

SOUTH PLATTE RIVER TRAIL SCENIC AND HISTORIC BYWAY CORRIDOR MANAGEMENT PLAN



Scenic Byway



"Interstate-76 and the South Platte River Trail are a half-mile and one hundred years apart"



Cover Photo. South Platte River
Photo by M. Tupa
April, 2012

**South Platte River Trail Scenic Byway
Corridor Management Plan**

Prepared for :

CDOT Scenic and Historic Byway Program

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TABLE OF CONTENTS:

Executive Summary -Vision and Goals... I-III

Chapter I. Location and Description 1

- A. Location
- B. Byway Corridor Description
- C. Land Owner/Administrative Jurisdictions
- D. Landscape Character and Land Use

Chapter II. Intrinsic Qualities 5

- A. Introduction
- B. Intrinsic Quality Assessment
 - 1. Scenic/Natural
 - 2. Recreation
 - 3. Community
 - 4. Historic/Cultural
 - 5. Interpretive Sites

Chapter III. Resource Protection 17

- A. Introduction
- B. Existing Conditions by categories
 - Ownership
 - Existing management plan
 - Review management
 - Pressure and Risks
 - Signage regulations
 - Resources significances
- C. Management Direction
 - Goals and Objectives
- D. Action Items
- E. Funding
- F. Monitoring

Chapter IV. Interpretation 21

- A. Introduction
- B. Existing Conditions by categories
 - Wayside Interpretive Panels
 - Other Interpretive Signage
 - Markers and Monuments
 - Scenic Byway Signage
 - Web Site / Brochure
- C. Management Direction
 - Goals and Objectives
- D. Action Items
- E. Monitoring

Chapter V. Trails 39

- A. Introduction
- B. Existing Conditions by categories
 - Road & Shoulder Conditions
 - Road Improvements
 - Regional and Local Trails
 - Signage
- C. Management Direction
 - Goals and Objectives
- D. Action Items
- E. Regional Trail Advocacy Groups/
Funding Sources
- F. Monitoring

Chapter VI. Highway Conditions/ Safety..... 43

- A. Introduction
- B. Existing Conditions by Categories
 - Road conditions
 - Traffic Volumes
 - Accidents and Safety
 - Road Improvements
 - Signage
- C. Management Direction
 - Goals and Objectives
- D. Action Items
- E. Resources and Contacts
- F. Monitoring

Chapter VII. Marketing 47

- A. Introduction
- B. Existing Conditions by Categories
 - Web Site
 - Colorado Welcome Center
 - Businesses
 - Signage and Radio Station
- C. Management Direction
 - Goals and Objectives
- D. Action Items
- E. Monitoring

Chapter VIII. Byway Organization 51

- A. Introduction
- B. Existing Conditions by Categories
- C. Management Direction
 - Goals and Objectives
- D. Action Plans
- E. Monitoring

Chapter IX. Conceptual Action Master Plans.. 53

- A. Introduction
 - Matrixes of action items

Chapter X. Proposed Action Plan Maps..... 79

- A. Conceptual Proposal Map (Pg. 1 thr. 17.)

List of Maps

- 1. State Wildlife Area Map 3
- 2. Sedgwick County stylized land use 3
- 3. Developed Recreation Map 8
- 4. Stylized SPRT interpretive sites map .. 21
- 5. Resource Protection locations Chp. 10
- 6. Non-motorized, walking tours, and
interpretive trails Maps..... Chp. 10

List of Conceptual sketches

- Kiosk at Ovid Panel #7 57
- Welcome Center Awning..... 57
- Formalized Interpretive sites 57

Appendices

- A. Credits - 1
- B. Partners List - 2
- C. Business List - 2
- D. Visitor Survey at Welcome Center
- Julesburg Exit - 3
- E. Sedgwick County Census - 4 -7
- F. CRP 2010 Design Narrative - 8
- G. Birding Areas - Sedgwick County - 9, 10
- H. National Byway Designation, Federal High-
way Administration 14 Points - 11, 12
- I. National Scenic Designation - 12
- J. National Heritage Area - 13, 14



Representing rural-high plains Eastern Colorado within the Platte River Valley. The SPRT Byway provides a 19-mile loop tour of prairie ranch lands, and river valley ecosystems.

Although the shortest of the 25 Colorado Byways it is perhaps the richest in historic events and documents the significant development of the American West.



EXECUTIVE SUMMARY:

This Corridor Management Plan (CMP) report represents an inventory developed with on-site investigation and with input from Byway Champions, steering committee and local citizens of the South Platte River Trail (SPRT) Scenic and Historic Byway (Byway) and outlines the goals, issues and opportunities which exist along the SPRT Byway.

The process gathered local input, reviewed the 2010 Downtown Resource Action Plan, researched its' significant history and matched the goals and needs of the local communities to direct this CMP.

The CMP report provides action items, priorities, and ideas for future enhancements, preservation needs and promotional opportunities, to help focus the community's resources on the Byway's development and management.

PURPOSE:

- To create and outline a plan of action for the Byway's maintenance, operation, enhancement and protection. Foremost to create the Vision and Goals for long-term by-in and engagement of the Byway committee and surrounding community.
- To promote, protect and preserve the Intrinsic Qualities of the scenic byway for which the Byway was designated.
- To develop the Byway as an economic driver for the region; Promoting community events and local industry throughout the corridor.

FINDINGS:

- Byway organization is in transition. Having recently elected new board members there is significant changes occurring to its structure and funding mechanisms.
- Byway committees and volunteer participation is need of redevelopment.
- The rich history and significant events are presented in Award Winning interpretation panels set along the Byway. The story is vividly told through descriptive text. And a local artist created graphics that put the visitor in the locale where they can envision the sites and smells and even ghosts of those long past.
- The counter clock wise loop is a refreshing view of the agriculture uses, cottonwood gallery lined river corridor, iconic views of wind-mills and giant white silos against endless blue sky.
- The interpretive panels promote not only the history of the Byway but the recreational opportunities and community events of the region.
- The interpretive panels are well placed but are in need of repair.
- The Welcome Center at the beginning of the Byway is a strong foundation in which to educate and promote the visitor to the intrinsic qualities of this Byway.
- The Welcome Center also promotes the entire Colorado State's tourism opportunities.
- Promotional media for the Byway is available in brochure and web site, that need updates.



FINDINGS CONTINUED:

- There is a disengaged community lacking commitment and understanding in the Byway's ability for promotion and strengthening business opportunities.
- Aside from the riparian and prairie ecosystems, the area is also a vital agricultural economy for Colorado and the United States. This fragile balance is practiced daily by the agricultural community, watchable wildlife viewers, and hunters that live, work, and visit the area.
- There is a strong rural small town atmosphere when traveling through Ovid.
- Travel is on Highway 138 through Julesburg, not on Main Street or Business District.
- There are significant hunting opportunities within the Byway corridor with four State Wildlife Areas (SWA).
- There are no designated hiking trails, non-motorized trails, bike routes or camping sites along or within the Byway corridor.
- Recreation opportunities are plentiful along the Byway (DePoorter Lake), and within a half-hour commute, (Jumbo reservoir), but not well promoted.
- Many non-SPRT websites reference the South Platte River Trail or the monuments/markers located along its length.

RECOMMENDATION SUMMARY:

- Strengthen the organizational structure of the Byway committee and enhance outreach.
- Promote engagement of the business community to increase revenue and enhance the Byway by cross-promotional association.
- Establish recreation trail heads to provide stopping off points for informal hiking along the river. Hunting seasons may limit the informal hiking opportunities.
- Develop dynamic interpretation methods to reach and engage a diverse audience with a variety of interests, making the Byway a viable regional asset for years to come.
- Use of "best practices" tools to plan, design, construct and maintain improvements along the Byway.
- Provide enhancements to Main Street and Commercial Area (Julesburg) to increase visitor enjoyment of the locale.
- Increase diverse promotional media to enhance physical and visceral tourism.
- Increase web based cross-promotion to enhance the Byway and Business community.
- Provide additional funding for promotional media, events and personal.
- Address regional issues and goals by providing a community-based strategy that balances preservation, enhancement and interpretation of the corridor's intrinsic qualities with the beneficial use, safety, and enjoyment of the Byway user.

VISION:

To Showcase the South Platte River Trail Scenic Byway as the most historically dense scenic and historic drive in Colorado

Enhance public education, enjoyment and appreciation of the historic events and cultural heritage that shaped the West and this corner of Colorado.

GOAL:

Preserve the corridor's resources, while developing the Byway as a sustainable historic destination and recreational attraction.

Enhance and reclaim those resources that have been degraded.

Seek designation for a National Scenic Byway

Seek designation as a Natural Heritage Area

OBJECTIVES:**• Resource Protection**

1. To rehabilitate, develop, maintain, interpret, and provide accessibility to these sites and resources as appropriate.
2. Protect the quality, character and integrity of the intrinsic qualities of the region and communities for which the Byway was established.

• Interpretation

1. Provide interpretive programs to educate, inform, and enhance the quality of a visit to the Byway by the public and by local residents.

2. Foster an appreciation for the land, historic resources and communities along the Byway.

3. Provide effective wayfinding signage.

4. Enhance and coordinate website, brochures and other promotional media.

• Trails Planning

1. Identify opportunities and issues related to the development of non-motorized recreation trails to accompany the Byway.

2. Develop a Conceptual Hiking and Interpretative Trails Master Plan.

3. Coordinate with state and local agencies and promote design and construction of non-motorized recreation trails to accompany the Byway.

• Highway Condition and Safety

1. Maintain a safe, efficient and pleasurable driving experience for both tourist and local traffic through a well design and maintained highway system; recognizing that the primary responsibility in this area lies with the state and county departments of transportation.

• Marketing

1. Promote regional and local tourism.

2. Promote regional and niche market attractions.

3. Develop a marketing strategy/plan that will provide direction to guide future marketing and public relations efforts.

4. Strategic implementation of the Byway marketing strategy.

• Organization and Administration

1. Develop a Byway Board to secure funding for a full time paid Byway Coordinator and support staff.

1. Develop a strong, effective and lasting Byway organization through an informal alliance of community interests and outside agencies.

2. Byway organization to include the following focus: Marketing, Resource Protection, Interpretive maintenance, Strategic planning, Promotion, Fund raising, and Event planning.

3. Develop Byway task committees and sub-committees with a point person to implement priorities and action plans; and help maintain collaboration among committees.

4. Byway task committees to be formed around this CMP's topics of Resource Protection, Interpretation, Trails, Highway safety, Marketing, and Byway management direction.

Scenic Byway



CHAPTER 1 - LOCATION AND DESCRIPTION

Chapter 1 - Location and Description

LOCATION:

The historic South Platte River Trail Byway was designated in 1991. It is in the far northeastern corner of Colorado, located in Sedgwick County. The Trail circles the South Platte River between Ovid and Julesburg, following County Road (CR) 28 and U.S. Highway 138. It is the northernmost Byway in the state, located less than a mile south of the Nebraska border.

DESCRIPTION:

The SPRT Byway closely follows historic trails of the western migration, and development of the West - from the historic Oregon and Mormon Trails to the more recent Lincoln Highway (a section of the first transcontinental highway in America).

For generations, thousands of people passed through the area on their way west. Today people drive past Julesburg on I-76, and the routes and communication has evolved from the early one line telegraph and pony express rider to the modern interstate and the world wide web. Today over 30,000 people per month visit the Colorado Welcome Center at Julesburg which is also the trailhead for this Byway.

Although the shortest of Colorado's 25 byways, the "South Platte River Trail" is long on history. This 19-mile Byway leads past three of the four Julesburg town sites, the location of Colorado's only Pony Express home station, Transcontinental Railroad, Telegraph Line, and historic Fort Sedgwick.

There are 11 award winning interpretive markers celebrating and educating travelers to all these significant historical figures and events.

Early explorers on the plains found the South Platte River offered more abundant animal life and food than the grasslands. Although with few deciduous trees or shrubs it did not provide much more shelter from sun and wind. Today the river contains Cottonwood canopies, a variety of shrubs and vegetation that display the seasonal variety of this unique landscape.

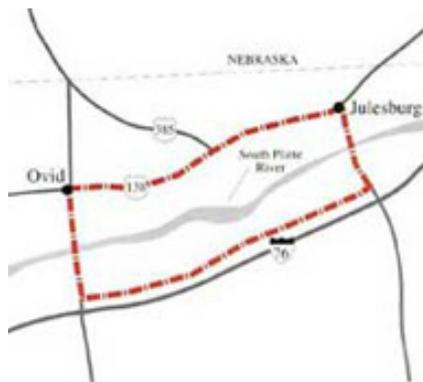
The riparian and grasslands ecosystems that currently exists provide Wildlife observers the opportunity to see many endangered species that occur nowhere else in Colorado. Particularly as eastern and western songbirds overlap territory in this corner of the state.

The historic Town of Julesburg is a Statutory Town that is the county seat of Sedgwick County, Colorado. The town is located on the north side of the South Platte River. The population was 1,284 in 2010 Census update. According to the Colorado Historical Society, the original trading post was named for Jules Beni.

Local events and activities are important aspects of the region's appeal. Each of these events offers unique opportunities to visitors and residents. Julesburg and areas near the Byway are also home to various recreational activities.



Location Map



**"South Platte River Trail"
Scenic and Historic Byway**



"Italian Caves"



"Dinky" used to bring sugar beets into refinery



Rural Road

The **South Platte River** is the single most visible feature of the Byway's landscape. The Byway displays a diversity of wildlife and wildlife habitats which include river bottom, marsh, ponds, and lakes, and a variety of animal species include game and non-game. This abundant variety of riparian and prairie plant life, and wildlife provide numerous recreational opportunities.

The highlights of this Byway are the numerous historic sites along the loop, including the Upper California Crossing, Devils Dive, and the Italian Caves, among others. Location of more recent sites include Ovid's POW camp, the Julesburg Drag Racing Strip, (one of the oldest in continuous use in the US), and the Fort Sedgwick Museums.

Architecture in downtown Julesburg and Ovid is distinctively western and is a clear reminder of prosperous early times. This concentration of different historic events provides history buffs and other tourists a location to stop, stay and enjoy learning about the various significant transportation events and important figures in Colorado's history.

Proximity to Nebraska with its historic role along the Oregon Trail, Nebraska's Gold Rush Scenic Byway on Highway 385, and the various recreational activities at Lake McConaughy and many others increase the area's attraction.

Further, Julesburg's location at the north-eastern entrance to Colorado encourages the promotion of all of Colorado's Byways, as well as showcases and preserves a great deal of Western history.

LANDSCAPE CHARACTER/LAND USE:

This portion of the state is often defined by its open expanse of the sky and large vistas; the vast open stretches of ranch lands, and the subtle beauty of the prairie flora and fauna.

The climate, growing season, precipitation, surface and ground water, soil characteristics, and natural vegetation make the area conducive to farm and ranch production. Sedgwick County depends on corn for grain and silage, wheat, sorghum, grain, dry beans, barley, millet, oats, sugar beets, cattle, swine production, and a number of agriculturally related businesses as its economic base.

Eastern Colorado is mainly covered in farmland, along with small farming villages and towns. Irrigation water is available from the South Platte, a few other streams, and also from subterranean sources, including artesian wells.

Today much of the natural vegetation has been replaced by extensive croplands, and other areas have been used for grazing cattle. Some of these grazed areas closely resemble the earlier prairies, although many of the native grasses have been replaced with introduced species. Urbanization has changed the character of the grasslands, which has been supplanted with towns, highways, reservoirs and cultivated trees.

Highway 138 is a two-lane; asphalt surfaced, 28 feet wide road connecting the communities of Ovid and Julesburg that are seven miles apart. County Road (CR) 28 is a two

lane, gravel surfaced, 28 feet wide road that also extends seven miles east to west. The western end of the loop is CR 27.8, and the eastern end of the loop is a continuation of Highway 138, both these roads are approximately 2.5 miles in length and are asphalt surfaced. All these roads are rural in character, generally flat and straight, are well maintained and easily passable by motorized vehicles.

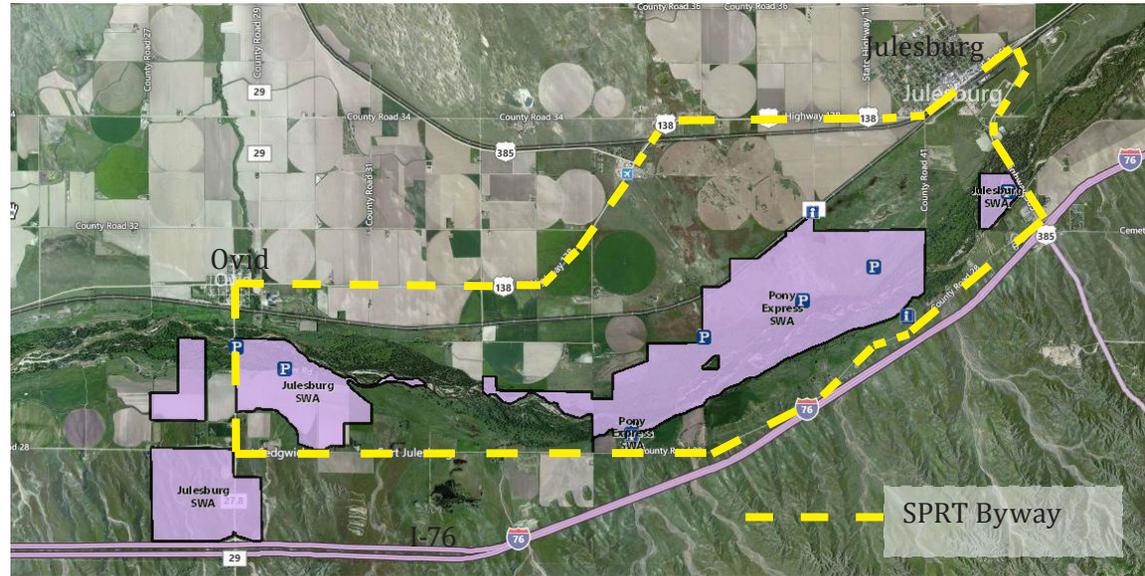
LAND OWNERSHIP AND ADMINISTRATION JURISDICTIONS:

The State Division of Wildlife manages numerous parcels in the area, including Sedgwick Barr State Wildlife Area (SWA), Sand Draw SWA, Julesburg SWA, and Pony Express SWA. The last two SWA’s are mainly within the Byway corridor and have public access roads either off of Highway 138 or CR 28.

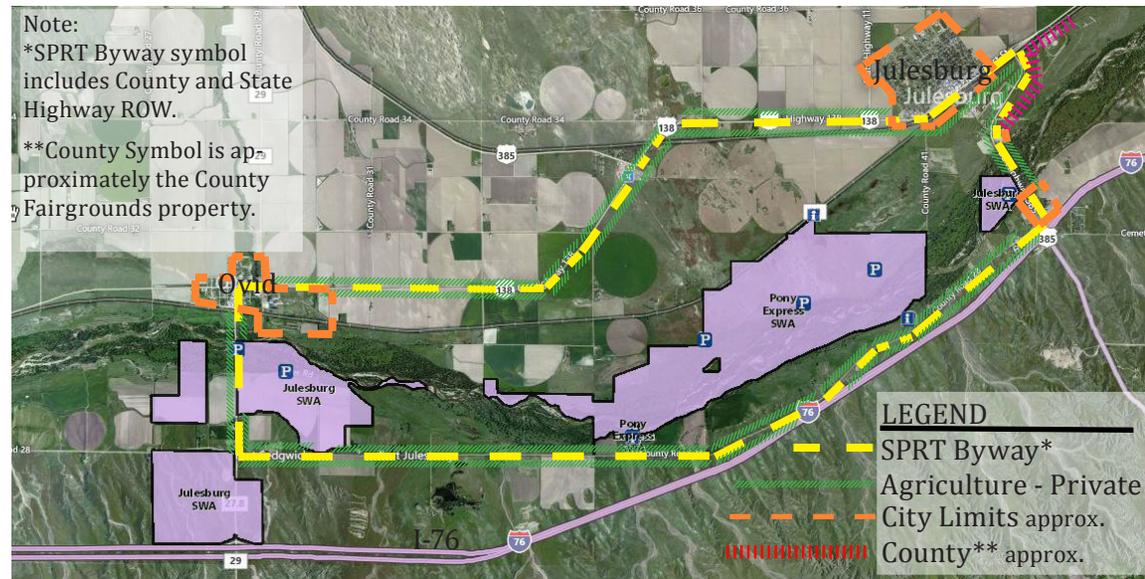
The Colorado Department of Transportation (CDOT) maintains Highway 138. Sedgwick County maintains CR 28.

