103-mile route featuring historic homesteads, the pristine Wet Mountain Valley, romantic stage-stop ruins, and wildlife viewing pullouts highlight this unspoiled historic and scenic route. The Frontier Pathways has been designated as a National Scenic Byway by the U.S. Department of Transportation.

**Gold Belt Tour**, a 131-mile route between Florissant, Cripple Creek, Victor, Florence and Canon City [State Highways 67, 9, 115, US 50, Teller County Road 1]. The route follows the historic Florence and Cripple Creek Railroad grade through Phantom Canyon; the Shelf Road, providing access to the Garden Park Fossil Area, Florissant Fossil Beds; and the High Park Road with scenic views of Pikes Peak. PORTIONS OF THIS ROUTE REQUIRE FOUR-WHEEL-DRIVE VEHICLES. The Gold Belt Tour has been designated as a National Scenic Byway by the U.S. Department of Transportation.

**Grand Mesa Byway**, between I-70 and Cedaredge [State Highway 65, Lands End Road]. The spectacular 63-mile route begins in the scenic Plateau River Canyon, then climbs through forests and meadows full of wildflowers, to offer panoramic views from the top of Grand Mesa. The Grand Mesa Byway has been designated a National Scenic Byway by the U. S. Department of Transportation.

**Guanella Pass Byway**, between the historic towns of Georgetown and Grant [Clear Creek County Road 381, Park County Road 62]. The 22-mile route provides panoramic views from the 11,669-foot mountain pass of the surrounding area, abundant wildlife and remnants of the historic mining era.

**Highway of Legends**, 110 miles linking Trinidad, La Veta, and Walsenburg [State Highway 12, US 160] with a spur from Aguilar over Cordova Pass to SH 12 near Cuchara. The magnificent Sangre de Cristo Mountains provide a spectacular backdrop for the southwestern architecture which reflects Colorado's earliest Hispanic influences.

**Lariat Loop**, 40 miles connecting Golden, Lookout Mountain, Evergreen, and Morrison [State Highways 8, 74, I-70, US Highway 40, Lookout Mountain Road, 19<sup>th</sup> Street, US 6, Heritage Road, Jefferson County Road 93 and State Highway 26]. This route provides access to Denver Mountain Parks, Jefferson County Open Space, spectacular views of mountains, canyons, and plains and serves as the "Gateway to the Rockies."

**Los Caminos Antiguos**, between Cumbres Pass and the City of Alamosa [State Highway 17, US 285, SH 142, SH 159, US 160, SH 150, Alamosa County Road 6, SH 17]. This 152-mile byway explores the rich heritage of Colorado's San Luis Valley and its blend of distinctive cultures.

**Mount Evans Byway**, extends from Idaho Springs to the summit of Mount Evans and then from Echo Lake to Bergen Park [State Highways 103 and 5, Clear Creek County Road 103 and Jefferson County Road 66]. The 49-mile route is the highest paved highway in North America and offers spectacular views of the Front Range of the Rocky Mountains.

**Pawnee Pioneer Trails**, located on Colorado's northeastern high plains between the agricultural towns of Sterling, Fort Morgan and Ault [State Highways 52 and 14, Weld County Roads 129, 110, 112, and 390]. This 125-mile route gives the visitor a chance to experience the timeless grasslands and the Pawnee Buttes.

**Peak to Peak Byway**, between Estes Park and Black Hawk [State Highways 7, 72, and 119]. Less than an hour's drive from Denver, this 55-mile route offers numerous recreational opportunities and remnants from the late 19th century mining boom.

**San Juan Skyway**, situated in the spectacular San Juan Mountains of southwest Colorado [US 550, State Highways 62 and 145, US 160]. This 236-mile route encompasses the nationally renowned Million Dollar Highway, often called the most scenic drive in America. The San Juan Skyway has been designated as an All-American Road by the U.S. Department of Transportation.

**Santa Fe Trail**, between the Kansas state line near Holly and the New Mexico state line at Raton Pass [US 50, US 350, I-25]. The 188-mile byway closely parallels the Mountain Branch of the historic Santa Fe Trail. The Santa Fe Trail has been designated as a National Scenic Byway by the U.S. Department of Transportation.