Most of the adjoining land along the Byway is privately held in Sedgwick County. All land use zoning and regulation apply to family owned agricultural property. There are no large industrial agricultural developments along the Byway.

The property along the Byway within the Town of Ovid and the Town of Julesburg are controlled by land use zoning and regulation of the Town’s ordinances and codes.



State Wildlife Areas along Byway



Sedgwick County stylized map- land use

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Scenic Byway



CHAPTER 2 - INTRINSIC QUALITIES

Chapter 2 - Intrinsic Qualities

INTRODUCTION:

The intrinsic qualities of a scenic byway, as defined by the Federal Highway Administration, include its scenic, natural, recreational, historic/cultural and archaeological resources. These are the characteristics that make the lands along a byway special, give it definition and establish its unique character. They are the special qualities for which a byway is designated.

Scenic and historic byways provide an opportunity for visitors to know and appreciate the special character of the area. Planning and developing opportunities for the byway helps educate and inform byway users - both visitors AND LOCAL residents - about the intrinsic resources of the byway. There is a rich tapestry of natural & cultural elements, along with the stories of people who settled the area.

The SPRT Byway answers these intrinsic qualities criteria and provides award winning interpretation of its historic qualities.

DESCRIPTION:

The SPRT Byway offers a journey through history as varied as it's many features. From the earliest Indian tribes of this region to the fur traders, explorers, mining prospectors, cattlemen and farmers who were to follow. The area is rich in stories of historical explorations, railroads and agriculture. The earliest Indians of the South Platte River area were perhaps drawn by the climate, water, plentiful game and tranquil surroundings. It remains so today.



South Platte River

Fate has changed this corner of Colorado. The old towns, forts, trading posts and Pony Express stations are gone. Caves and factories have closed, and the only buffalo are made of metal. What remains is a way of life and a pioneering spirit. Folks along the South Platte River Trail are proud of their past, and they are eager to share it with anyone willing to flee the freeway. Those who let their imaginations drop back in time may not have to lie flat to find it scenic.



Prairie images

One of the major influences in the settling of the northeastern plains was, and still is, the accessibility of water. The South Platte is the largest and most crucial river in northeastern Colorado marking a route for explorers and miners to the Rocky Mountains and points further west. When Mark Twain saw the South Platte, he wrote in *"Roughing It"*, "it's a melancholy stream straggling through the center of the enormous flat plain, and only saved from being impossible to find with the naked eye by it's sentinel rank of scattering trees standing on either bank."

Homesteads over a hundred years old can also be recognized by sudden, dense clumps of trees on the otherwise low grassy prairie. Most residents still work on large farms and ranches. It is the current residents, small rural communities, as well as the landscape that make this corner of the state an interesting place.

A vast diversity of birdlife draws many people to this area and Byway. Audubon Society members enjoy bird watching, especially during the spring and fall migration, while Ducks Unlimited members and other hunters enjoy seasonal hunting of pheasants and species of waterfowl.

This region has beautiful sunsets, scenic landscapes and an area rich in history that is enhanced by all the wildlife viewing, photography, hiking, fishing, camping and hunting. This makes it a great vacation destination for the outdoors-person and history buffs.

The character and significance of the various intrinsic qualities of the South Platte River Trail Byway are the following:

INTRINSIC QUALITIES - SCENIC:

The scenic intrinsic qualities of this Byway are not dramatic views but are in the details:

The subtleties of land forms and the close inspection of plant species in the current grassland and river ecosystems

The quiet observation of its diverse wildlife, from salamanders to predators, rodents to deer, and especially the birds.

The appreciation of the hard work and the vastness of working agricultural landscapes

• South Platte River.

The South Platte riparian ecosystems, found on the plains of eastern Colorado, occur along its banks of the meandering streambeds. This includes its' floodplain, woodlands and marshes with various associations of grasses, herbs, shrubs, and trees, which depend on a more or less continuous and accessible water supply.

Although the whole area is a patchwork of change the overall character remains constant because young ecosystems are maturing while the mature ecosystems are being naturally recycled.

• Prairie

The image of Colorado's eastern plains is dominated by immense rolling grasslands, endless horizons, huge blue sky, dirt roads, irrigated fields, silent oil pumps and an occasional town.

Some prairie ecosystems have been preserved in old cemeteries and along railroad tracks, and sites that have remained undisturbed for many decades. A few relatively well-preserved grasslands still exist where



Colorado prairie in spring

Once considered "the Great American Desert," as reported and namesake by Stephen H. Long, the Plains are receiving new appreciation as environmental education improves. Though the bison are largely gone, the Great Plains continue to support diverse ecosystems side by side with modern agriculture.



*Sedgwick County
Agriculture economy*



Historic Interpretive panel along the Byway

grazing has been minimal. Pawnee National Grasslands 75 miles west of Julesburg retain many of these natural characteristics.

• Agricultural Properties.

Agricultural properties' practice and impact has changed the historic landscape and added its own intrinsic quality to today's Byway experience.

• Historic

Historic elements are no longer visible for most of the Byway. The interpretive panels are positioned at appropriate locations to represent the historic elements. These interpretive panels add their own intrinsic quality and historic significance.

INTRINSIC QUALITIES - NATURAL:

The **South Platte River** primarily flows through Colorado and also parts of Wyoming and Nebraska. The headwaters are in Colorado's central mountains at the Continental Divide, and flows about 450 miles northeast across the Great Plains to the confluence with the North Platte River at North Platte, Nebraska.

Along this path, the river travels through the State's largest city, feeds agricultural fields along the plains and is used for recreation. It is a hard working river and here at the Byway it provides some of the State's most diverse wildlife.

Lodgepole Creek intersects the South Platte River at Ovid. This waterway is possibly the longest creek in the United States, flowing over 150 miles from its origin in the mountains of Wyoming to join the South Platte River. This confluence is one of the most culturally rich locations along the SPRT Byway.

The most widespread plant community along the River is the cottonwood community, dominated almost exclusively by plains cottonwood and several flowering and non-flowering shrubs. Saltgrass and sand dropseed are the most common grasses.

Colorado's grasslands have hot summers and cold winters. Rainfall is moderate and seasonal drought and occasional fires are very important to biodiversity. The soil is deep and dark, with fertile upper layers. It is nutrient-rich from the growth and decay of deep, many-branched grass roots. The rotted roots hold the soil together and provide a food source for living plants. These soils provide the areas cultural resource of family owned agricultural properties.

The most common prairie grasses are cool-season grasses that grow rapidly on the heels of a spring rainstorm and complete their growth by the heat of the summer; and warm-season grasses that are slow to mature and send down deep roots to find water all season long. The grasses are interspersed by occasional shrubs and bright flowering forbs, of which the most common are the pea and sunflower families.

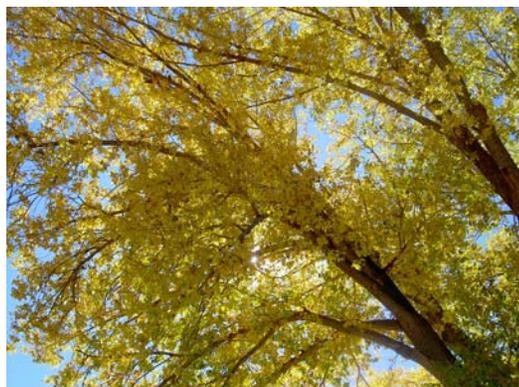
Many of the familiar songbirds and large numbers of rodents make their home in the grasslands. Prairie dogs live in large "Dog Towns" and their high-pitched barks can be heard from vacant fields even in urban areas. Soaring raptors are commonly sighted looking for prey. Pronghorn and mule deer are still common in the area. The largest predator on the grasslands today is the coyote, and an occasional Mountain Lion although the gray wolf roamed the prairies

until the late 1800's. Common grassland reptile species include lizards, Bullsnake, and the better known Western Rattlesnake.

Much of the area relies on irrigation to survive. Summers often bring thunderstorms, which are often severe, with some, occasionally forming landspouts and tornadoes. Winters are cold and dry, with significant snowfalls and icy conditions. Temperatures can sometimes fall to -40 to -30 degrees Fahrenheit in extreme cold waves, although this is rare. Precipitation ranges from 12 to 16 inches a year. This characteristic precipitation has created most of the patterns of human habitation in the area.

Most of the area has been altered by human use and natural succession is prevented by continual land use. Agricultural practices and impact have created most of the changes to the natural area. But the historic landscape mix adds character to today's Byway experience.

These intrinsic qualities are the Byways scenic and natural resources. They need to be understood and protected for the longevity of the Byway.



cottonwood trees in fall



Wheat



prairie grasses



prairie fauna



prairie predators



INTRINSIC QUALITIES - RECREATION:

• *Developed Recreation*

Developed recreational activities are important aspects of the region's appeal. Julesburg, Ovid, Sedgwick County are home to various recreation areas. Supporting diverse activities they offer unique opportunities to increase economic growth. The following is a list of recreational locations:

Railroad Park located just east of the Depot Museum on 1st Street, offers picnicking, pavilion and shaded benches to enjoy while watching trains and passersby.

Thompson Park located at 400 4th Street, offers a large open green, restrooms, and a pavilion covering picnic tables.

Mini Park located at Pine and 2nd Streets, offers flower beds, which are maintained by the Julesburg Garden Club.

Meline Park (aka Swimming Pool Park) located at 300 E. Eighth Street, offers a ball field, green space, and a municipal outdoor swimming pool. Which is 3' – 13'6" deep pool with 2 slides, and a diving board.

Tennis courts located at Oak and 8th Streets, has coin operated lighting.

DePoorter Lake located at US 138 just south of Julesburg, offers fishing, restrooms and a wheelchair accessible pathway around the lake. This small lake is a popular summer evening escape along the trail. It is owned and managed by the Town of Julesburg and stocked with fish on a regular basis.



DePoorter Lake

Lion's Park located west off Highway 138 and south of the Platte River. Land for the park is leased by the Lion's Club from the Colorado Parks and Wildlife (CPW). Offering picnicking, hiking trails, hunting, and wildlife observation.

Sedgwick County Golf Course located three miles north of Julesburg on Highway 11. It offers a professionally designed nine-hole golf course with Grass Greens and Buffalo Grass Fairways This publicly owned course is open year round, has affordable user fees and membership dues as well as available cart rentals. Golf tournaments are held May through September.

Ovid Town Park located at Main and Morgan Streets, offers a playground, basketball court, open grass area, large covered picnic, horseshoe pits, and "*Dinky*" a small Great Western sugar refinery locomotive on permanent display.

Ovid Woods parallels 2nd Street at the east end of Ovid. The second best-known birding location in Sedgwick County. This is private property but can be birded from 2nd street without entering the property.

Platte Valley RE-3 JR./SR. High School located at 300 Morgan Street, Ovid offers a ball field, and a small football stadium with track & field

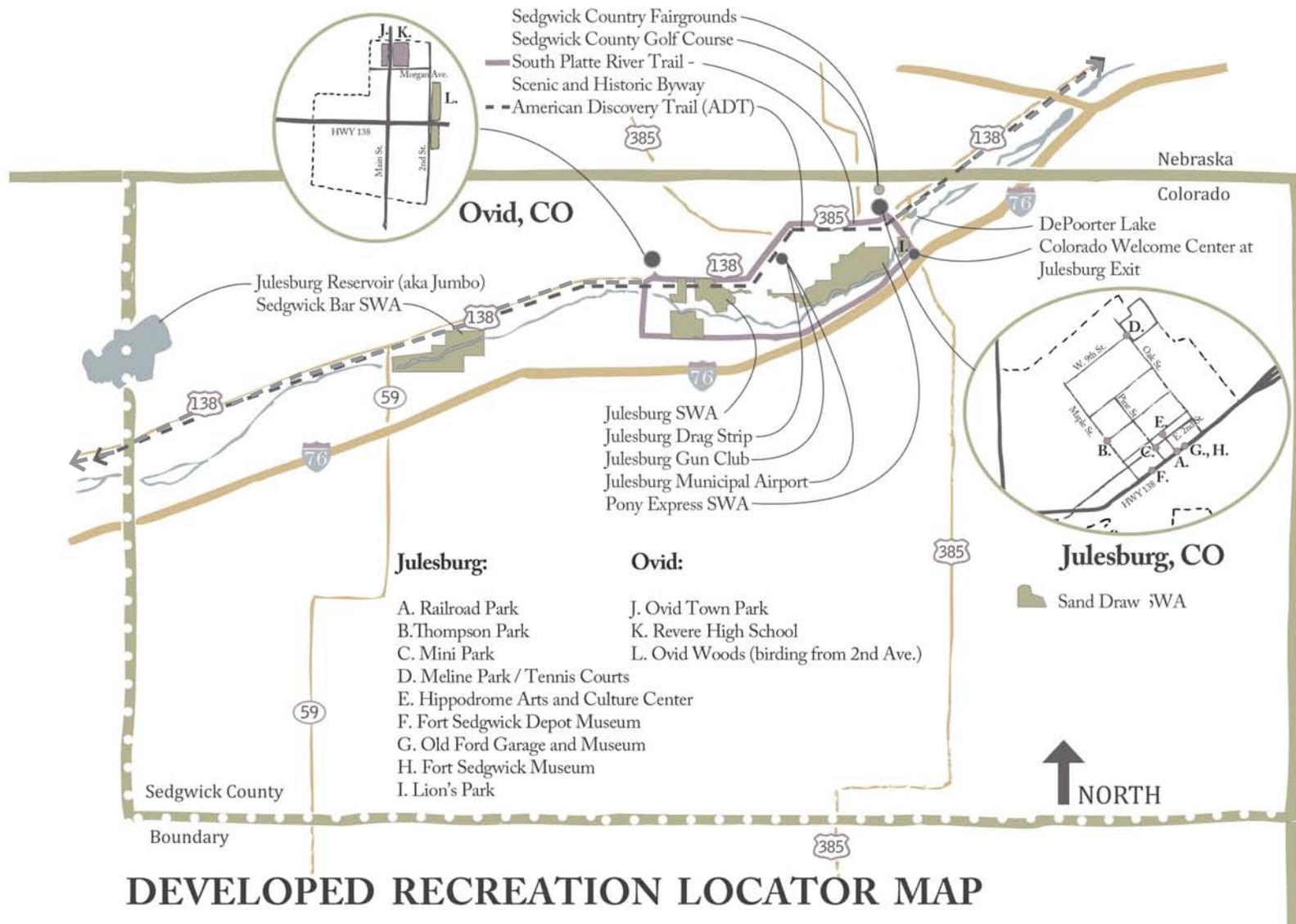
Sedgwick Bar State Wildlife Area(SWA) is 15 miles west of Julesburg. It offers 885 acres for hunting and recreation There are no facilities and camping is prohibited.

Sand Draw SWA is 10 miles south of Julesburg on Highway 385. It offers 209 acres for hunting and recreation. There are no facilities and camping is prohibited. The Area is restricted to youth hunters (under age 16) and their mentors.

Julesburg, and Pony Express SWA's are ½ mile south from Ovid on CR 28.7 to CR 28; four units are located between CR 29 and U.S. Highway 138. With four units and several acres it offers hunting, and recreation. There are no facilities and camping is prohibited. One area off Highway 138 contains land for the Lion's Park which is lease by the Lion's Club.

Julesburg Reservoir (aka Jumbo Reservoir) Approximately 24 -miles east of Julesburg. It offers 1703 areas for hunting, fishing, camping, wildlife viewing, photography, horse-back riding, swimming, and boating during the summer months with restrictions during hunting season, water skiing is allowed with some time and date restrictions. There are rest room facilities, drinking water, boat ramp, and camping is allowed.

It is the best known birding location in Sedgwick County to view a variety of permanent and migratory waterfowl, shorebirds, hawks, golden and bald eagles and owls.



Nearby developed recreation can be found at the following locations:

Duck Creek SWA, 30- miles west of Julesburg.

Red Lion SWA, 27-miles west of Julesburg.

Sedgwick County Sand Hills Trail 25 miles southwest of Julesburg.

Tamarack Ranch SWA, 25-miles west of Julesburg.

Private Hunting is also available in the area.

Pawnee Buttes, 80-miles west of Julesburg.

Pawnee National Grassland, 75 miles west of Julesburg.

Lake McConaughy. (Neb.), 52-miles east of Julesburg.

Ash Hollow State Historical Park and Windlass Hill. (Neb.), 45-miles northeast of Julesburg.

- **Undeveloped Recreation**

Undeveloped recreation activities are equally important aspects of the region's appeal. Each of these opportunities, although not tied to calendars but to visitor spontaneity, offer unique opportunities to increase economic growth.

Wildlife observers can encounter numerous endangered species. Bird watchers will find a variety of species throughout the region, particularly as eastern and western songbirds overlap territories.

The **Colorado Blue Bird Project** provides birdhouses along much of the Byway on CR 28, providing habitat for Blue Birds.

The American Discovery Trail (ADT) is a regional bicycling trail that follows Highway 138 west of Ovid through Julesburg and on east into Nebraska. (See ADT website).

There are many **undeveloped hunting trails** in the SWA's located within the Byway.

INTRINSIC QUALITIES - COMMUNITY:

- **Community Events /Recreation**

Local events and activities are important aspects of the region's appeal. The numerous activities are varied, engaging a diverse audience of local and regional participants. Each of these events offer unique opportunities to increase economic growth.

"Thursday Nights Downtown" (June through August) Downtown Merchants offer food for a donation and a community night out on the town. Donations are given to a local area non-profits organizations.

Annual Pony Express Re-Ride Festival (June) Offers barbecue and music festival at the Colorado Welcome Center. The NPEA will conduct its annual Re-Ride June 13 - 23, 2012.

Julesburg Drag Strip (May – October: with 10 2-day events.) Offers Pro, Super Pro, Sportsman, Street, High School and Jr. Dragster competitions. Located at the Julesburg Municipal Airport.

Curley's Machine Works Annual Shoot Out Race(Father's Day Weekend) Held at Drag Strip.

National Dragster Challenge (July 4th weekend) Includes a BBQ appreciation event. Held at the Drag Strip.

July 4th – Julesburg Volunteer Fire Dept. Fireworks Display (July 4th)

Ovid Days (July) Offers all day softball, Kids games, Horseshoes, street dance, Beer Garden, barbecue, duck races, live band, and car show.

Annual National Night Out (August) Held at Meline Park.

Sedgwick County Fair (August) Offers Arts and Crafts, livestock, rodeo, 4-H Livestock Shows and Junior livestock sales, food, parade, dance, barbecue, etc. Located at the Sedgwick County Fairgrounds.

Julesburg Lion's Club Demolition Derby (August). Held at the Fairgrounds.

Julesburg High School Alumni Banquet (August).

Historical Bike Tour (August) Tours Sedgwick County and travels the Byway on CR 28.

Sedgwick County Health Center and Gateway Medical Foundation's Annual Ladies Luncheon/ Bridge Tournament (August)

Sedgwick County Grill-Off and Bake-Off (August) Held at Thomas Park and Fairgrounds.

Sedgwick Fall Harvest Festival (September) Offers Parade, kids games, barbecue, rodeo, demolition derby and street dance, pig catching contest, etc.

Trap Shooting Leagues Championships (September) Held at Julesburg Gun Club's shooting range. Located at Julesburg Municipal Airport.

Sedgwick County Chamber of Commerce Holiday Open House Chili Feed and Christmas Lighting (November)

Hippodrome Arts Centre Free Christmas Matinee (December)

4-H Beef Project Weigh-ins (February) Held at the Fairgrounds in the scale house.

NHRA Colorado State Championship Race (every 4th yr. 2015, etc.) Held at the Drag Strip.

The Julesburg Roping Club (May through September) Held at Fairgrounds and elsewhere

Hippodrome Arts Center in Julesburg, (open all year) Provides films and cultural events.

Nearby community events can be found at the following locations:

Sterling Sugar Beet Days in September
Logan County Fair and Rodeo in August
NSPA Truck & Tractor Pull in June at the High Plains Expo, Logan County Fairgrounds.

Golden Spike Tower in North Platte, NE. World's largest rail yard – year round.

- **Community Museums**

Fort Sedgwick, 114 East 1st Street, Julesburg. Offers a unique collection of historic radios, photographs and temporary displays. (Open year round).

Depot Museum, 201 West 1st Street, Julesburg. Offers a unique collection of agriculture, archaeology, archives, folklore, glass, history, Indian artifacts, mineralogy, military items, music, natural history and transportation. (Memorial Day to Labor Day)

Old Ford Garage & Museum at 110 East 1st Street Julesburg. It is privately owned. Located in a structure that began as a car dealership in 1908. It offers vintage automobiles, memorabilia and photographs. Inside, retired barber Lee Kizer displays his personal collection of vintage cars and classic gas pumps, etc. (Open as requested)

Nearby scenic byways and museums:

Pawnee Pioneer Trails Scenic & Historic Byway – Logan, Morgan, Weld Counties, Colorado

Gold Rush Scenic Byway, Nebraska
Overland Trail Museum Sterling, CO

- **Community Historic Buildings**

Historic Sedgwick County Courthouse is a excellent example of WPA Art Deco style constructed between 1938 and 1939 and designed by Denver Architects Gordon Jamieson and R. Ewing Stiffler. *National register 4/24/2007, 5SW.81*

Historic Julesburg Library is a 1937 building of stuccoed cinderblock represents depression era Works Progress Administration grants. Championed by the Julesburg Women's Club to establish a permanent town library and community meeting facility. *State Register 8/8/2001, 5SW.80*

Historic Hippodrome Theatre and Arts Center is a 1919 theater building constructed specifically for the exhibition of motion pictures. The building typifies the fantasy architecture of many small town theaters constructed before 1930. *State register 12/8/1999, 5SW.76*

Historic Union Pacific Railroad Julesburg Depot (aka Depot Museum). The building construction was as a standard Union Pacific architectural planned building for a combination-type depot. Designed to serve both passenger and freight operations. Built in 1930, it offered rail serve to passengers, agricultural crops, cattle and locally manufactured items to points east and west of Julesburg. *National register 2/11/2004, 5SW.28*

Historic Platte Valley RE-3 JR./SR. High School (aka Revere H.S.) is a 1928 Art Deco style building designed by noted architect Temple Bell. Continuous use since 1928 as a high school. *State Register 8/9/2000. 5SW.78.*

- **Community**

Antique Shopping:

Antique and craft shops offer collectibles and relics. Estate and antique auctions are regular events.

Lodging:

Julesburg offers Hotel and Motel rooms, and one RV Park. Approximately 168 – 276 persons can be lodge in Julesburg. There are no accommodations in Ovid. The RV Park in Julesburg has 20 sites. Some special event camping on Fairgrounds and other public land around the Byway is available.

Restaurants:

A variety of restaurants are in Julesburg and Ovid. Four are located in Julesburg, and one in Ovid.

Churches

There are several various denomination churches – 8 churches in Julesburg, 2 in Ovid

Clubs:

A diverse mix of Clubs are attended in Julesburg, Ovid, & surrounding area. Including: Hunting Clubs, Lion's Clubs, Card Clubs, Gun Clubs, Dance Clubs, Tae-Kwon-DO, Women's Clubs, Men's and Women's Golf Clubs, Youth Club, Car Clubs, National Pony Express Association, Sedgwick County 4-H, Sedgwick County Summer Recreation Program, and Sedgwick County Pee Wee Wrestling.

INTRINSIC QUALITIES - HISTORY / CULTURAL:

The primary intrinsic quality of this Byway are its Historic and Cultural events. Several towns preserve this history within their excellent museums.

• **Human History on the plains**

Eastern Colorado was once home to many Native American tribes who successfully met the challenge of living on the dry plains. Mounted on swift ponies, Cheyennes, Arapahos, Kiowas, Comanches, Plains Apaches, and Shoshones moved across the land, hunting the great herds of bison. Tens of millions of buffalo dominated life on the Great Plains, but after 1870 not one buffalo could be found on Colorado's eastern plains.

Julesburg and Fort Sedgwick took their toll from the Indian and settlers conflicts. The nomadic way of life had proved successful until railroads, towns, ranches, and farms forever changed the relationship between native peoples and their high plains home.

Coinciding with the gold strikes, the short-lived **Pony Express 1860-61** established a mail stop in Julesburg. Although it wasn't until 1862 that the regular mail was carried along the South Platte route to Denver. The Pony Express went out of business because of the construction of the **transcontinental telegraph line**.

The **transcontinental railroad** reached Julesburg from the east in 1867, causing a population explosion; four thousand people of various employments poured into the third Julesburg, forming a ramshackle community that featured 22 saloons, and five dance halls. With no law and order it earned

the nickname of "Wickedest city in the West" With the Indians removed and the arrival of the trains to Colorado, cattle barons enjoyed their zenith. And larger towns developed, as well as new conflicts between cattle ranchers, sheep ranchers and farmers, who started fencing in the prairie.

Land Grant Act of 1862, brought the first wave of "drylanders" thousands of families to the Colorado plains in search of land. Wheat was the main crop from the north-eastern plains. It required minimal moisture, it could be planted in winter, and there was considerable demand for this grain at the time. In this manner, Colorado's eastern plains were opened to agriculture.

At first, **wheat** was the cash crop, but disaster struck in the 1890's when the price of wheat plummeted, this phase lasted until the 1893 Panic. That depression decimated crop prices and by 1896 dryland farming had ended.

The second cash crop was the **sugar beet** which require a specific balance of light, minerals, and water in order to produce a minimum of 12% sugar content by mass - and this balance must follow a specific seasonal schedule. The eastern plains of Colorado had this balance unlike anywhere else in the world. In fact, the balance was so perfect that some areas had 17% sugar content by mass. All that was needed was water.

That's where **Benjamin Eaton** (the 10th Governor of Colorado) had been instrumental in getting the irrigation infrastructure set up that would later serve the beet industry.



Sugar beets harvesters on heavily loaded wagons waiting for trains

Thad Sowder rode in Buffalo Bill's Wild West show and was one of the first to be named to the National Cowboy Hall of Fame, lived in Ovid, Colorado



ARRONE URBERTO *	811-50367	CAP	FA	810372	1767*	7584	<i>See Arrone</i>
ARRONE CALAGARO	9W1-4145	SOL	FA	804628	1824*	8680	
ARRONE CARMINE	8703391	SOL	INF	490126	131	9476	
ARRONE SALVATORE	7W1-39023	SOL	FA	801893	61	5378	
ARRONE ANGELO	8W13984	CP	MC	INF	330628	18	8881
ARRONE RAFFELLO	4W1-8436	SOL	INF	824680	1767*	7038	
ARRONICA LEONARDO	8W18444	CP	MC	INF	806629	105	8766
ARRONIC CARLO	8W1-8428	SOL	TC	808014	76	6784	<i>Endorsed by G. A. (1867) W. H. W.</i>
ARRONIC UGO	9W1-133	CP	FA	801336	19	8463	
ARPAIA RENZO	9W1-8557	SERC	FA	803150	8	9382	
ARPAIA ANTONIO	8W1-17856	SOL	INF	102077	64	1324	
ARPAIA ARMANDO	8W17858	SOL	INF	806871	1935*	8459	
ARPIETA RENZIO	8W18428	SOL	MP	807404	1917*	8687	<i>Endorsed by G. A. (1867) W. H. W.</i>
ARPINO GIUSEPPE	4W15964	E	TEN	ORC	800096	48	8405
ARPINO ANTONIO	7W1-10	SOL	WIR	80824	4824	8881	<i>Endorsed by G. A. (1867) W. H. W.</i>
ARPINO ANGELO	8W1-15	SOL	FA	803058	29	3319	
ARROZIO SILVIO	8W1798	SOL	FA	802844	39	6174	
ARREZZINI ALESSANDRO	8W1-87034	RI	CP	FA	803265	63	8881
ARRICHI ALBO	9W1-6055	SOL	FA	803798	28	8784	
ARRICHI ENRICO	4W1-17857	TEN	INF	815812	1767*	7535	

Ovid Pow's Camp Roster

And by 1900, there were brick sugar refinery buildings being built in communities all over the eastern plains. By 1920, Sugar was Colorado's mainstay — the value of its harvest had multiplied to 20 times its 1900 level.

Indeed, sugar in the eastern plains was far from a small-town cottage industry. William May, who wrote *"The Great Western Sugarlands"*, claims that Colorado's sugar industry produced more revenue than mining in the state.

Ovid was incorporated in 1925 only a year before the **sugar refinery** opened in 1926 amidst this boom. Eventually, with changes in sugar demand and imports, one by one, the factories across Colorado closed down. By 1985, all but one of Colorado's sugar refineries had shuttered. Production of sugar beets slowed when the Ovid sugar factory ceased operations, but the area still produces beans, wheat, corn, hay, oats, soybeans and sunflowers and feed for livestock. The town is now small, charming and not quite so bustling.

Julesburg also changed and grew up in a variety of ways adding various recreational and business opportunities. Such as the Railroad Depot in 1930 and the Drag Strip that has been in continuous use since the early 1950's.

The **plains economy** has not changed much since the early 1900's. Agriculture and ranching are still dominant. Most of the towns in the region have grain elevators and prominent water towers. There is a good deal of livestock raising, such as cattle ranches, hog farms, dairy, poultry farming,

including chicken for meat and eggs, and turkey farming. Also, over 90% of the farms in Eastern Colorado are **family farms**.

A flurry of oil activity in 1970's caused oil and gas wells to sprout up, although they soon lay dormant, but, with the increase in gas prices in 2012, there is a resurgence causing many of these same wells to send flames into the sky.

Julesburg has changed its location several times and the Byway and the surrounding area has changed character over the years. There are more irrigation ponds and reservoirs and many more miles of concrete and buildings. But the history will never go away and with award winning interpretive panels and local museums, the Byway keeps the stories alive.

a 1932 Ford roadster - similar to the opening roadster in 1953



Vaughn Hartwell's pink roadster with Julesburg mayor Victor Meline as passenger officially opened the drag strip on Aug. 22, 1953. Vaughn was perhaps the primary mover behind the 2010 Julesburg Drag Strip Reunion.



Ovid's white silos can be seen in the distance

• **Brief History/Cultural along the Byway.**

(Please refer to map pg. 21 for Interpretive panels #'s representing this information)

Native American hunters on the trail of bison and other game found a favorite river crossing and campsite at the South Platte River and Lodgepole Creek confluence. Pioneers named the area the **Upper California Crossing**, (on the Platte River) (#8)

The original **Julesburg (I)** (#5) was located below the South Platte River just east of where the Lodgepole Creek enters from the north. Jules Beni, a French trader, established a trading post, stage station, and town in 1852. It was an important stop even before Ben Holladay created the Overland Trail. The trail forked at this point: one went north and followed the North Platte Valley on through South Pass, and on to California and Oregon. The southern trail followed the South Platte River to Denver.

Devils Dive (#5) is a deep, rugged wash of rock, cactus, sand and sagebrush earned its name from stagecoach drivers. Stagecoach stations followed the South Platte River on the south side from Julesburg to Latham.

"Concord Coaches" (#2) were the finest road vehicle of its time--a supreme achievement of American stagecoach building.

The term "stage" originally referred to the distance between stations on a route, the coach traveling the entire route in "stages," but through constant misuse it came to apply to the coach.

"The history and expansion of the United States was directly related to the Concord coach and its predecessors. After 1827,

when our country was still geographically east of the Mississippi river, the Abbot-Downing Company of Concord, NH, became the springboard for travel to the Pacific Ocean with their building of “wheels that crossed America”. Their contribution was equal in scope to the invention of the telegraph and the development of the railways.” Edward Rowse, Founder, Concord Coach Society, Inc.



Concord Stagecoach

Fort Sedgwick, (# 6) originally called Camp Rankin, was located opposite the mouth of Lodgepole Creek about a mile upriver from Julesburg.

The 7th Iowa Cavalry protected the Overland Trail along this stretch of the route from the Indians, and wagons going to Denver often had to stay at Fort Sedgwick until the army officers were convinced that the wagons were sufficiently able to withstand attack.



1870 Fort Sedgwick rendering

After the Sand Creek Massacre of Cheyenne Indians on November 29, 1864. The Cheyenne, Sioux, and Arapahoe Indians united and repeatedly attacked Julesburg and the Overland Trail between January and February of 1865.

When Julesburg was raided by Indians on **February 2, 1865**, (#5) it's few citizens fled to Fort Sedgwick and watched as their town burned to the ground.

Various stations between Julesburg and Denver on the **Overland Trail** were also attacked; overland communication was halted and Denver faced a famine. The Indian warriors also damaged 75 miles of roads along the South Platte River. Damaging **Telegraph line** to the west, and several ranches. Fearing attack of stagecoaches and mail wagons most were halted or escorted.

Julesburg I (#5) was the beginning of the “Wild West.” The name of Julesburg was also changed by Holladay to “Overland City” in hopes to change the town’s image; that of being the toughest town west of the Missouri River, but the name just didn’t stick.

Julesburg II (#3) was established in 1866, following the burning of the original town, rebuilt on a new site, and the military post was enlarged and renamed Fort Sedgwick. (#6) However, when the Union Pacific Railroad established an “end of the track” the town of Julesburg moved again.

Julesburg III (#9) was also known as Weir. After the Union Pacific Railroad completed its portion of the transcontinental Railroad the “end of the track” was abandoned Julesburg moved a fourth and final time

The **Pony Express** (#5) was in service from April 1860 to November 1861. It promised unprecedented speed in mail delivery over almost 2000 miles. Julesburg I served as the only Colorado Pony Express (#5) “home station” where riders changed horses and headed north along the Lodgepole Creek.

For a short period of time, Julesburg served as a stage station for the **Leavenworth and Pikes Peak Express** (#5) as well as the eastern terminus of the Pony Express division that extended westward to the Sweetwater River in Wyoming. A branch of the Overland Route paralleled Lodgepole Creek into Nebraska.

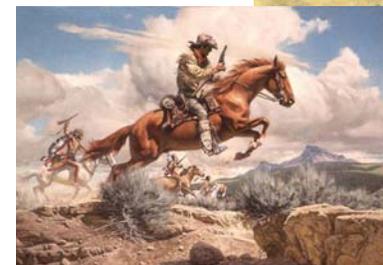


The riders carried the mail in the four pockets of a mochila which fit snugly over the saddle and was quickly switched from one horse to another. Letters were wrapped in oil silk to protect them from moisture.



PONY EXPRESS
St. JOSEPH, MISSOURI to CALIFORNIA
in 10 days or less.
WANTED
YOUNG, SKINNY, WIRY FELLOWS
not over eighteen. Must be expert riders, willing to risk death daily.
Orphans preferred.
Wages \$25 per week.
APPLY, **PONY EXPRESS STABLES**
St. JOSEPH, MISSOURI

Advertisement



Pony Express rider

The Pony Express having proved that the Central Nevada Route across Nevada and Utah and the sections of the Oregon Trail across Wyoming and Nebraska were viable during the winter, also became its demise

A federal contract had been authorized through the **Pacific Telegraph Act of 1860** and was awarded to Hiram Sibley. His newly consolidated Overland Telegraph Company of California would build the line eastward from Carson City (the eastern terminus of their lines), using the newly developed central route through Nevada and Utah by the Pony Express riders. At the same time, the Pacific Telegraph Company of Nebraska was also formed by Sibley. It would construct a line westward from Omaha, essentially using the eastern portion of the Oregon Trail. The lines would meet at a station in Salt Lake City.

Materials for the line were collected in late 1860, and construction proceeded during the second half of 1861. Major problems in provisioning the construction teams were overcome, and there was a constant shortage of sources of telegraph poles on the plains of the Midwest and the deserts of the Great Basin. The line from Omaha reached Salt Lake City on October 18, 1861, and the line from Carson City was completed on October 24.

The **telegraph line** immediately made the Pony Express obsolete, and it officially ceased operations two days later. The overland telegraph line was operated until 1869, when it was replaced by a multi-line telegraph that had been constructed alongside the route of the Transcontinental Railroad.



Telegraph line worker

On Oct. 24, 1861, after 112 days of construction, Western Union completed the first transcontinental telegraph, rendering the 18-month-old Pony Express obsolete.



Transcontinental Telegraph - courtesy of the National Archives

Congress passed the **Pacific Railroad Act in 1862** and 1864 during the American Civil War, which chartered the Central Pacific and the Union Pacific Railroad Companies with the task of building a **transcontinental railroad (#10)**.

Congress supported it with 30-year U.S. government bonds and extensive land grants of government-owned land. Completion of the railroad was the culmination of a decades-long movement to build such a line.

It was one of the crowning achievements in the crossing of plains and high mountains westward by the Union Pacific and eastward by the Central Pacific. Opened for through traffic on **May 10, 1869**, with the driving of the "Last Spike" at Promontory Summit, Utah, the road established a mechanized transcontinental transportation network that revolutionized the population and economy of the American West.

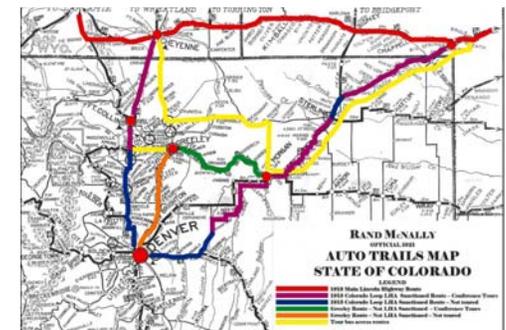


At the ceremony for the driving of the "Last Spike" at Promontory Summit, Utah, May 10, 1869

Replacing the wagons trains of previous decades and allowed for the transportation of larger quantities of goods over longer distances.

Another important transit system to link the east coast and west coast was the **Lincoln Highway (#10)**. The Lincoln Highway Dogleg entered Colorado at Julesburg and closely followed what is now Highway 138 and the north portion of the South Platte River Trail. This Colorado loop proceeded to Denver before rejoining the Lincoln Highway at Cheyenne, Wyoming.

Julesburg has always been at the cross roads of communication and transportation.



Colorado's Lincoln Highway Dogleg

INTRINSIC QUALITIES - INTERPRETIVE SITES:

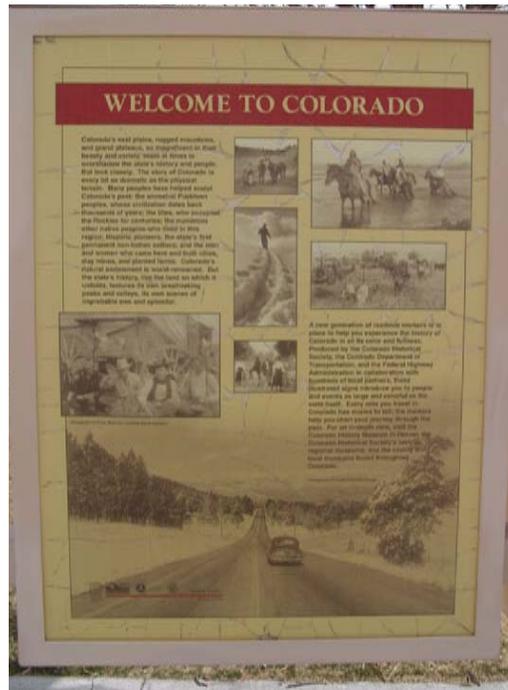
The primary intrinsic quality of this Byway, its history and cultural events are represented through interpretive panels.

- ***Interpretive panels and sites:***

One of the more prominent intrinsic qualities of the Byway are the 11 award winning interpretative signs, and several historic markers, with accompanying brochure.

The National Association awarded these panels for Outstanding Interpretive Program in the Rocky Mountain Region for Interpretation in 1998.

The Byway Route’s interpretive panels and an accompanying brochure commemorate important historical figures and events. The interpretive panels and pullouts have been placed in appropriate locations for the historic event or physical site they depict. The brochure is available at the Welcome Center.