**Silver Thread Byway**, stretching from South Fork to US 50 near Gunnison [State Highway 149]. This 117-mile route provides countless photographic opportunities, including ghost towns, mountain peaks, and unique and unusual rock formations.

**South Platte River Trail**, travels between Julesburg and Ovid [Sedgwick County Road 28, US 138]. The 14-mile route closely follows the trails that were established during westward migration, including the Pony Express Trail.

**Top of the Rockies**, 115 miles of high mountain splendor connecting Leadville, Minturn, and the Copper Mountain Resort with Twin Lakes, Independence Pass and Aspen [State Highway 91, 82, US 24]. This route offers the visitor an abundance of Colorado history including early day fortune seeking miners and the brave men of the 10th Mountain Division. The Top of the Rockies has been designated as a National Scenic Byway by the U.S. Department of Transportation.

**Trail of the Ancients**, a 113-mile route [US 666, 160, SH 184, 145, 41, Montezuma CRs L, 23, K, 10, CC] connecting Utah's Trail of the Ancients near Hovenweep National Monument with the Anasazi Heritage Center, City of Cortez, Ute Mountain Ute Reservation and the Four Corners National Monument. The Trail of the Ancients has been designated as a National Scenic Byway by the U.S. Department of Transportation.

**Trail Ridge Road**, a 48-mile route [SH 34] through the heart of Rocky Mountain National Park, climbing to an elevation of 12,183 feet and providing a chance to explore the rare alpine tundra. Trail Ridge Road has been designated as an All-American Road by the U.S. Department of Transportation.

**Unaweep/Tabeguache Byway**, between Whitewater and Placerville [State Highways 141, 145]. The 138-mile byway passes through the distinctive Unaweep Canyon, and the high, narrow Dolores River Canyon, opening onto the high plains of the Colorado Plateau.

**West Elk Loop**, between Carbondale, Hotchkiss, Gunnison, and Crested Butte [State Highways 133, 92, US 50, SH 135]. This 205-mile route provides spectacular views along the north rim of the Black Canyon, fields of alpine wildflowers, and pastoral settings of the Crystal and Gunnison Rivers.

Statewide Planning Framework – attached separately

## CORRIDOR MANAGEMENT PLANNING AT A GLANCE

Corridor Management Plans (CMP) provide a comprehensive understanding of the route and the community's plans to preserve and enhance it. Corridor management planning is important to the designation process, as it provides the basis on which the National review panel can see how a road or highway possesses characteristics vital for designation as a National Scenic Byway or an All-American Road. These are living documents that show the strategies and efforts made by communities to preserve and enhance their routes.

*It is not always necessary to create a corridor management plan from scratch.* There are many existing planning documents (State, town, county, Federal) that already have identified and developed most of the information required for CMPs. Evaluate and use these planning documents then summarize them into brief but self-explanatory paragraphs. Attach copies of the pertinent documents, or appropriate pages, only when the information they contain is critical to the nomination during review.

Corridor management plans identify the location of the route and its corridor; describe the physical condition of the road and its safety; analyze and describe the intrinsic qualities and how they are to be managed and interpreted; identify the elements that are in place and are planned to meet the needs and expectations of both visitors and the local residents and businesses; describe how the route's promotion and marketing; and, finally, describe who, how, and when the local byway management group will implement plans and take responsibility for actions along the route. Following are the components that are strongly recommended for CMPs submitted with nominations for national designation.

### *LOCATION*

- *Corridor Map (USGS or comparable quality)*  
Show on the map the corridor boundaries (length and width), the location of intrinsic qualities (recognizing that the scale of the map may prevent you showing all details -- just get in as many as possible), and the different land uses (what land within the corridor has been zoned by your county or town). USGS maps are recommended because they are available for the entire U.S. and provide excellent details of land forms and building locations.