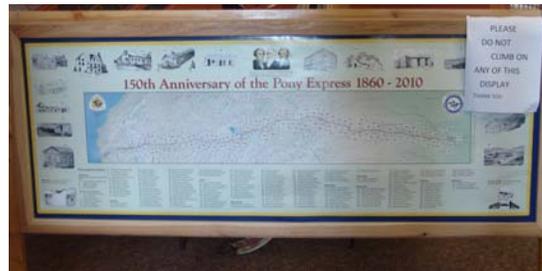
close up of welcome panel in plaza



Colorado Welcome Center entrance plaza - opening



Welcome Center - standing panels in plaza.



Welcome Center interior: Display for Pony Express Trail and Notice for the Re-ride



Welcome Center interior: Books and Brochures

- ***Welcome Center - interpretive site:***

The Byway’s interpretive displays and Auto Tour Loop starts at the **Colorado Welcome Center at Julesburg (#1)**. Located at the intersection of Interstate -76 Julesburg exit and U.S. Highway 138. It serves as the Byway’s trailhead and interpretative center providing restrooms, a viewing tower, walking path, interpretative signage, and picnic areas.

In the plaza a four panel display describes the surrounding area and four panels attached to the building depict the history that can be found along the loop. The buildings’ interior repeats these graphic panels.

The Welcome Center provides the SPRT Byways’ brochure for the loop drive. It also provides brochures on tourist attractions, recreational opportunities and businesses’ information for all of Colorado. There are approximately 30,000 visitors in a given month, with over 250,000 annually

Scenic Byway



CHAPTER 3 - RESOURCE PROTECTION

Chapter 3- Resource Protection

INTRODUCTION:

The overall goal for scenic and natural areas along the Byway is the maintenance and enhancement of the scenic and natural character of the corridor through the preservation of significant open space areas and family operated agricultural properties.

The maintenance and enhancement of the corridor will be accomplished through the use of a few land use planning, design and other non-regulatory techniques to minimize the impacts resulting from future development.

Some of the key considerations in determining an appropriate prescription for resource protection include:

- Ownership,
- Existing Jurisdiction management plans
- Review mechanisms,
- Pressures/risks, signage regulations
- Resource sensitivity and significance.

Together, these considerations also help to establish priorities for protection.

The SPRT Byway contains a number of significant resources. As discussed in Chapter 2, they include scenic landscapes, natural features, diverse recreational resources, and **significant historic sites** that are identified by interpretive panels. It is these intrinsic qualities for which the Byway was established. It is also the qualities that make this a distinctive and special place for the people who reside here. For both reasons, it is critically important to protect the resources, and way of life, found along the Byway.

EXISTING CONDITIONS: by Categories

• *Ownership*

The largest percentage of land use adjacent to the length of the Byway's corridor is private property owners, and agricultural land use.

A small percent of the land use are two small rural towns that the Byway passes through. The towns are stable and are not under any significant growth.

The second largest percentage of land use of the Byway is the SWA's, which provides significant scenic value. These are in middle of the Byway's loop along the South Platte River. Although, heavily used for seasonal hunting and birdwatchers. These SWA's do not allow camping and have no facilities.

Water Districts and municipalities upstream also control the streams and natural flow of the South Platte. The River has been heavily altered for upstream uses by municipal water districts and agricultural irrigation. As urban and agricultural use progresses, changes to this ecosystem are likely to continue.

• *Existing jurisdiction management plans*

Jurisdiction for private property along the Byway is Sedgwick County zoning requirements for agricultural properties.

Jurisdiction over annexation or sub-division proposals for the Towns of Ovid and Julesburg are with Town Trustees, and ordinances.

The CPW has special lands management and oversight of the SWA's (*see map pg. 3*)

Sedgwick County Water Districts and upstream water districts control the flow and water use of the River.

National Scenic Byway has issued regulations on signage restrictions.

• *Review mechanisms:*

County and town's existing zoning and ordinance, CPW special land use management plans, and water districts oversights are the only current review mechanisms. There are no Design or Byway review mechanisms.

• *Pressures/risks*

Residential developments at present are low with a 13% population decrease in Sedgwick County, over the last 10 years.

There are certain land use development on private agricultural land with moderate pressures and risks to the Byway these include: oil and gas development, off-highway vehicle use, grazing, increased recreation use and agricultural management impacts.

Changes to the existing conditions of agricultural lighting and noise are low

Changes to the prime recreational activity on the Byway are low.

There are no restrictions or review committees for design materials on private agricultural properties.

• *Signage Regulations*

There are no additional signage ordinances or regulations for private properties in the County.

Currently there are no large signage issues along the Byway that distract from the scenic value.

• **Resource sensitivity and significance**

There are no archaeological assets in Sedgwick County currently listed by the History Colorado, Office of Archeology and Historic Preservation.

As most of the land use is agricultural the compatibility of new development becomes an issue if land is sold and rezoned.

The agricultural land lends itself to a distinguished and recognizable character. Therefore landscaping or reclamation of new development needs to maintain an agriculturally natural appearance and integrity if properties were re-zoned.

Most, but not all, of the historic elements are no longer visible and are not under significant sensitivity, pressures or risks.

The abandoned Sugar Refinery Building is under significant sensitivity, pressures or risks. It is endangered of increased degradation after being closed for 27 years.

The scenic view of the Italian Caves is significantly sensitive with erosion over time to the walls and caves. Historic preservation, which could be obtained through various groups, is needed to stabilize the site.

All eleven interpretive panels frames are in place and well maintained. With the exception of a few locations and panel frames.

Most of the 11 panels are visible so that the driver can make a predetermined stop. Those that are not clearly visible need the addition of warning signs.

Enhanced definition at all of the panels locations would improve visibility and encourage patronage.

All the panel sign graphics are severely cracked and faded rendering them hard to read.

All pullouts have been maintained except for one, which is degraded through erosion and in need of stabilization.

All pullouts (ranging from 1 or 2 cars to 3-4 car pullouts), meet CDOT standards and current traffic needs. These pullouts are positioned for a counter clockwise car tour, with the exception of the Devil's Dive/ Caves panel.

If traffic and/or larger 15 person tour vans increase, the pullouts would need to accommodate the increased use and length of these vans.

Each location has an important scenic view. Most panel locations have agricultural scenic views that are sensitive to change. Either through changes in a working landscape or any new development that would likely occur.

The Ovid/POW's panel's location is in need of scenic improvements. They are located in a vacant lot that needs improved vibrancy, visibility and screening.

The view at the Sugar Town panels, are in need of significant resource protection for both the historic farm equipment and the large Sugar Refinery. Long term maintenance is needed for the farm equipment and the continued deterioration of the Sugar Refinery will significantly change the scenic value of this site.

Several locations on the Byway need screening to enhance the integrity and character of the Byway.

Addition of future interpretive sites and scenic pullouts are needed to upgrade and enhance the Byway.

**MANAGEMENT DIRECTIONS -
RESOURCE PROTECTION**

• **Goals and Objectives**

Goal: Protect the quality, character and integrity of the intrinsic qualities of the region and communities, for which the Byway was established.

Objective: Implement and monitor a highly effective resource protection plan that

- (1) is comprehensive in scope,
- (2) is broadly and actively coordinated among local interest groups and agencies,
- (3) which integrates the full range of intrinsic qualities. Especially given that with so much adjacent property is in private hands and little can be done to control changes by the Byway committee.

Goal: Enhance the intrinsic qualities of the Byway where appropriate, in ways consistent with the overall objectives of the State Scenic and Historic Byways Program, to rehabilitate, develop, maintain, interpret, and provide accessibility to these sites and resources as appropriate.

Objective: Implement and monitor a coordinated resource enhancement and recovery program targeted at maintenance of sites and resources, rather than significant additional development.

ACTION ITEMS - RESOURCE PROTECTION:

- Develop Resource Protection committee and sub-committees.
- Develop a strategic plan for future interpretation, and directional information to improve and enhance the Byway experience.
- Develop a strategic plan for future pull-outs and scenic over views to improve and enhance the Byway experience.
- Develop strategic viewshed protection plans.
- Develop a strategic plan, in cooperation with County planning offices and area land conservation trusts, for preserving significant open space lands currently in private ownership.
- Assist Sedgwick County in developing an Inter-governmental Agreements (IGA's) with the CPW for resource protection.
- Request that Sedgwick County and CPW implement land exchange programs with landowners to further the protection of open space lands that are currently in private ownership.
- Coordinate with Colorado Extension Agent to champion the natural qualities of the Byway through agricultural management practices and training to protect and preserve habitat.
- Coordinate with the Sedgwick Water District Managers and Ducks Unlimited to champion the Byway's intrinsic natural qualities of the South Platte River Basin to provide longevity and strengthen resource protection.

- Request that Sedgwick County adopt land use regulations that address preserving scenic, natural and historic values along the Byway.
- Request that the Towns adopt land use regulations for resource protection ordinances.
- Request that Sedgwick County adopt resource protection strategies for commercial signage restrictions.
- Request that the CPW support "Special Management Areas" within their SWA's management plans, with particular emphasis upon preserving the corridor's intrinsic qualities while maintaining SWA designated uses.
- Request that CDOT and Sedgwick County implement "best practices" to preserve the rural character of the roadways, and to enhance pedestrian and biking trails with any new upgrades or expansion.
- Develop strategic plan for screening properties to enhance the visual experience.
- Request that CDOT and Sedgwick County restrict any additional maintenance yards along the Byway.
- Request that the companies providing electric utility service to the area screen electrical substations within the corridor.
- Create objective methods for monitoring and evaluation of resource protection action items.

FUNDING - RECOURSE PROTECTION:

In addition to agency land protection efforts, there are a number of private organizations actively involved in resource and open space protection. Most notable in this regard are land trusts and conservancies.

These organizations operate at a variety of scales, from national organizations with broad land protection objectives to local organizations focused on specific types of lands and issues. A number of land trusts and conservancies are active within the region. They include the following:

- American Farmland Trust
- Colorado Cattlemen's Agricultural Land Trust
- Colorado Open Lands
- The Nature Conservancy
- Trust for Public Land

There are agencies for historic preservation that operate at a variety of scale from National organizations to local organizations focused on specific types of preservation issues, from preservation of the land and building sites as well as the elements of the site. They include the following:

- National Trust for Historic Preservation
- History Colorado, State Historical Fund
- Colorado Preservation Inc.
- Colorado Mountain College - Historic Preservation Program
- Colorado State University - Department of History
- University of Colorado Denver - Historic Preservation

MONITORING - RESOURCE PROTECTION:

To assure the long-term success of the resource protection management direction, key aspects of the program and its effectiveness in resource protection, screening, and enhancement need to be monitored.

Changes along the Byway should then be reviewed annually and, by the use of an objective method of monitoring indicators, the successes and failures of the preceding year should be documented and reviewed.

Scenic Byway



CHAPTER 4 - INTERPRETATION

Chapter 4- Interpretation

INTRODUCTION:

Interpretive programs have the ability to educate, inform and enhance the quality of the Byway experience. Today the varied and rich amount of interpretive media can generate enthusiasm for the Byway from the comfort of ones' home to the experience in the physical setting.

The SPRT Byway has the means to enhance the visitors experience through a Welcome Center as an interpretive site, interpretive panels on the history of the area as a car tour with accompanying brochure, and a web site that is interactive with sound and sites.

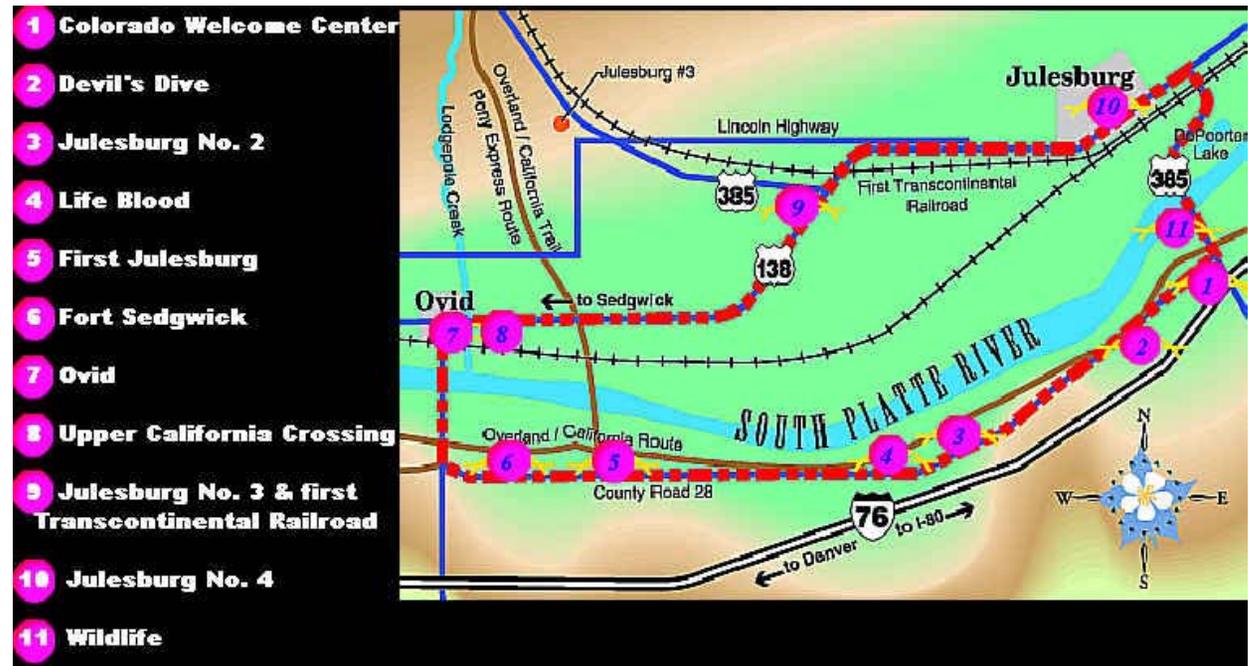
The future of interpretative media along this Byway remains boundless and has the ability to engage visitors in new and different ways.

The Byway's interpretive panels are its main focus with an accompanying brochure.

The Byway has several historic monuments and markers

The Byway begins and ends at the Colorado Welcome Center -I-76 Julesburg Exit.

The following pages are the Historical and Cultural Point of Interests Signage- please refer to the numbered map to the right.



South Platte River Trails Scenic and Historic Byway Map with 11 points of interests

DESCRIPTION - INVENTORY:

Historic and Cultural Points of Interest Signage along the Byway:

Refer to the map (pg. 21) for location of interpretive panels commemorating these events. The following is an inventory list of Interpretive panels and locations.

#1= Colorado Welcome Center at Julesburg

Surrounded by tepees and buffalo sculptures, the Byway begins at the Welcome Centers' entrance road and plaza where buffalo silhouettes graze amid metal tepees. In front stands a 10-foot-tall statue of a Pony Express rider.

The building is fairly new representing a fort and the wheel of transportation. The plaza is filled with native grasses and other plant material and rich textures of paving. The old fashion lampposts in and around the plaza evoke a time past. The plaza's central Heron statue represents the diversity of wildlife along the River.



Heron Statue



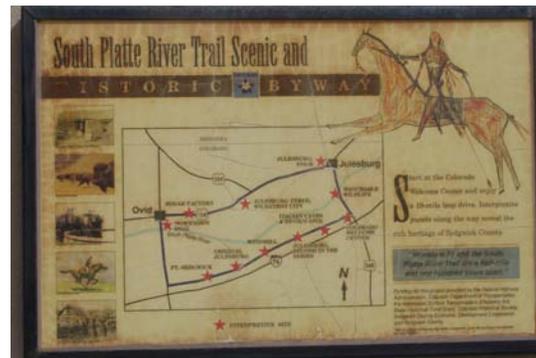
Welcome Center Plaza



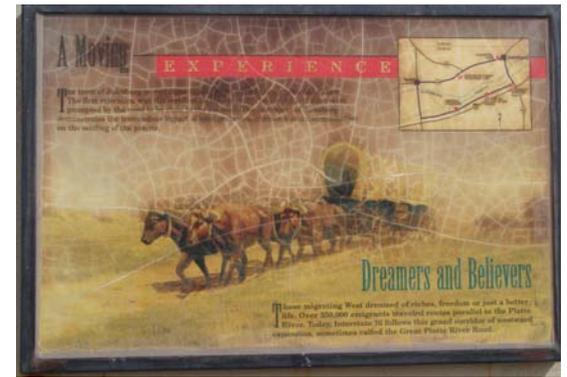
picnic tables around Welcome Center



Pony Express Statue Welcome Center



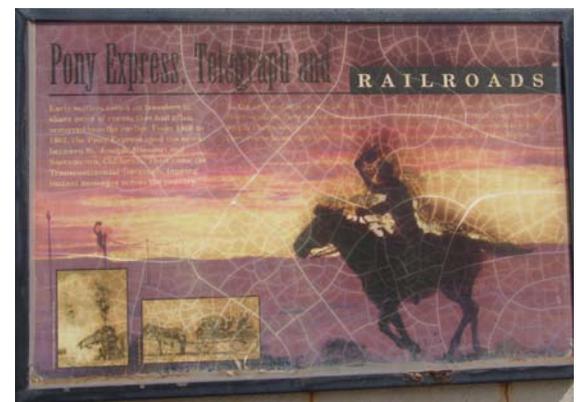
Welcome Center's panel attached to building



Welcome Center's panel attached to building



Welcome Center's panel attached to building



Welcome Center's panel attached to building



View of Italian Caves on south side of CR 28 behind the panel at signpost # 2



View behind signpost # 3

#2= Devils Dive/ Italian Caves.

“Devils Dive” location is a deep, rugged wash of rocks. Known to the Stagecoach drivers as the Devil’s Dive. It was the most dangerous part of the old trail route because of its steep incline.

Nearby the “Devils Dive” the remains of “the Italian Caves” are just south of CR 28. Uberto Gibello homesteaded this site in 1887 creating numerous tunnels, underground rooms, and three stone houses.



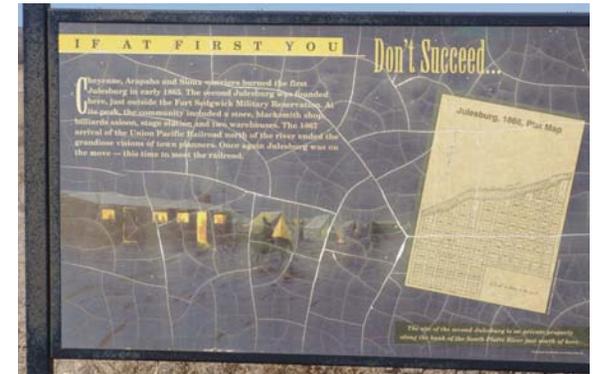
#2

#3= Julesburg #2.

The second Julesburg was established in 1866 following the burning of the original town near Fort Sedgwick. This town served primarily as a stage station.

#4= Life Blood of the Plains.

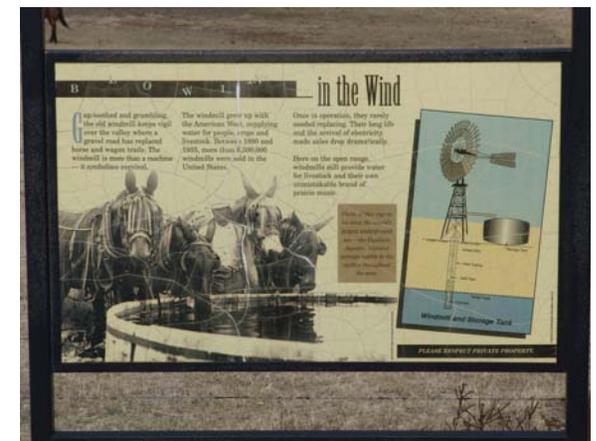
The Windmill and Cistern on a hilly area just south of CR 28 can be seen from this location & from I-76. The windmill is more than a machine – it stands for survival on the prairie.



#3



View of windmill and cistern south of CR 28 at signpost #4



#4

#5= 1st Julesburg/ Pony Express

This was the original location of **Julesburg**. In early 1865, Plains Indians struggling to survive commenced to battle with the soldiers at Fort Sedgwick. The raids culminated with the burning of Julesburg on February 2, 1865.

A trading post and stage station near the Upper California Crossing was dubbed “Julesburg” after its unscrupulous founder Jules Beni. In 1859, the Central Overland California & Pike’s Peak Express Company chose Beni’s trading post as a stage station

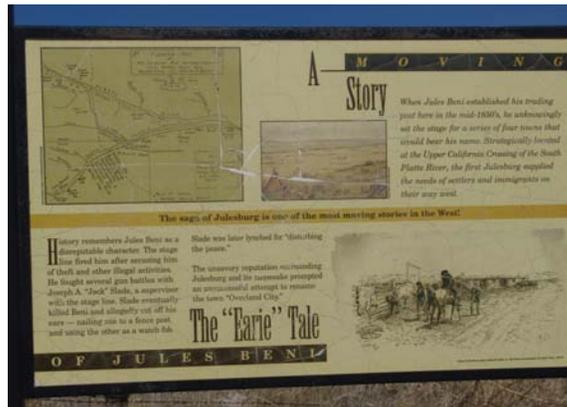
In 1860 -61 the **Pony Express** mail service had its only Colorado home station at “Julesburg” #1.



#5 aka “**Blood on the Ground**” in the SPRT brochure.



View of entire pull off at signpost #5



#5



#5

#6= Fort Sedgwick / Ft Sedgwick Cemetery.

No buildings remain on this historic site north of the byway. A flagpole marks the fort’s cemetery location. Located near Julesburg #1 the post was established in 1864 to protect the Transcontinental Telegraph and travelers on the Overland Route. Seven years later in 1871 Fort Sedgwick was officially abandoned and the structures were dismantled and shipped to Sidney Barracks in Nebraska.



#6



#6

#7 = Ovid/WWII POW Camp.

Incorporated in 1925. It is located at the confluence of Lodgepole Creek and South Platte River. The town was a cross roads for the many migrations through the west.

#7= Ovid/WWII POW Camp

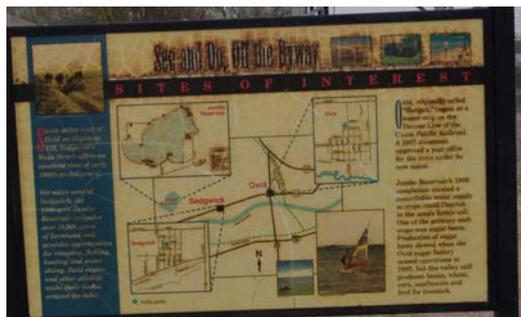
- "Ride 'Em Cowboy" Handling livestock while working for area ranches gave Thad Sowder the skills he needed to earn the World Championship for bronc riding in 1901 and 1902.

#7= Ovid/WWII POW Camp

- "Prisoners of the Plains" During W.W. II POW's were housed in tents and two large downtown buildings. Their numbers grew to 400 as they brought in the harvest of beets and potatoes.



#7



#7



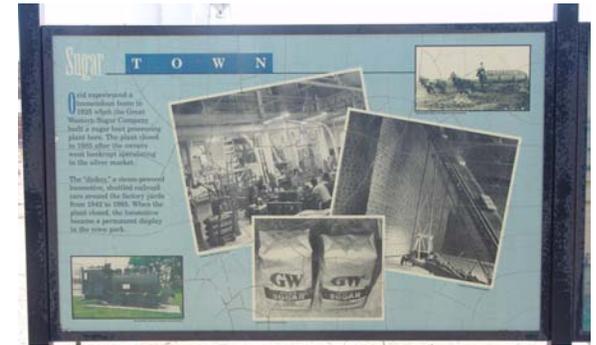
View at signpost #7 of Lion's Club wall



View of pull off at signpost #8



View behind signpost #8



#8



#8

#8= Sugar Town / Upper Calif. Crossing

In 1925-26, Ovid experienced a boom when the Great Western Sugar Company built a large sugar beet processing plant.

#8= Sugar Town / Upper Calif. Crossing

(on the Platte River) Native American hunters on the trail of bison and other game found a favorite river crossing and campsite where the South Platte River and Lodgepole Creek come together. Pioneers named this area the Upper California Crossing. The Upper California Crossing is where the Pony Express, California, and Oregon Trails crossed the South Platte River and started northwestward to Wyoming.

The National Park Service (NPS) Auto Tour Route Interpretive Guide Brochure has more text for this signpost in it's brochure pg. 54.

"The actual Upper California Crossing is .8 mile east from this pullout. Although, these markers no longer exist, White Trail markers in the field once indicate where wagons entered the river."

#9= Julesburg #3

The panel/interpretive marker is located at the entrance to the airport. The actual site of Julesburg #3 is reached by driving east from Ovid on Highway 138 and turning off the Byway onto Highway 385. This third Julesburg laid close to the railroad tracks, which parallel the highway. The town was temporary "end of track" for the Union Pacific as its' workers laid rails westward on the first Transcontinental Railroad.

#9= Julesburg #3

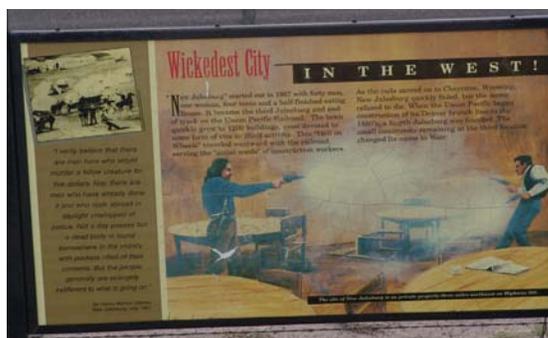
Because of its numerous saloons and gambling houses, Julesburg # 3 earned the title, "Wickedest City in the West."



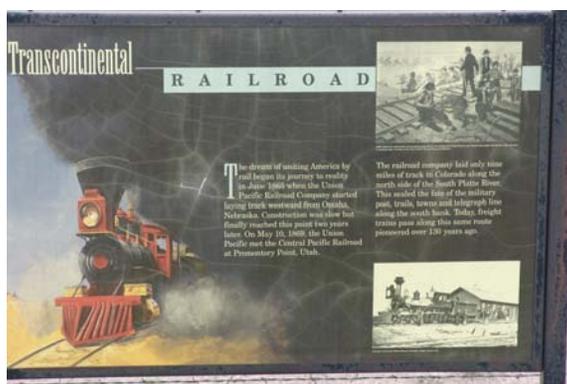
View of billboard behind signpost #9



View directly behind signpost #9



#9



#9

#10 = Julesburg #4 Depot Museum.

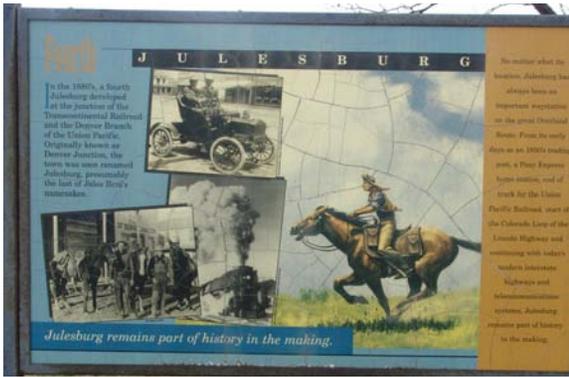
When the Union Pacific constructed a Denver branch line in 1881, a new town was founded at the Rail Junction. Most of the population soon abandoned Julesburg in favor of this new town of "Denver Junction." The popularity of Jules Beni's legacy prevailed, however, and the junction was soon renamed. Julesburg had reached its' fourth and final destination.

No matter what its location, Julesburg has always been an important waystation on the great Overland Route. From its early days as an 1850's trading post, a Pony Express home station, end of track for the Union Pacific Railroad, transcontinental telegraph line and start of the Lincoln Highway's Colorado Loop and continuing with today's modern interstate, highways, and telecommunications systems,

Julesburg remains part of history in the making.



panels at signpost #10



#10



train displayed at Depot Museum.



View of the signpost #11



close-up at signpost #11



#10

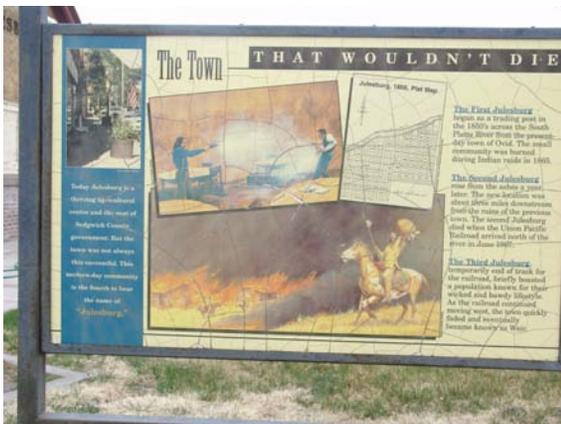


view at signpost #10

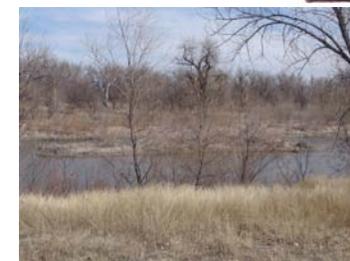
#11 = Wildlife/ Lion's park.

The Julesburg SWA and Lion's Park off of Highway 138 south of Julesburg provides wildlife habitat and seasonal hunting opportunities. A wide variety of birds, including the bald eagle, can be observed along the South Platte River here at Lion's Park and along the Byway. Owner permission must be obtained for hunting or outdoor activities on private lands.

The 3 photos below are original art work created by Mickey Schiling 1999 for panel #11 and use in the SPRT brochure.



#10



River view

EXISTING CONDITIONS: by Categories

• **Interpretive Sites:**

Refer to the map (pg. 21) for location of interpretive panels commemorating these events. The following is an inventory of the interpretive panels with repair condition reported and a general description of the surrounding view.

#1 - Welcome Center - odometer 00.0

Condition:

The interpretive panels in the plaza are in various need of repair. The four panels attached to the building give information of the historic events on the Byway and the standing panels welcome the visitor to Colorado and identify where they are on a map. The reverse side of the panels has information on the Byway Loop. This reverse side isn't always seen as it's the back of the panels and although the frame is surrounded by concrete, it has a narrower concrete sidewalk on the back side just in front of grass. Not all visitors will look on both sides, or realize they can. The plaza is well taken care of with circular brick walls and concrete walks surrounded by grass and some flower beds. Picnic tables surround the plaza and along the parking areas.

View:

The drive from Highway 138 intersection is a long procession of silhouettes of buffalo and stylized tepees, providing an inviting display up to the building itself. Wayfinding signs easily direct to the various parking areas. Once parked the visitor is invited into a circular plaza, leading to the entrance. The view is mostly internal to the plaza except for the trail up to a view point. With a styl-

ized tepee at the top of the trail and stairs encouraging the visitor to climb up for an interesting view.

Exiting the Welcome Center's Parking lot there are no wayfinding signs or scenic byway signs instructing the visitor to turn west to proceed on to the Byway Loop.

#2= Italian Caves/ Devils Dive at odo. 00 .9 **Condition:**

When heading west this panel's placement is not easily seen as it is on the south side of the road. This either causes the visitor to miss the panel completely or make a U-turn to stop at the panel and make a second U-turn to proceed on the Byway loop.

View:

The view at the panel is quite impressive, with the remains of Uberto Gibello's buildings and "caves" that were made almost 125 years ago. The photographic quality of these ruins are quite stunning.

#3= Julesburg #2 at odometer 02.8

Condition:

Erosion has lifted the concrete pads almost completely out of the ground. The Pullout slopes away and is quite soft, making the driver think twice about using the pullout.

View:

The view is of the expanse of the prairie's agricultural property beyond, endless to the horizon where it meets the hugeness of the blue sky. Changes to the working landscape could change the scenic quality.

#4= Life Blood of the Plains at odo. 03.3

View:

The view is south across the road to see the Windmill and Cistern, which is in need of

paint. And behind is a working ranch, a large waste pile of wood in the mid-ground, with the prairie 's blue sky beyond. Changes to the working landscape could effect its scenic value.

#5= 1st Julesburg/ Pony Express at odo.06.3 **View:**

The visitor encounters the panels and several additional historical monuments and markers. An expansive view of the prairie, with the tree-lined river in the mid-ground, and the background of the white silos peaking over the trees against a blue sky. Changes to the working landscape can change the scenic quality.

6= Fort Sedgwick / Fort Sedgwick Cemetery at odometer 07.2

View:

Getting out of the car the visitor reads the panel and looks out across the prairie trying to image what the fort and life was like. The view past the panels is of today's agriculture economy with a large herd of Black Angus cattle in the foreground and a working ranch beyond. A nonexistent flagpole is supposed to mark the location of the Fort Sedgwick Cemetery. Changes to the working landscape would significantly compromise the historic value and perhaps lessen the visitors experience.

#7= Ovid/WWII POW Camp at odo. 09.1 **Condition:**

There is no pullout only on-street diagonal parking. When parked cars are in front of the site, it limits visibility of the panels as well as visitor parking. Mitigating with parking restriction signs and enforcement will increase visibility and availability.

View:

The panels are located in an empty lot with a FCC station at the back, needing screening. The Lions' Club building's large grey wall looms over the small signs. It is not an inviting location for these significant panels. Across the street is a bar and lounge with brick and green painted wood facades. Its marquee extends parallel from the façade so that it cannot be read from across the street. Additional signage would invite travelers in for business.

8 = Sugar Town / Upper California Crossing at odo. 09.3**View:**

At the panels the visitor also views a historic granite rock monument and behind the panels is a large fenced off area with historic farm equipment displayed in rows. Just beyond the farm equipment is the large abandoned refinery, with boarded and broken windows, and the white silos that can be seen for miles around.

9= Julesburg #3 at odometer 13.2**Condition:**

The panels are located below the edge of the shoulder at bottom of a slope, restricting the view. A warning sign prior to the pull-off is needed to improve the ability of making a predetermined stop. The poles have peeling paint & rust at the concrete base. This is due to the drainage off the highway shoulder and slope.

View:

The view at the panel is cluttered with numerous highway and business signs. A billboard sign directly behind the panels is a very large, white, and colorful sign for the Drag Strip. There are directional signage for the inter-

secting Highways and a designation sign for the Auto Tour. The view immediately behind the panels is of the drag strip lanes and in the background is the Municipal Airport and Hangers. As with most of the panel locations this particular site needs a greater sense of place. Although the pullout is one of newest and largest created, the panel placement off the shoulder and at the bottom of the slope limits the visibility and also the experience.

#10 = Julesburg#4 Depot Museum -odo.164
Condition:

The Pull off is on-street parallel parking at the curb in front of the Depot Museum. There is a warning sign for this historic marker. The ornate black metal signposts are set in a continuous concrete pad surrounded by grass. The posts are in need of reconditioning, with peeling paint and rust at the feet. This is due in part to the irrigation of the grass surrounding these panels. The grass in front of the panels is worn and at times muddy where people stand to read.

View:

The view around the panel is of the Depot, the tracks and the town of Julesburg. In addition to the panels the Depot Museum can be visited when open or walked around its entirety when closed. There is also a historic monument east of the Depot's front steps.

11 = Wildlife at odometer 18.4**Condition:**

This panel is not easily seen as it is in a parking area off of Highway 138, without any prior warning sign to the entrance for north and southbound traffic. If the visitors do see it and manage to pull into the parking area they will find the panel on the north

side. The Pull off is a fairly large parking area, with a circle drive leading west into Lion's Park

View:

The view at the panel is quite impressive of the surrounding tree-lined South Platte River. And by chance a bird or two. There are no signs at the panel or in the parking area indicating Lion's Park or the picnic pavilion. There is no information that this is part of a Scenic Byway loop that began at the Welcome Center

• **Other Interpretive Panels**

At odometer -0.0 is a wooden entrance sign. The two winged wooden slatted panel sign invites travelers from both northbound and southbound traffic on Highway 138. There are quite a lot of information signage at this intersection but because of its large size it is legible.

At odometer 03.4 (approx.) and also on CR 39 at 0.09 mile from Highway 138 are green information signs for the Pony Express SWA. An entrance/welcome sign with regulation information about a Habitat Stamp which is required for entry.

At odometer 03.4 (approx.) on CR 28 is a brown information sign for South Platte River Ranch. Protected by the Heyborne Family.

At odometer 05.0 (approx.) on CR 28 is a white concrete pillar inscribed with "OLD TRAIL".

At odometer 06.3 signpost #5 is a wooden post and sign inscribed with "1st Julesburg" the number six and a fleur-de-lys symbol.

At odometer 18.7 (approx.) across Highway 138 from Julesburg's south entry monument is an older Julesburg Colorado Entrance Sign just south of Lion's Park.



Welcome Center Entrance sign.



State Wildlife Area signs at the Pony Express SWA entrances from CR 28 and CR 39.



State Protected Area sign. Heyborne Family



pillar labeled "Old Trail".



wooden signpost at signpost #5



Julesburg Entrance signpost just south of Lion's Park



signpost at Lion's Park



pillar at signposts # 9



High Plains Highway way-finding sign near signpost # 9



Auto Tour Route sign near signposts # 9

At odometer 18.4 7 (approx.) in Lion's Park is a green wooden sign inscribed with text, the letters were once painted white, now it is hard to read. The text indicates this park is also a part of the Julesburg State Wayside. Developed by State Park and Recreation Board. Maintained by Julesburg Lions Club

At odometer 13.3 (approx.) adjacent to the panels at signpost #10 in front of the Municipal Airport is an unmarked concrete pillar much like the "old trails" pillar

At odometer 13.2 (approx.) just east of signpost #10 is an Auto Tour identification sign. This is the only sign on the Byway, although, the NPS Auto Tour brochure talks about several other sites.

At odometer 13.2 (approx.) just east of signpost #10 in front of the Municipal Airport is a High Plains Highway identification sign.

At odometer 17.3 (approx.) just east of signpost #10 in front of the Water Tower is a Welcome Colorado/Julesburg Ranch Gateway sign. It is faded and in need of white paint, making it hard to read.



Welcome Colorado/Julesburg Ranch sign in front of water Tower

Markers and Monuments

At odometer 06.3 signpost #5= 1st Julesburg/ Pony Express (aka Blood on the Ground in brochure)

There is a head stone **marker of grey granite** erected in 2007. One side is engraved with the story of the Leavenworth and Pikes Peak Express, and there is the number 8 in an octagon on the lower right edge. The Eastern side of the marker has along its top edge a stylized trail of the Pony Express station stops. Below the trail is an inscribed medallion of a Pony Express rider with circumference text of “In search of the Pony Express / Station Markers.” Below the medallion is the inscribed dedication for the marker “June 16, 2007 Overland City as the original Home Station of Colorado’s Pony Express in April 3 – 1860 until Nov. 20, 1866.” “By Terry Hinde, Gene Mikelson, James Stretesky, First National Bank, Pony Express Trail Association.” There are two bollards protecting this marker and also partly protects the other displays. The bollards are painted red with two reflective strips of paint at the top third.



west side of marker



east side of marker



1960-61 plaque at signpost #5



historic monuments at signpost #5



1931 commemorative plaques at signpost #5



At odometer 06.3 signpost #5= 1st Julesburg/ Pony Express (aka Blood on the Ground in brochure)

There are **two river stone pillars** with bronze commemorative plaques. The eastern pillar is a replicate of the Historic Monument to its right. The pillar has a bronze medallion commemorating the founders, owners, operators of the Pony Express Company, with the a rider “riding” over the cross country trail from St. Joseph to Sacramento. The circumference text indicates the “National Pony Express Centennial Association 1860-1861 Trail Marker dedicated in 1960 -1961.”

The western pillar is the one of two oldest historic markers on the Byway erected in 1931. The river rock pillar has a bronze medallion of the pony express rider and a bronze plaque with text commemorating “Old Julesburg” the rest of the text gives information and dates. The State Historical Society erected this monument from the Mrs. J.N. Hall Foundation and by Citizens of Sedgwick County, Co. in 1931. The Railroad Park Marker (pg 32) was erected in same year as this monument.



View of entire pull off at signpost #5

At odometer 09.3 signpost #8 = Sugar Town / Upper California Crossing

There is a very **large granite rock**, with lichen, on a concrete platform. This is the second oldest historic monument on the Byway. The monument stands at the site of the Fort Sedgwick Hospital. Attached to the rock is a bronze plaque that commemorates Fort Sedgwick. With text on when the Fort was established, location, original name and its military role. The texts also describes the fort as protecting the stage line and immigrants trains from Indians, and when it was abandoned. And that from this Fort, Sedgwick County derives its name. There is a missing medallion below the bronze plaque. The State Historical Society of Colorado erected this monument from Mrs. J.N. Hall Foundation and the Sedgwick Historical Society in 1940.