### *PHYSICAL DESCRIPTION*

- *General Review of Road (Safety) Narrative*  
Discuss design standards concerning any proposed modifications (e.g., shoulder improvements, road widening, curve straightening) to the roadway. This discussion should include an evaluation of how the proposed changes may effect the intrinsic qualities of the byway corridor. Discuss how the shape (length & width) of the corridor was determined (as is shown on the map described above) by identifying why the endpoints were chosen and why the width is the same or variable along the length.
- *Highway Design & Maintenance Standards*  
Provide a general review of the roadway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation. The idea is to locate hazards and poor design that may be a problem for drivers who are not familiar with the route and identify the possible corrections. This information is typically available at the State DOT or from the State Police.

### *INTRINSIC QUALITIES*

- *Intrinsic Quality Assessment*  
Evaluate the intrinsic qualities as to which are of local, regional, or national importance, and identify their context within the areas surrounding them. There should be at least one substantive paragraph for each intrinsic quality identified.
- *Intrinsic Quality Management Strategy*  
This narrative shows how the intrinsic qualities will be managed and identifies the tools that are used to do this (e.g., zoning, overlay districts, easements). Recognize that the level of protection for different areas along a National Scenic Byway or All-American Road can vary, with the highest levels of protection given to those sections with the most important intrinsic qualities. All nationally recognized scenic byways should, however, be maintained with particularly high standards, not only for travelers' safety and comfort, but also for preserving the highest levels of visual integrity and attractiveness.

- For All-American Roads, the Corridor Management Plan must show that the protection tools are being implemented by the communities along the byway prior to designation
- *Interpretation Plan*  
Describe plans that are in place, or are planned, within the communities along the byway (such as museums, seasonal festivals that interpret the culture, existing State historical markers) to interpret the significant resources of the scenic byway to visitors.

#### *VISITOR NEEDS & EXPECTATIONS*

- *Visitor Experience Plan*  
List and discuss the efforts to minimize any intrusions on the visitor experience and identify the plans for making improvements to enhance that experience.
- *Development Plan*  
Describe how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor. For instance, this might be done through design review, land management techniques, and economic incentives, etc.
- *Commerce Plan*  
Evaluate how to accommodate commercial traffic (logging trucks and farm vehicles) and access to businesses along the route, particularly services for the traveler, while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists and pedestrians. Explain in paragraph format.
- *Sign Plan*  
In paragraph format, demonstrate how the State will ensure and make the number and placement of highway signs (regulatory, directional, warning, and guide) more supportive of the visitor experience and will not get in the way of the scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently. The State DOT Traffic Engineering office should have this information.
- *Outdoor Advertising Control Compliance*  
In paragraph format, demonstrate that all existing local, State, and Federal laws on the control of outdoor advertising are being met. The State DOT Outdoor Advertising Compliance section should have this information.

#### *MARKETING & PROMOTION*

- *Marketing Narrative*  
Describe how the National Scenic Byway will be marketed and publicized, what actions are in place and what is planned.
- *Promotion Plan (AAR requirement)*  
Write a narrative on how the All-American Road will be promoted, interpreted, and marketed in order to attract travelers, especially those from other countries. Also, the agencies responsible for these activities should be identified.
- *Multi-Lingual Information Plan (AAR requirement)*  
Write a paragraph addressing multi-lingual information needs, what is planned, and what is available for the international visitor.
- *Tourism Plan (AAR requirement)*  
Write a narrative that describes how increased tourism will be accommodated, if this is projected. Describe how lodging and dining facilities, roadside rest areas, and other tourist necessities are in place or planned for the number of visitors persuaded to visit by the byway's designation as an All-American Road.

#### *PEOPLE'S INVOLVEMENT & RESPONSIBILITY*

While this section is the last, it is a "last but not least" reminder that some group of people has to be involved and take care of the byway over time.

- *Public Participation Plan*  
Discuss how on-going public participation will be achieved in the implementation of corridor management objectives.
- *Responsibility Schedule*  
List all agency, group, and individual responsibilities (specific and general) who are part of the team that will carry out the plan. Describe the enforcement and review mechanisms and include a schedule of when and how you'll review the degree that those responsibilities are being met.