At Odometer 9.4 at Ovid Post Office

There is a historic **sand stone wall** with a sandstone cap with a bronze plaque erected in 1960-61. The bronze plaque celebrates the Pony Express. Erected in the same year as the Pillar at #5 and the monument at the Depot Museum.



Close up of 1960-61 Historic Monument at Ovid Post



close up of 1940 Historic Monument at signpost #8



1940 Historic Monument at signpost #8

Note: Medallion plaque is missing



1960-61 Historic Monument at Ovid Post



1931 Historic Monument at Railroad Park

At odometer 16.5 signpost at Railroad Park

There is a **marker of grey granite** with a bronze medallion representing pioneers and an oxen pulled wagon, crossing the “prairie” into the western sun. The text describes that this was the Oregon Trail south of River at Old Julesburg Stage and Pony Express Station 3 mi S.W. Trail and Station Marked. Erected in 1931. This and the monument at #5 were both erected in the same year.

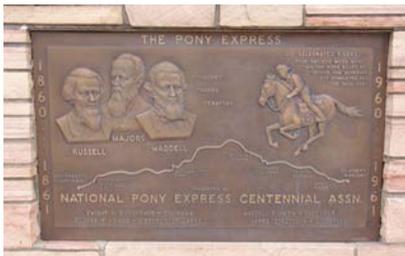
At odometer 16.4 signpost #10 = Julesburg #4/ Depot Museum.

This is a **three-part wall monument** made of sandstone block and capped in sandstone. Two smaller walls flank the large middle wall positioned in front of the Depot Museum on the eastern side of the entrance.

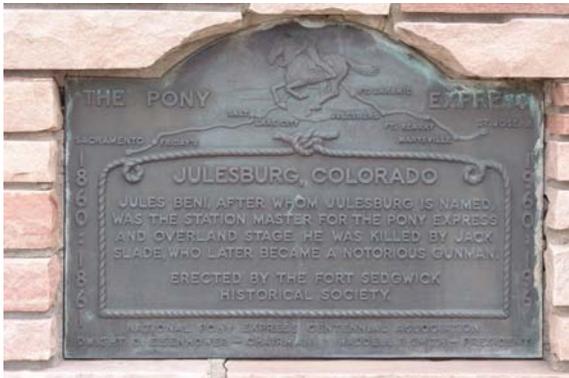
The center wall has a plaque commemorating the founders of the Pony Express. With a stylized route and Pony Express rider and the words National Pony Express Centennial Assn. The Fort Sedgwick Historical Society erected these plaques and walls in 1960-61. Below this large bronze plaque is a smaller plaque with the dedication of the site.

The left wall’s bronze plaque has a Pony Express rider and route above text that is surrounded by stylized rope. Text describes that Julesburg was a station stop named after the Jules Beni. Jack Slade, who later became a notorious gunman, killed Jules Beni. Erected by the Fort Sedgwick Historical Society in 1961

The right wall sports a medallion commemorating the Pony Express Centennial and Founders. Much like the same medallion



close up of left wall at signpost # 10



close up of middle wall at signpost # 10



close up of right wall at signpost # 10



1960-61 Historic Walls at signpost # 10

at signpost #5. These walls were erected in the same year as the historic eastern pillar at #5.

The **Town of Julesburg entry monuments** are located at the eastern and western town limits on Highway 138 and the southern town limit on Highway 138 just south of the River.

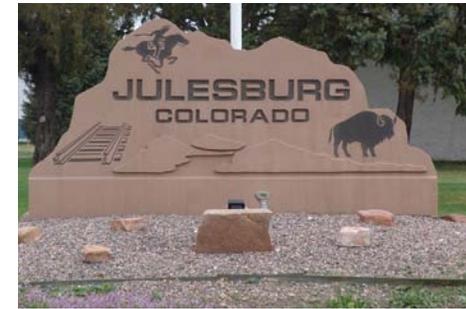
All these monuments are made of sandstone colored concrete with inscribed and darkened words, "Julesburg Colorado". Surrounding the words are a variety of images including the Pony Express Rider, a section of rail, and a stylized image of the sky and plains with a lone buffalo. It is centered in a gravel bed with decorative sandstones rocks, lighting, and a Flagpole.

The western monument sits at a V- intersection with a Flagpole directly behind it. The monument is very striking and welcoming

The eastern monument sits a ways off the highway shoulder at the City limits sign and behind a culvert. Not as easily seen as the western entrance. Westbound and merging traffic may notice the City limits sign and may not observe the entry monument. It sits further back because of a culvert and guard rail in ROW. The flagpole is on the right.

The southern Julesburg Entry monument sits at the bottom of the slope off the Highway 138 although it sits on a mounded landscape bed it is still to low to be clearly visible. A Flagpole is located to its right. Right behind the monument is a green chain link fence protecting electrical boxes. The green electrical boxes are more visible than the monument in front.

western
Entry
Monument



close up of
western
Entry
Monument

eastern
Entry
Monument



southern
Entry
Monument

- **Brochures**

There is one Brochure:

“The South Platte River Trail – in North-east Colorado- Scenic Byway - Julesburg-Ovid-Sedgwick”

Designed by *Marketing By Design*

Cover photo “Pony Express” by Mickey Schilling

Funding by National Scenic Byway and State Historical Fund

Description:

The center page has a stylized map of the South Platte River Trail with 11 point of interest stars. (see pg 21) Each point of interest is numbered. The location is described by an odometer reading, brief text, and various photographs. Additional present day and historic images were used that are not on the Byway panels. The background images in the brochure are often the image from the Byway panels. Large renderings were created by M. Schilling then reproduced for use on Panels and in the Brochure.

An Auto Booklet created by the National Trails System NPS U.S. Depart, of the Interior: **“National Historic Trails Auto Tour Route Interpretive Guide; Nebraska and Northeastern Colorado.”** http://www.nps.gov/poex/planyourvisit/upload/NE_ATR_IG_web.pdf

Description: The booklet has 6 Auto Stops for the Byway, described on pg. 52 – 54.

D-11. Colorado Welcome Center (Julesburg) (#1)

D-12. Trail Ruts (Julesburg)- aka Devil’s Dive (#2)

D-13. Julesburg #1 (Julesburg) (#5)

D-14. Fort Sedgwick (south of Ovid Colorado) (#6)

D-15. Upper California Crossing (east of Ovid) (#8)

D-16. Fort Sedgwick Depot Museum (201 West 1st Street, Julesburg) (#10)

- **Scenic Byway signage**

The standard statewide scenic byway logo and identifier signs are posted at regular intervals along the Byway. No other Byway related signage or markers are on the route. A few directional or identifier signs are missing. They are located at the following odometer readings:

#1. **no scenic byway sign** to mark the beginning of the Byway or to turn left at exit of Welcome Center. Odometer 0.0

#2 **no eastbound scenic byway sign** at intersection of CR 27.8 and CR 28 with straight and left turn arrow. Odometer 07.6 (approx.)

#3 **no northbound scenic byway sign** at intersection of CR 27.8 and CR 28 with straight and right turn arrow. Odometer 07.6 (approx.)

#4 **no northbound scenic byway sign** just north of intersection of CR 27.8 and CR 28. Odometer 07.6 (approx.)

#5 **no westbound scenic byway sign** on Highway 138 just west of Highway 385. Odometer 13.1 (approx.)

#6 **no westbound scenic byway sign** on Highway 138 just east of CR 11. Odometer 15.7 (approx.)

#7 **no westbound scenic byway sign** just west of interchange. Odometer 16.8 (approx.)

#8 **no northbound scenic byway sign** with left turn arrow at intersection Highway 138 and CR 28. Odometer 18.7



Several other signs are also located at the intersection of Highway 138 and CR 28 for southbound traffic. This includes a Welcome Center sign with right turn arrow, and RV sign with right turn arrow as well as the slatted wooden Welcome Center’s sign behind a pole fence at the intersection of Highway 138 and CR 28.

The Welcome Centers large wooden sign is just south of the intersection. And the I-76 entrance sign is just before the Inn’s entrances/exits. The existing scenic byway signs get lost in all the other signage.

For northbound traffic exiting from I-76 there are many signs visible for the Welcome Center and there are scenic byway signs on Highway 138, however these signs have no directional arrows. If the traffic continues north past CR 28 they will come to panels at #11. If the driver manages to notice it and pull into the parking area, there is no information located here about the Byway Loop. It is a lone panel without reference to the Byway Tour.

Traffic that turns west onto CR 28 has several large blue CDOT signs to reinforce the Welcome Center and RV Park directional signs, however there are no scenic byway signs. Westbound traffic is directed to the Welcome Center but exiting traffic are not directed to the Byway Loop.

- **Web Site(s)**

Established by the Sedgwick County Economic Development, Julesburg, CO in Nov. 2000
www.rivertrailonline.org

South Platte River Trail Scenic Byway's website.

The byway website was designed to be viewable on just about any platform, at any screen resolution with no compromises in quality and yet at the same time be reasonable fast loading, all the while presenting an entertaining and attention grabbing story. The website is a non-personal interpretive services that involve some type of medium, whether written, auditory, or visual to communicate a desired message.

This website allows the Byway marketing to reach beyond the physical limits of the County far exceeding what would normally be financially possible. The website was also created for alumnae. With two school districts in the county this gives a medium that will engage alumnae with the community even when they are far from "home". Inviting continued participation by alumnae and current residents.

It also serves the greater business community of Sedgwick County as well as the Fort Sedgwick Museum. The Byway's website also has helped community businesses by hosting their website until they can support their own.

The website follows the theme, interpretive markers and direction of the actual Byway with two exceptions. The Byway theme is enhanced through the addition of especially created sound files, and the website expands the Byway story to make up for the virtual visitor. Both the Byway and the website can

stand-alone but together they compliment and supplement each other

Elaborating on the South Platte River Trail as part of the "alternate" Oregon Trail because traders, trappers, settlers, and gold seekers preferred to ford the South Platte River at the Upper California Crossing.

Note: However, this segment of trail is not on the National Designation of the Oregon Trail because of strict legislative wording in the act does not allow any alternative routes to be included.

The website preserves and enhances the historic significance of the South Platte River Trail as well as making some of the locally created artwork available as a computer desktop, or wallpaper through a downloadable option.

In addition, it makes available a number of hyper-links to various community, travel, historical, and local businesses websites.

Ongoing web maintenance is donated by Dallas Williams, expertise in web design and passionate about history of Fort Sedgwick. However, with increased time commitment and website technology changes, the websites maintenance will soon exceed the ability of a unpaid part-time volunteer.

In summer 2012 a three-minute video will be available on CDOT's Scenic Byway and Colorado Tourism Office websites

• **Related websites:**

www.townofjulesburg.com

Town of Julesburg's website. With Hyper-link

www.sedgwickcountyco.com

Sedgwick County's website. With Hyper-link

<http://www.coloradodot.info/travel/scenic-byways/northeast/so-platte-trail>

CDOT's Scenic SPRT Byway travel info.

<http://www.coloradodot.info/travel/scenic-byways>

CDOT Scenic Byways program website.

<http://byways.org/explore/byways/16468>

Gold Rush Byway , Nebraska

<http://www.bikebyways.org/Byways/index.php>

Bicycle Colorado website

<http://www.bikebyways.org/Byways/map.php?id=23>

Bicycle Colorado website -Ride the Byways

<http://www.discoverytrail.org/index.html>

American Discovery Trail

<http://www.colorado.com/articles/colorado-scenic-byway-south-platte-river-trail>

Colorado vacations web page

<http://www.innsocolorado.org/cities/display-region-northeast.php>

Bed and breakfast Innkeepers Of Colorado Web site.

http://coloradocountybirding.com/county/bird_a_county.php?name=Sedgwick

Sedgwick County Birding.

www.coloradobirdingtrail.com

Colorado Birding Trail.

<http://m.colorado.com/Articles.aspx?aid=42330>

<http://www.hmdb.org/marker.asp?marker=47348>

Historical Maker Database.

<http://www.gocolorado.com/attractions/historic-landmarks/south-platte-river-trail-northeastern-colorados-historic-byway/>

South Platter River Trail, Northeastern Colorado's Historic Byway.

http://www.waymarking.com/waymarks/WM217M_Pony_Express_Julesburg_Colorado
Colorado Historical Markers on Waymarking website

<http://www.forttours.com/pages/hmneco.asp>

Marker Topic: Last Days of the Buffalo

http://shelledy.mesa.k12.co.us/staff/computerlab/ColoradoLifeZones_Plains_Birds.html

Colorado Short Grass Prairie Ecosystems

Hyper-links: from to SPRT

The SPRT Byway is on the Pony Express Trail Association, Overland-California Trail, Transcontinental Railroad and the Lincoln Highway web sites. There are no existing hyper-links for these websites with the SPRT Byway's websites.

http://tagwh.at/t/737627

“Fort Sedgwick Museum along the South Platte River Trail Scenic Byway” was published by CDOT's Scenic Byway Program in May 2012, for mobile devices.

Radio Stations:

KJBL 96.5 local radio station

Note: Some historical information on various websites need corrections and verification.

**MANAGEMENT DIRECTION-
INTERPRETATION:**

• **Goals and Objectives**

Goal: Provide an interpretive program to educate, inform and enhance the quality of a visit to the Byway by the public and by local residents, in a manner that will foster an appreciation for the lands, resources and communities along the Byway and promote responsible behavior.

Objective: Develop an interpretive concept plan that can serve as the overall guide to implementation and maintenance of an ongoing interpretive program.

Objective: Continue to develop/implement interpretive materials and facilities (way-side exhibits, brochures, etc.) in coordination with other Byway programs and needs, and outside interests.

Objective: Develop and implement an ongoing monitoring program to review the effectiveness and condition of existing interpretive materials and developments, and to review the need for additional facilities and materials.

ACTION ITEMS- INTERPRETATION:

- Develop Interpretation committee and sub-committees.
 - **Interpretive Themes and Topics.**
- Develop a strategic plan for comprehensive management of the existing 11 themes and topics as well as to incorporate changes and additions to the existing themes and topics.
- Create informational signs to be located at panel #11 to inform visitors of the existing Byway loop.
- Develop addition to the Wildlife #11 panel theme to engage the visitor with conservation of habitat and water of the South Platte River Basin.
- Develop future additions to the Byway Route to include panels on heritage and culture of the present day working agricultural properties, as well as their iconic views of silos in the distances, and small rural towns situated in the South Platte Valley.
 - **Interpretive Waysides and Signage**
- Develop a strategic interpretive panels maintenance and enhancement plan
- Request CDOT Scenic Byway program to provide the missing directional byway signage
- Develop a strategic plan for future additions to wayside exhibits that will enhance the visitor's physical experience, allowing them to enjoy what its like to be in the prairie or river environment. Such as trails and a kiosk.
- Develop a strategic plan to enhance the interpretive sites for improved visibility and

sense of place. Such as fencing behind the panels within the ROW.

- Develop a long term strategy for a shading device for the interpretive panels to increase the longevity of the panel material.
 - **Interpretive Brochures**
- Develop a strategic plan for comprehensive management and maintenance of the existing brochure's educational text and imagery
- Create a digitized record of the existing brochure for ease of reproduction, revision's and additions.
- Develop a strategic plan for additional brochures to accompany added interpretive trails with numbered posts. **Note:** A brochure and numbered posts had been previously identified for Lion's Park.
- Create a strategic plan to implement the interpretive brochures and walking tours as geomarkers and cell phone apps. CDOT Scenic Byway program has *Tagwhat* already in place. If possible piggyback onto this opportunity.
 - **Interpretive Website**
- Develop a strategic plan for maintenance and revisions to SPRT Byway website.
- Implement a strategy to find funding for a staff person to keep the web site updated, to encourage new businesses to advertise, and promote the importance of the web-site for all community events.
- Develop a strategic plan for upgrading website with current social networking and vacation /trip planning websites, etc.

- Develop a strategic plan for upkeep and maintenance of hyper links from and to SPRT's website.
- Develop a long range strategic plan for adding website enhancements and downloads to cell phone walking tours and interpretive trails with numbered posts.
 - **Other Interpretive Media**
- Develop a strategic plan for an addition of **a kiosk** at the Ovid panels (#7)

It is understood that the property on which the Ovid/POW panel sign stands is an easement leased with the Mollendor's. There is also a FCC station at the back of the property. Permission would need to be acquired to add a kiosk at this location. Additional coordination may be needed with the FCC station owners

The kiosk will provide an opportunity to enhance the byway experience as Ovid has many additional stories to tell then can be covered at panels #7 and #8:

Potential Stories for Kiosk:

1. Ovid as a train water stop to a Sugar City
 2. Important figures in the community
 3. The importance of bronco riding to agricultural communities
 4. Information on the significance of Buffalo Bill's Wild West Show and William Cody to the western enigma
 5. Information on the POW camp and men that were housed in Ovid. Identifying the two buildings that housed the POW's
- Develop kiosk and walking tour as part of a larger trail system (see chp.-5)

- Develop a strategic plan for an addition of thematic and complementary **Wall Mural** on the Lion's Club's south wall which is adjacent to the #7 panels, to heighten the visibility and attraction of these panels.
- Develop a strategic plan for a revolving **second story windows' art exhibits** which are added to the second story windows on buildings along Cedar Street, Julesburg. That advertise historic retail signs for medicine or barbershops, or traders and trappers. Provide a revolving exhibit so that visitors have a new experience each time they come through the Byway.
- Develop a Comprehensive Master Plan for **Metal silhouettes** incorporated into the Byways' view sheds along CR 28 and visible from I-76 of different historical characters, to add interest.
- Silhouette image development to include: Cowboy, Pony Express Horse and Rider, Telegraph pole worker; a transcontinental train, which alternatively could be located somewhere along the Union Pacific Railroad and Highway 138. A silhouetted Concord wagon with team and passengers walking behind, located at the Devils Dive.
- Develop a strategic plan for the addition of a experiential interpretive media. Build a **replica Concord Stagecoach** situated at the Welcome Center, Railroad Park / Depot, or future Ft. Sedgwick Park. Including evaluation of liability and costs.

- Stagecoach display development options to include: 1) for display only, or 2) an interactive display with access to the interior and the top of the coach; or 3) as a byway trail ride, from Julesburg to Ovid and back for a fee for hire. Could be a ticket with or without dinner and entrance to events held throughout the summer.
- Create a **metal waving flag** or a guidon that could be painted and mounted for the flagpoles at Fort Sedgwick Military Reservation and Fort Sedgwick Cemetery,
- Create a small **stainless steel mile marker** with the XP # and mile maker number, to be permanently attached to lathe mile marker. At some of these markers, they exchange riders and horses. Every year, the lathe gets moved
- Create a replacement **fence post(s)** that are not available along the re-ride route.
- Develop an promotion plan to use the Depot Museum Marque to advertise local events.
 - **Other Interpretive trails**
- Develop a strategic plan for an addition of **interpretive trails** (see chp.- 5)
- Develop a strategic plan for an addition of **walking tours** (see chp.-5)
- Create objective methods for monitoring and evaluation of interpretation action items.

MONITORING - INTERPRETATION:

To assure the long-term success of the interpretation management direction, key aspects of the program and its effectiveness in maintenance, education, enjoyment and interpretation need to be monitored.

Changes along the Byway should then be reviewed annually and, by the use of an objective method of monitoring indicators, the successes and failures of the preceding year should be documented and reviewed.

Note: Additional monitoring is needed for the exchange of Lion's Park's lease and management from the Lion's Club to the Town of Julesburg.

Scenic Byway



CHAPTER 5 - TRAILS

Chapter 5. Trails

INTRODUCTION:

A trails element has been included in the CMP as a result of the desire to establish a non-motorized trail on, or adjacent to, the Byway. An inventory of road shoulder and right-of-way conditions was initiated to identify the potential for locating segments of a Byway trail within the existing road right-of-way (ROW). This included investigations of CDOT or Sedgwick County plans for road widening/ improvement projects, which might facilitate development of a bike lane. At the same time, an inventory of existing trails was initiated to identify any that closely parallel the Byway and could be incorporated into a Byway trail network.

Some of the primary considerations in trails planning include:

- trail alignment as determined by land ownership, topography, proximity to attractions/scenery, proximity to other trails/trail systems, and safety;
- trail infrastructure such as culverts, bridges, fords, handrails, etc.;
- trail maintenance and maintenance responsibility; liability;
- funding and support including networking with other regional trails organizations.

Trail development will provide walking experiences to the Byway tour. By getting visitors out of their cars, feeling the strong wind, the intense sun or cold of the environment provides an additional perspective to the Byway.

Getting tourists to hike in the area can extend their stay by encouraging them to eat at local restaurants, participate in various retail experiences, and secure lodging.

EXISTING CONDITIONS: by Categories

• **Road Shoulder conditions**

The majority of the 19-mile looped Byway route is comprised of CR 28 and Highway 138. CR 28 is a two-lane, gravel surfaced, 28-foot wide road. Highway 138 is a two-lane, 28-foot wide asphalt-surfaced roadway. Travels over a few culverts and several bridges over the South Platte River.

• **Road Improvements**

The opportunity of improving the shoulders for a bike lane on CR 28 or CR 27.8 are limited, for Sedgwick County has no plans to widen or improve these roads. Until there is a significant increase in traffic there are no opportunities to widen either road for the purpose of a bike lane on improved shoulders. The lack of traffic does provide the opportunity for bike tours to be safely conducted.

The opportunity of improving the shoulders for a bike lane on Highway 138 are limited, as CDOT has no plans to widen or improve the highway between Ovid and the entrance of Julesburg. Highway 138 does have good shoulders and would allow biking within the CDOT ROW. Adding “Share the Road” signs to alert drivers of bikers along the length of the Byway would improve biking safety and opportunities.

CDOT does have plans to re-surface Highway 138 in Julesburg and the Town has received Transportation Enhancement

Funds for additional streetscaping in conjunction with CDOT’s project summer 2013. The town has the opportunity to stripe for a Bike lane at the same time.

The properties adjacent to the Byway’s route are mostly private agricultural lands. Limiting the opportunity to have a linear bike trail along the loop off the road’s ROW. A few adjacent properties on the route are within the CPW’s SWA’s special lands management protection. Coordination with the CPW could provide biking trails along these properties. A trail study is needed to look for connections with a larger system to justify the potential and opportunity along CPW’s properties.

• **Existing Bike Trails**

The American Discovery Trail non-motorized route travels east from Crook, CO, along Highway 138 reaching the South Platte River Trail Byway route at Ovid. Continuing on east from Ovid through Julesburg to the Colorado and Nebraska state border.

• **Hiking Trails**

There are no designated State, Federal, or local hiking trails along the Byway.

• **State Wildlife Area non-designated trails**

Within the four section of SWA’s, along this loop, there are no designated trails. Any existing trails are a mixture of animal, hunting and some wildlife viewing paths. These trails are continually shifting because of the meandering streambed. The CPW signs designating SWA boundaries are rusted and almost eligible, needing to be replaced for safety and property protection.

- **State Wildlife Areas access points:**

The Pony Express SWA has three access points on the southern boundary off of CR 28 and one access road off of Highway 138 at the intersection of CR 39 on the northern boundary. All the Pony Express SWA entrance points are poorly marked. (see Chp. 10)

- The access point off of CR. 28 at odometer 01.0 (approx.) just west of the #2 Italian Caves panels, is not visible as an access road but is designated on SWA boundary maps. The area of parking is small with a path into the SWA boundary. The parking lot is surrounded on four sides by private property.
- The access point off of CR. 28 at odometer 03.5 (approx.) just east of CR 35 is not visible as an access road but is designated on SWA boundary maps. From CR 28 a driver can view a large CPW regulation sign that has become the de facto access designator. The access road is within a field, reasonably accessible by car, and crosses a cattle guard into a parking area.

The large parking area has conflicting signs about what is SWA property and what is private property. This conflict occurs because this road is used to access the SWA parking lot and private property. A private in-holding property is surrounded by the SWA boundary on three sides. A two track road leads west off the parking lot.

- The access road off of CR. 28 at the T-intersection of CR 35, is not visible as an access road but is designated on SWA boundary maps. The road is within a field leading to the SWA boundary. No park-

ing lot is identified on the SWA boundary maps

- The north side access is off of Highway 138 at the intersection of CR 39. Travel south 0.09 mile on CR 39 over two railroad crossings to the SWA marked boundary and large CPW entrance sign. At this boundary gate a two track road leads south to two parking areas. The road is in a lowland field. It is wet and muddy at times and not readily accessible in bad weather.

The **Julesburg SWA** south of Ovid on the **eastern** side of CR 27.8 can be accessed off of CR 27.8 at the Platte River crossing from a SWA parking area. There are no signs on CR 27.8 to indicate the SWA entrance or parking area but it is visible from the road.

The exit is steep directly off CR 27.8 down a dirt embankment. At the bottom of the embankment the road turns north to a unmarked parking area

Some of the boundary fencing is missing and the CPW signs are rusted needing to be replaced. This same entrance/exit creates a rough and sharp re-entry back onto CR 27.9 with limited site distance for both directions of on-coming traffic.

The **Julesburg SWA** south of Ovid on the **western** side of CR 27.8 is accessed from CR 27.8 at the intersection with River Road continuing on west. No parking area is available.

The **Julesburg SWA** south of Julesburg can be accessed off Highway 138 just south of the bridge at the entrance to Lions Park, Immediately off the Highway is the parking

area with a point an interpretive panel (#11 Wildlife) for the Byway. The Lion's Park entrance road heads west off the parking area. There are no entrance signs for Lion's Park.

Lions Park's picnic area and circle drive continues west from the above parking area and is located within the SWA. There was a interpretive river trail located on the south side of the River, west from parking area that has not been maintained and is no longer visible. Several old signs in the park need restoration. There are no rules or regulation signage for the park. Land for Lion's Park is lease by Lion's Club from Department of Wildlife. The lease is currently being considered as an exchange from the Lion's Club to the Town of Julesburg

MANAGEMENT DIRECTION- TRAILS:

- **Goals and Objectives**

Goal: Provide visitors with walking experiences that will broaden their perspective of the Byway.

Objective: Develop Park and Trails Master Plans for design, construction, and maintenance of a non-motorized recreation and transportation trails to accompany the Byway (where the ROW does not accommodate a trail, an off-road trail may be appropriate).

Goal: Encourage residents as well as tourist to walk and have the opportunity to extend their stay, eat at local restaurants, participate in various retail, and securing lodging.

Objective: Investigate the potential to work with property owners, outside trail interests, and agencies in the region in development of non-motorized recreation and transportation trails.

ACTION ITEMS - TRAILS:

- Develop Trails committee and sub-committees.
- Develop a **SWA's Trail Master Plans** for non-motorized trail to accompany the Byway within the SWA's. Including trail heads at the following locations: Julesburg SWA's parking area south of Ovid; Ovid Town Park at Morgan Street; Highway 138 at panel #8 pull-off; Railroad Park and Welcome Center. (see Chp. 10 pg. varies)
- Develop a **SWA Park Master Plan** for a park within Pony Express SWA. (see Chp. 10; pg. 4 of 17)
- Create a **leadership team** to assist County develop IGA's with the CPW's SWA's special management plans and trail development.
- Develop partnerships for Watchable Wildlife, Colorado Birding Trail, Colorado Parks and Wildlife, Watchable Wildlife inc., and Bureau of Land Management to provide positive wildlife viewing experiences.
- Study the possibility of a Wilderness on Wheels or Wounded Warrior Program, or similar program within the SWA's in conjunction with CPW or County partnerships. Liability and cost needs to be evaluated.
- Create an educational/ interpretive signage and media master plan for existing and new trails.
- Develop a **Railroad Park Master Plan**. To include: an ADA accessible interpretive trail, restrooms built to reinforce

themes of Byway and fit in with the Depot Museum, and trailhead. (see Chp. 10; pg. 15 of 17)

- Developed the above trail as an interactive ADA accessible interpretive trail to elaborate on specific themes of the Byway. These include: Trappers/Trader/Westward migration; the Pony Express station stops; all Communication and supply transportations before the Interstate Highway System and the world wide web
- Develop a **Terminus Master Plan** to screen the barricades and provide a terminus for Cedar and Pine Streets.
- Develop a **Walking Tour Master Plan** with collaborating educational/interpretive media for Ovid and Julesburg. (see Chp. 10; pg. 9 of 17 & 15 of 17)
- Provide incentive to walk around both Towns. The purpose is to focus on the historic buildings, and include the business districts, town parks and other local interest. Brochures could be made available at several locations. Including Railroad Park trailhead, Fort Sedgwick Museum, Welcome Center, Ovid's Kiosk, website, and media downloads.
- Develop a Strategic Plan for study, design and program needs for grant funding from CDOT's Safe Routes to Schools and History Colorado, State Historic Fund Programs for sidewalks and walking tours.
- Develop **Interpretive Trail Master Plans**: with brochures and numbered posts for the following locations: Railroad Park; Lion's Park with 1-mile and

2-mile loops; Julesburg SWA's south of Ovid with 1-mile and 2-mile loops. (see Chp. 10; pg. 17 of 17 & 8 of 17)

- Develop a **Non-SWA's Trails Master Plans**: including the following locations: "Old Trail" Marker at Odometer 05.1 (approx.); and along River Road. Trails that link proposed SWA trails, but are on private property. (see Chp. 10; pg. 5,6,8 of 17)
- Create objective methods for monitoring and evaluation of trails action items.

Note: Potential Trails are indicated on maps in Chp. 10.

REGIONAL TRAIL ADVOCACY GROUPS:

Development of a trail is a significant endeavor requiring a substantial amount of work to bring it to fruition. Fortunately, however, there are various avenues for funding, and there are organizations and individuals that are committed to the development of non-motorized trails within the region who could provide valuable assistance.

Planning, design and construction assistance may be available largely through potential partners. Trail advocacy groups within the region are listed below:

- Colorado Parks and Wildlife (CPW)
- Volunteers for Outdoor Colorado (VOC)
- Fishing is Fun
- Public Service Company of Colorado
- Great Outdoor Colorado (GOCO),
- Sedgwick County Extension Agency
- Pheasants Forever
- Town of Julesburg

- Colorado RE-Leaf
- Julesburg Lion's Club
- Julesburg High School
- Julesburg Elementary School
- Local volunteers w/in Sedgwick County
- Sedgwick County Economic Development (SCED)

FUNDING RESOURCES- TRAILS:

The following list identifies some departments and agencies that have funds available for trails and related projects.

- Colorado Greenways Project: Colorado Parks and Wildlife. 50% matching grants for trail project construction only.
- Colorado Land and Water Conservation Grant: State of Colorado Division of Parks and Outdoor Recreation. 50% matching grants for acquisition of land or water or for development of outdoor recreation facilities.
- Transportation Equity Act for the Twenty-First Century (TEA-21), Transportation Enhancements Activities: Colorado Department of Transportation. 20% match for bicycle and pedestrian enhancements. Contact – Betsy Jacobson, Manager - (303) 757-9982
- Transportation Equity Act for the Twenty-First Century (TEA-21), Recreational Trails Program: Colorado Department of Natural Resources, Colorado State Parks. Variable funding for non-highway transportation development. Contact: Colorado Department of

Natural Resources, Colorado Parks and Wildlife. Tom Morrissey State Trails Program Manager – (303) 866-3203 x 4335 or Nancy Matchett, State Trails Coordinator - (303) 791-1957 x 4150. trails@state.co.us

- State Lottery Fund: Great Outdoor Colorado Board. Variable funding for trail construction. Contact GOCO – (303) 226-4500, info@goco.org.
- History Colorado, State Historical Fund: Grants for restoration or protection of historic resources. Contact CSHS – (303) 866-2825.
- Volunteers for Outdoor Colorado. Donate time and materials for construction of trails. Contact VOC – (303) 715-1010.
- Rivers, Trails and Conservation Assistance Program. National Park Service, Denver. Contact Alan Ragins, Program Manager – (303) 969-2855.
- Department of Wildlife- Sedgwick County: Jack Weland 970-466-0505

Additional resources:

- Colorado Parks & Wildlife Marketing Manager: Clare Sinacori – Clare.Sinacori@state.co.us
- Colorado Watchable Wildlife Coordinator: John Koshak – john.koshak@state.co.us
- USFS Regional Landscape Architect Chris Spurl – cfspurl@fs.fed.us

MONITORING: TRAILS

To assure the long-term success of the trails management direction, key aspects of the interpretation program and its effectiveness in maintenance, enjoyment, trail requirements, interpretive posts and correlated brochures need to be monitored.

Changes along the Byway should then be reviewed annually and, by the use of an objective method of monitoring indicators, the successes and failures of the preceding year should be documented and reviewed.

Note: Additional monitoring for the trails is the **Lion's Park CPW lease**.

The Lion's Club has leased a portion from the Colorado Parks and Wildlife for Lion's Park. The Lion's Club representatives have asked Julesburg Town Board of Trustees if they would be interested in receiving the park (and therefore the renewed lease) as a gift to the Town and would take over the light maintenance of the Park. The Lion's Club representatives have asked that the Park be known as Lion's Park, and kept open to the public.

At the time of this document the Town Council is waiting for information from the Lion's Club. The Town has indicated that they will take over the lease pending their review of the Lion's Club information and lease.

Scenic Byway



CHAPTER 6 - HIGHWAY

Chapter 6. Highway Conditions/ Safety

INTRODUCTION:

A Scenic Byway needs to be safe, efficient and pleasurable driving experience for both tourist and local traffic through a well designed and maintained highway system, recognizing that the primary responsibility in this area lies with the state and county departments of transportation.

There are a number of agencies that deal with various aspects of road conditions and highway safety. A partial list of those agencies and contact individuals (where known) is provided at the end of the chapter.

Scenic byway designation generates more recreational travel involving not only automobiles and campers, but also large motorhomes and tour buses. Many of these travelers may be driving slowly and stopping along the byway at scenic or historic viewing areas. Care and consideration should be taken for turnouts and pullouts design and planning.

EXISTING CONDITIONS: by Categories

• **General Road Conditions**

The majority of the 19-mile loop Byway route is comprised of CR 28 and Highway 138. CR 28 is a two-lane, gravel surfaced, 28-foot wide road. The shoulders of CR 28 are gravel and drop off into road side ditches. Highway 138 is a two-lane, asphalt road-way, for seven miles from Ovid to Julesburg. The westerly end of the loop follows an asphalt CR 27.8 for 2 miles into Ovid on Main Street until it joins Highway 138. Ovid's Main Street has parallel parking. Highway 138 has curb parking until Ovid town limits. The

easterly end of the loop exits Julesburg at a highway interchange continuing south on Highway 138 until rejoining the loop at CR 28 intersection. The portion of CR 28 running the length of the Welcome Center's property is a two-lane concrete road bed, 28-foot wide. Where it ends and starts the gravel surface.

The Route has several large and small bridges crossing various culverts and the South Platte River. In Ovid and Julesburg the roads are curb and gutter with on-street parking. Southwest from Julesburg is an interchange for Highway 138 and Highway 385.

All of the roadways are rural in character, generally flat and straight. This route is well maintained and easily passable by motorized vehicles, although lighting is limited and the unpaved surface of CR 28 may discourage heavy vehicular use in particularly wet or dusty conditions. The Highway signage is sufficient but some scenic byway and prior warning signs are missing.

• **Traffic Volumes**

Like other rural areas nationwide, Sedgwick County (population 2,468) has experienced consistent decrease in population since 1980. Population percent change from 2000 to 2010 was -13.4%

There may be potential for some increase in traffic, since annual visitation at the Colorado Welcome Center itself has been on the rise. Currently there are 250,000 annual visitors, and as many as 30,000 monthly.

Traffic volumes were not collected for Highway 138; there are no traffic points for collection. See <http://apps.coloradodot.info/dataaccess/>

• **Accidents and Safety**

SCED created well-designed pullouts for the interpretive sites that help decrease the risk of accidents along the Byway. The pullouts have been approved by CDOT.

All pullout locations are on the appropriate side of the Byway for a counter clockwise direction heading west from the Welcome Center. With the exception of one pullout which is located on the opposing side at the Devil's Dive/Caves #2. This causes the traffic to make a U-turn to visit the interpretive panel or park on the side of the road and cross over CR 28.

No significant gain in traffic accidents or other specific safety issues have been identified by the CDOT in the vicinity of the Byway. Traffic accident data was obtained at <http://www.coloradodot.info/programs/safety-data-sources-information>

From 2000-2012, the annual number of annual traffic accidents at these sites has varied, in no significant pattern that might identify a trend.

• **Road Improvements**

CDOT will be resurfacing Highway 138/385 stretch in Julesburg in summer 2013.

The Town of Julesburg has received the Transportation Enhancement Program funds for Highway 138, for the above CDOT project.

No additional improvements are currently in place for Highway 138. Additional efforts may be warranted in the future, if necessary, due to growth in traffic and/or traffic accidents.

- **Signage**

Along the Byway route there are approximately 20 Scenic Byway signs. Although there are no beginning or end byway signs.

Byway signage is missing in a few specific locations. One Byway sign in Ovid is hidden from view by an I-76 directional sign on Highway 138 eastbound prior to Main street.

On Highway 138 a few signs identify the High Plains Highway.

One road sign located near the Julesburg Municipal Airport entrance on Highway 138 identifies the NPS Auto-Tour Route.

Mile signs are posted on County roads and Highway. There are several stop signs but no traffic lights.

There are no “share the road” signs.

There are no American Discovery Trail signs along Highway 138 between Ovid and Julesburg.

There are no entrance signs for access roads to the SWA’s along the Byway.

Several Interpretive Panels need prior warning signs for both directions of traffic.

MANAGEMENT DIRECTION - HIGHWAY:

- **Goals and Objectives**

Goal: Provide a safe, efficient and pleasurable driving experience for both tourist and local traffic through a well designed and maintained highway system, recognizing that the primary responsibility in this area lies with the state and county departments of transportation.

Objective: Establish and maintain an active dialogue and ongoing coordination with appropriate contacts at CDOT and the County Highway Department.

Goal: Provide streetscape enhancements with the resurfacing of Highway 138/385 in Julesburg in 2013.

Objective: Develop plans, designs and funding to take advantage of the resurfacing project and Transportation Enhancement funds.

Goal: Establish a vibrant and unique entrance to Julesburg and the Welcome Center to capture I-76 traffic, improve retail revenue, and increase tourism to the Byway.

Objective: Enhance the Highway 138 character from I-76 Julesburg exit to old Highway 385 intersection.

ACTION ITEMS- HIGHWAY:

- Develop a Highway committee and possible sub-committees.
- Develop Streetscape Master Plans for Commercial District with landscaping and pedestrian trail. (see Chp. 10, pg 1 of 17)
- Create a leadership team to work with Business owners and CDOT to enhance

commercial district through various means. Including: a BID for landscape improvements with landscape standards and incentives.

- Create a Julesburg “Main Street Design for Main Street and Highway 138/385 implemented with CDOT’s resurfacing project. To include: old-fashioned lamp posts; unified street furniture; addition of landscape material suited to local environment and the Town’s maintenance capabilities; upgrade or add sidewalk to improve safety and increase pedestrian traffic; add Street Trees to increase retail traffic. (see Chp. 10, pg. 15 of 17)
- Develop Monument Master Plan for a new monument at old Highway 385 to direct traffic into Julesburg. (see Chp 10, pg 16 of 17)
- Reposition or create a second #2 Devil’s Dive/Caves pullout for the north side of CR 28. (see Chp. 10, pg 2 of 17)
- Request a prior warning signs for the #11, #9, #7 and #2 interpretive panels
- Request directional signs to SWA access roads and other recreational opportunities as needed.
- Request “share the road” and American Discovery Trail signage for Highway 138
- Create objective methods for monitoring and evaluation of Highway action items.

FUNDING RESOURCE

The following list identifies some departments and agencies that have funds or other resources available for highway projects

Colorado Main Street Program, DOLA

Stephanie Troller,
Main Street Coordinator
Department of Local Affairs
1313 Sherman Street,
Denver, CO 80203

Colorado Department of Local Affairs

Greg Etl,
Regional Manager
109 N. Front Street
Sterling, CO 80751
970-521-2414
greg.etl@state.co.us

Downtown Colorado Inc.