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

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### **CLARIFICATION ON OUTDOOR ADVERTISING FOR SCENIC BYWAYS BROUGHT ABOUT BY PASSAGE OF INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991**

Existing outdoor advertising signs that were lawfully erected under state law could remain if maintained properly. FHWA is not requiring the purchase and removal of existing signs. They are requiring that no new off-premise signs be erected in scenic byways on interstate and primary highways after December 18, 1991 with the passage of the Intermodal Surface Transportation Efficiency Act.

1. **Illegal Signs** - Section 1046(b) requires the removal of any sign along the interstate system or federal aid primary system which were not lawfully erected under state law. The sign owner must remove such signs within 90 days of enactment of ISTEA at owner expense, or if not removed by the sign owner, the State must remove the sign and the sign owner will be liable to the State for the removal cost.

2. **Scenic Byway Prohibition** - Section 1046(c), a new provision that prohibits new signs adjacent to those portions of an interstate or primary highway that are designated a scenic byway. The only signs that would be allowed in scenic byways as defined in the Roadside Advertising Rules and Regulations are:

a. **Official Advertising Devices.** Advertising devices erected for a public purpose authorized by law, but the term shall not include devices advertising any private business. Authorized by law means a duly erected statute, rule, regulation, ordinance, declaration or resolution by a governmental entity specifically authorizing the erection of such device by a governmental entity.

b. **On-Premise Advertising Device.** Advertising devices advertising the sale or lease of the property on which it is located or advertising activities conducted on the property on which the sign is located.

c. **Directional Advertising Devices.** Advertising devices containing directional information about public places owned or operated by federal, state, or local governments or their agencies; publicly or privately owned natural phenomena, historic, cultural, scientific, educational, and religious sites; and areas of natural scenic beauty or naturally suited for outdoor recreation, deemed to be in the interest of the traveling public. Such devices shall conform to standards promulgated by the Department pursuant to C.R.S. 1973, 43-1-415 (1981 Colo. Sess. Laws, Chapter 512) which standards conform to the national policy.

d. Tourist Oriented Directional Signs would be allowed for tourist business within scenic byways *if* the business met the criteria and the City or County would allow them in their jurisdiction. These TODS signs are placed in the Departments right of way at the intersection nearest the tourist business or primary and secondary highways excluding freeways and interstates. These signs are paid for by the business and are erected by the Department. Several have been installed already on scenic byways.

e. Specific Information and Business Signs (LOGOS) would be allowed on interstate highways within scenic byways. These signs advertise businesses for gas, food, lodging, and camping. These signs are placed in the interstate highway right of way at rural interchanges.

With these five categories of signs, the Department or other government entities would be able to provide some form of signage for activities within the scenic byways without the erection of off-premise billboards.

## BILLBOARD LEGISLATION FOR SCENIC BYWAYS

**43-1-419.** Scenic byways - Independence Pass scenic area highway.

(1)(a) State highways designated as scenic byways by the transportation commission shall have no new advertising devices erected which are visible from the highway, except the following:

- (I) Official advertising devices, as defined in section 43-1-403 (13);
- (II) On-premises advertising devices, as defined in section 43-1-403 (14); or
- (III) Directional advertising devices, as defined in section 43-1-403 (4).

(b) Existing advertising devices along scenic byways which are in compliance with this part 4 and the rules and regulations of the department may be maintained as long as they remain in compliance with all provisions of this part 4 and the rules and regulations of the department.

(c)

(I) An advertising device shall be considered to be visible from a designated highway if it is plainly visible to the driver of a vehicle who is proceeding in a legally designated direction and traveling at the posted speed.

(II) As used in this paragraph (c), "visible" shall have the same meaning as provided in section 43-1-403 (17).

(2) Independence Pass on State Highway 82 and sixteen miles of said highway extending on either side of Independence Pass in Pitkin and Lake counties, Colorado, is designated as a scenic area highway, and no advertising devices shall be erected on or near said highway so as to be visible to motor vehicle operators on said highway.

Source: Entire part. R & RE, L. 81, p. 2018, § I, effective July I; entire section amended, L. 92, p. 1343, § 4, effective July I; (I)(c) added, L. 93. p. 1487, § 2, effective June 6.