Katerine Correll
Executive Director
240 S Broadway #210
Denver, CO 80209

Main Street National Trust for Historic Preservation

The National Trust Main Street Center
202-588-6219; mainstreet@nthp.org
www.preservationnation.org/main-street

CDOT Region 4 :

Johnny Olson
1420 2nd Street Greeley, CO 80632
970-350-2103
J.Olson@dot.state.co.us

CDOT Local Agency Engineer:

Matthew Jagow – Matthew.Jagow@dot.state.co.us

CDOT Region 1 Planner:

Darin Stavish - Darin.Stavish@dot.state.co.us

CDOT Traffic & Safety Engineer:

MR Marandi – MR.Marandi@dot.state.co.us

Colorado State Patrol

Major Kris Meredith
District 3 Commander
3939 Riverside Parkway #B
Evans, CO 80620
970-506-4999
kris.meredithn@cdps.state.co.us

Sterling Troop Office, 3B

118 Riverside Road #200
Sterling, CO 80751
970-522-4696

Sedgwick County Sheriff's Office

Randy Peck, Sheriff
315 Cedar Street
Julesburg, CO 80737
970-474-3355

Sedgwick County Road and Bridge

Randy Renquist
223 South Cedar
Julesburg, CO 80737
970-474-3558
randyrenquist@hotmail.com

MONITORING - HIGHWAY:

To assure the long-term success of the highway management direction, key aspects of the program and its effectiveness in maintenance, pullout improvements, signage improvements, and coordination with appropriate agencies need to be monitored.

Changes along the Byway should then be reviewed annually and, by the use of an objective method of monitoring indicators, the successes and failures of the preceding year should be documented and reviewed.

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Scenic Byway



CHAPTER 7 - MARKETING

Chapter 7. Marketing

INTRODUCTION:

A very important part of the Byway success is the marketing program. The marketing plan promotes economic growth and generates funding for the Byway and revenue streams for local businesses.

Through this plan, the various entities involved in Byway management are able to collaborate their efforts to reach, inform, draw and receive visitors to the Byway and surrounding communities. Such a collaborated effort will enhance the effectiveness of limited resources as well as maintain communication between all affected parties.

A strategic, cost-effective mix of various promotional techniques and materials can aim these messages at high-potential, target markets to stimulate sales through information messages to current or potential customers.

The marketing that is in place for the SPRT Byway is a compilation of various resources and various levels of engagement. These include interpretation panels, brochures, web sites, byway signage, partnership with local museums, promotion at and for businesses, promotion and collaboration at the Welcome Center, and word-of-mouth.

The Welcome Center is a mixture marketing solely because of its location at the beginning of the Byway route and as the first Colorado State Welcome Center from Nebraska. It supports marketing for all 25 Colorado Byways, state wide recreation, lodging and various retail with card racks, maps, and helpful volunteers. The Welcome Center is

also the trailhead of the SPRT Byway. Inside the building and the outdoor plaza display interpretive panels for the SPRT Byway to provide information to the visitor.

Marketing as an economic development strategy works well if the customer is the focus of all development actions. Providing a good tourism product to existing visitors is perhaps even more important than a marketing program, since word of mouth is a cost-effective technique. There are two ways of interaction the hands-on visitor participation with Welcome Center and local retail staff, and non-personnel visitor participation with the web site and other virtual media.

Marketing of the Byway requires close interaction and cooperation between the business sector, the government sector, and the visiting public. This cooperation is especially critical since many of the Byway resources are under private ownership.

EXISTING CONDITIONS- MARKETING:

The SPRT Website tells the Byway story with 23 pages designed to share enough of the Byway story to entice web surfers to actually want to visit in person.

The SPRT Website hits/visits were 17,846 between Nov. 2010 – Oct. 2011 with an average of 3,255 a month. Monthly statistic for March 2012 had a total hits of 10,990

Tables in the Welcome Center are also display boxes showcasing artifacts from Fort Sedgwick and the drawings of the Cheyenne Dog soldiers.

Fort Sedgwick Museum displays artwork to help inform guests of the Byway qualities.

Previously a Sedgwick County place mat with a recreation and Byway information map was available. It is no longer printed or distributed.

There is one Radio Station, KJBL 96.5, for local marketing and promotion.

The alumnae web page displays notices for on-going school and community activities for those near and far.

Businesses, recreational opportunities and accommodations are promoted through flyers at the Welcome Center for Julesburg, Ovid and Sedgwick.

The SCED committee and the Byway committee were one in the same. The SCED is under significant transition, at the time of this document. The current Byway Coordinator is a temporary pro-bono position who is also responsible for upkeep of all Byway management and daily tasks.

The Byway budget includes cost for the web site but no additional staff. A pro-bono person is currently managing the upkeep of the Byway's web site.

The SCED committee, Town Trustees, County Commissioners and community at large do not promote the Byway Tourism as a priority for economic development.

The Welcome Center's management direction does not directly encourage or promote the local SPRT Byway.

Promotion of the County Fairgrounds events are internal and do not cross promote with or for the Byway.

CDOT Scenic Byway Program promotes the SPRT Byway in all its media and literature.

Including a *Tagwhat* and PSA/Local Screen Casts announcements. A 3 minute video for the SPRT Byway will be released in summer 2012.

Additional promotion is distributed through the Colorado Tourism Office often coordinating with CDOT Scenic Byway Program

Various Magazine publications have information on the SPRT Byway including “*Encompass - The AAA Companion*” Sept./Oct. ‘04 pg 22-23

MANAGEMENT DIRECTION-MARKETING:

• Goals and Objectives

Goal: To invite area marketing entities to cooperatively address Byway marketing and promotion.

Objective: To directly encourage businesses to see Byway as a local promotion tool and support for economic development.

Goal: Increase Byway tourism, and thereby increase revenues for local businesses.

Objective: Target niche markets such as history buffs, Pony Express association members, wildlife and birdwatchers, car buffs, etc., to increase participation numbers and length of visitor stays.

Goal: Capture a percentage of general interstate traffic

Objective: Increase visitor retail use and regional tourism in conjunction with area events by cross promotion.

ACTION ITEMS - MARKETING:

- Develop Marketing committee and sub-committees.
- Provide heritage hospitality and promotion training through Colorado Scenic Byway Program to raise awareness of the Byway and the economics of promotion. CDOT seeks to provide a training in 2012
- Implement a simple internal marketing program to inform local residents about the Byway program, to increase community understanding, support and problem-solving capacity.
- Create a Sponsorship strategic plan for businesses to provide sponsorship support for Byway products in return for increased promotion on the web site
- Create a strategic plan for local business products and service promotional materials; to be displayed in a prominent, well-identified location at key Byway interpretive sites
- Create strategic plan for SPRT Byway promotion at local events. Byway banners to display at events; and Byway plaques for prominent display in businesses.
- Provide local event promotion through the use of the Depot Museum’s Marque. Possible install a electronic marque for ease of upkeep and marketing
- Create a marketing plan that encourages long-distance travelers to visit the Byway with incentives. Much like the National Park Service’s Junior Range Program. The interpretive handout could be picked-up and returned to the Fort Sedgwick Museum or Welcome Center for a promotional item from the Byway.
- Develop a partnership with Colorado Birding Trails or Watchable Wildlife for wildlife activities.
- Develop a website strategic plan for enhancement, additional interpretive media, and maintenance.
- Develop rack card implementation and distribution plan, including what already exists at the Welcome Center for Byway Businesses and regional services.
- Develop cross marketing and promotion with local businesses and agencies.
- Create and video special event and promotion collaborative pieces such as:
 1. Continued collaboration with local Pony Express Association
 2. Old Timey gun show, and re-enactment of Slade and Beni with the Old Timey Gun enthusiasts
 3. Old Timey drag race with the Julesburg Drag Strip with niche dragsters
 4. Fort Sedgwick Park tent city - art and craft fair with various entertainment, and re-enactment groups.
 5. Radio competitions winners receive Byway products
 6. Stagecoach ride/dinner events with local caters for historic foods.
- Create a video distribution plan of the above events with Colorado’s Welcome Centers; Sedgwick, Logan and Denver Counties public TV stations; Colorado

Tourism Office; and at Colorado Convention Center's Tourism and Business conferences.

- Seek National Scenic Byway designation
- Seek National Heritage Area designation
Contact: Intermountain Region
(TX,OK,NM,AZ,CO,MT,UT,WY)
Greg Kendrick
National Heritage Areas Coordinator
Intermountain Regional Office 12795
W. Alameda Parkway Denver, CO
80225 phone: 303.969.2894
- Create SPRT Byway promotion with the following agencies:
 1. History/Colorado State Historical Fund. Cynthia Nieb, Cynthia.Nieb@chs.state.co.us
 2. Colorado Creative Industries. Elaine Mariner, Elaine.Mariner@state.co.us
 3. Colorado Tourism Office.
Laura Libby, laura.libby@state.co.us
 4. Colorado Tourism Office.
Kelly Barbello, Kelly.Barbello@state.co.us
 5. Reed Rowley, Deputy Director, Programs and Partnerships, Office of Economic Development and International Trade 303.892.3859 reed.rowley@state.co.us
 6. Tracy Kizer, Public Works Manager, Sedgwick County Fairgrounds, 970-520-5387
 7. Colorado Office of Economic Development and International Trade
(303) 892-3840 www.colorado.gov/cs/Satellite/OEDIT/OE
DIT/1162927366334

- Produce 2 annual posters/note cards from the original artwork of the Byway. Sell at the Fort Sedgwick Museum, and in local restaurants and businesses, etc
- Create Interpretive booklet, Books, CD's and T-shirts of the Byway for local and Internet sales.
- Create a Fort Sedgwick Tent City during the summer. Promote and Sell items made for Byway fund raising. Note: Create a temporary Fort Sedgwick to encourage the promotion of the development of the master planned Fort Sedgwick Park.
- Coordinate with *Pedal the Plains* promotion with Colorado Office of Economic Development and International Trade.
- Coordinate with regional area's attractions within Nebraska and develop cross marketing and promotion.
- Marketing and Byway Organizational Management often overlap. See Byway organization action list for additional assistance request that will help with marketing tasks.
- Create objective methods for monitoring and evaluation of marketing action items.

MONITORING- MARKETING:

Perhaps of all the necessary parts of a CMP the Marketing component needs the most diligent monitoring.

To assure the long-term success of the Market management direction, key aspects of the program and its effectiveness in creating cross promotional partnerships, website upkeep and improvements, creative marketing items and their distribution, and coordination with appropriate agencies need to be monitored.

Changes along the Byway should then be reviewed annually and, by the use of an objective method of monitoring indicators, the successes and failures of the preceding year should be documented and reviewed.

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Scenic Byway



CHAPTER 8 - BYWAY ORGANIZATION

Chapter 8. Byway Organization

INTRODUCTION:

The Byway committee began under the non-profit 501©3 organization, “Sedgwick County Economic Development Corporation” this organization was funded through the County, towns and private contributors. The Sedgwick County Economic Development is currently undergoing changes in organization and management.

Sedgwick County Economic Development (SCED) has five members. The elected boards includes county commissioners and each town have a representative. Each of their representatives are not necessarily a commissioner or town trustee. The four representatives then appoint the fifth member.

The elected board members include: Sedgwick County commissioners, Town Trustees, Chamber of Commerce, County Extension Agency, Financial institutions, High School Students, Health Professionals, Agricultural agencies.

The Byway committee has been comprised of educators, historians, retailers and a member from a private foundation. Each project has been completed before another has started. This is a priority as the committee has limited resources of people and finances.

The SPRT Byway received much regional support. Cooperative efforts with local town and county governments, schools, and businesses has and will continue to increase the economic success of the Byway.

EXISTING CONDITIONS - by Categories:

• **History:**

The **South Platte River Trail** Scenic and Historic Byway project began under the auspices of SCED with local government support in 1991. A nomination was accepted in 1991 for designation under the Colorado Scenic Byways Program.

An interim byway management plan was prepared in 1994-95. Project planning began in 1996 with Federal Scenic Byway funding available through the state program.

The State Welcome Center was built in 1996 at the I-76 Julesburg exit.

The Byway interpretive signage displays project was started in 1996 and completed in 1997. The National Association awarded these panels for Outstanding Interpretive Program in the Rocky Mountain Region *for Interpretation* in 1998.

SCED commissioned a Corridor Management Plan that was prepared in July 2001.

Additional SCED projects have included: Recreational opportunities on the byway at DePoorter Lake and the Watchable Wildlife Trail, habitat creation with the planting of 500 trees, a brochure development, and marketing through the larger regional tourism campaigns and state byway programs.

In addition to all of these projects a member of the Byway committee developed the SPRT Byway Website. He donated his time and expertise in website design to help promote the Byway. The Website went live in 2001

Over the last several years the SCED strengthened their partnership with Fort Sedgwick Historical society, which has lead to increased museum visitors and enhanced the museums’ revenue.

They have also strengthened their partnerships with the town trustees of Julesburg and Ovid, Division of Wildlife, Colorado Department of Transportation and various businesses along the byway.

The SCED has strengthened their business relationship with the historic movie theatre in Julesburg by hosting their web site until such time as they area able to contract for their own domain name and web server.

See www.rivertrailonline.org/users/hippodrome

After 2004 the original Byway Director retired and a new SCED Director took over the Byway. Focusing on economic development the Byway maintenance and upkeep did not move forward.

In April 2012 the SCED newly elected board members asked the previous Scenic Byway Director to step in and work on the Byway with SCED.

CDOT Scenic Byway Program requested an updated Corridor Management Plan, which was started in March 2012 and completed in June 2012

• **Current Byway Organization:**

Five newly elected board members (April 2012), current focus is on Business recruitment. They have no committees for Tourism Hospitality and Promotion, or Byway.

Anna Scott, (the previous Byway Director), is temporarily organizing and leading the Byway organization. This is not a paid position she is currently doing this pro-bono along with her full time responsibilities at the Campbell Foundation. No other staff or paid volunteer has been identified.

- **Past Corridor Management Plans**

South Platte River Trail Interim Byway Management Plan. March 1995. Has a website link: <http://www.coloradodot.info/travel/scenic-byways/northeast/so-platte-trail/SouthPlatteRiverTrailBywayBM>

South Platte River Trail Scenic and Historic Byway Corridor Management Plan. July 2001. Prepared by Colorado Center for Community Development, University of Colorado at Denver. Funded by CDOT Colorado Scenic and Historic Byway Program and a State Historical Fund grant.

- **Past and Present partnership organizations:**

- Town of Julesburg
- Town of Ovid
- Sedgwick County Commissioners
- Fort Sedgwick Park
- Fort Sedgwick Historical Society
- Pony Express Association
- Businesses along the byway: ie: Platte Valley Inn, Pony Express RV Park
- Sedgwick County Chamber
- Colorado Welcome Center at Julesburg
- Sedgwick County Economic Development
- Julesburg Chamber

MANAGEMENT DIRECTION - BYWAY ORGANIZATION:

- **Goals and Objectives**

Goal: To strengthen the Byway Organization for successful management and longevity of the Byway.

Objective: To directly encourage board and businesses to see Byway as a promotion tool and support for increased revenues and economic sustainability.

Goal: To strengthen the Byway Organizational staff for successful management and longevity of the Byway.

Objective: To directly encourage board and businesses to financially support the staff and the capital improvements of the organization.

ACTION ITEMS: BYWAY ORGANIZATION

- Develop new Board for Byway Organization. This will be needed if SCED no longer provides the Byway's board or funding.
- Provide a board training and education program for the importance, influence and economic opportunities of the Byway. CDOT seeks to provide a Board Training in 2012.
- Seek funding through various means for a paid Byway Director and staff position(s) to keep up with the day to day and long term tasks of fund raising, strategic plan implementation, maintenance schedules and web site management. This is the foremost important action item of this CMP.
- Develop Byway committee and sub-committees.

- Create a strategic planning committee to oversee all the management directional plans in this CMP.
- Create list of volunteers for Byway maintenance, revenue, promotion, design, and other Byway activities.
- Request a Volunteer Training from the CDOT Scenic Byway Program.
- Assist Town(s) staff to request Department of Local Affairs - Community Development Office assistance.
- Assist Town(s) staff to request Department of Local Affairs - Colorado Main Street Program assistance.
- Request additional community development assistance from Downtown Colorado Inc.
- Seek methods in which the Welcome Center help this Byway financially as well as with increased level of promotion.
- Request the Sedgwick County Fairgrounds to support and increase their level of promotion for the Byway.

MONITORING BYWAY ORGANIZATION:

To assure the long-term success of the Byway management direction, key aspects of the program and its effectiveness in creating and implementing strategic plans and coordination with appropriate agencies need to be monitored.

Changes along the Byway should then be reviewed annually and, by the use of these indicators, the successes and failures of the preceding year should be documented and reviewed.

Chapter 9. Conceptual Action Master Plan

INTRODUCTION:

As with any plan, the CMP is a dynamic mechanism which may need adjustments as changes occur over time to remain effective in reaching the Byway program's important goals. The rich historic, natural and recreational resources found along the Byway are important assets to community residents as well as visitors.

In order to pursue the Byway's marketing and economic development, interpretive and resource protection goals, the Byway organization and partnerships need to be committed to an on-going reassessment of the resources and the effects of the Byway program.

Evaluations are based on the following five elements

1. Socio-Economic Impact Assessment
2. Historic and Natural Resources Organizational Review
3. Byway Organization and Tourism Components Review
4. Annual Byway Status Report at Partnership Meetings
5. Visitor Data.

ACTION PLANS - ACTION ITEMS:

In order to pursue the Byway's marketing and economic development, interpretive and resource protection goals, the Byway organization and partnerships need to be committed to creating comprehensive master plans and implementing action items.

Based on goals and objectives of this document the following matrixes contain the action plan items. They have been prioritized.

These will also need to be:

- time line* established,
- committee and point person selected,
- funding options evaluated.

They should be re-evaluated on an annual basis.

Time Line* can not be established at this juncture without an active Byway committee to commit to action plan time lines. It is suggested that committees be formed and action plan time lines be identified.

Suggested time line priorities for the first year:

- To recruit and secure funding for a full time Byway Coordinator.
- Develop committees as suggested in the CMP.
- Replace the worn interpretive panels.
- Report to Scenic Byway Program Coordinator at completion of the above items at the end of the first year.
- Create objective methods for monitoring and evaluation of Highway action items.

ACTION PLAN COMMITTEES:

Create the following committees and sub committees with a designated committee director to take on the full implementation of tasks and collaboration among committees:

- **Resource Protection Committee**
- **Interpretive Committee**, with following sub-sets:
 - Interpretive panel maintenance and replacements
 - Interpretive panel enhancements
 - Website, and other promotional media
 - Various brochure maintenance and updates with current information.
- **Trails Committee**, with following sub-sets:
 - SWA trails and trail heads.
 - Interpretive trails and educational materials.
 - SWA park and regional trail
 - Lions Park improvements,
 - Walking tours, etc.
- **Highway Committee**, with following sub-sets:
 - directional signage
 - streetscape enhancements.
- **Marketing Committee**
- **Byway Organization Committee**
- Other committees as need for special tasks.

ACTION ITEMS - ALL SECTIONS:

These are Action Items that are needed to accomplish all CMP’s Action Items. The need for personnel, organized committees, point persons and above all ability to monitor accomplishment and make appropriate changes when needed. Monitoring is an annual task

1	Monitoring Action Items			Create objective methods for monitoring and evaluation of marketing action items.	High	
2	Byway Action Plan Committees and Sub-committees			Develop Byway section committee and sub committees to take on the Action Items tasks	Highest	
3	Develop Byway Section Committee Point Person			Develop a Byway section committee point person to manage the committee and sub-committees and coordinate with other committees	High	

RESOURCE PROTECTIONS ITEMS- VIEWSHED:

These are Items that are needed to protect the intrinsic and scenic part of the Byway. They will also take enforced land use protections.

	Topic: Resource Protection					
#	Item: protect Viewshed	Location	Odo	Task	Priority	Contact Person
1	Tepee from I-76	Hillside between I-76 and WC	0.0	Protect viewshed of Tepee from I-76. Protect importance by not “cluttering” area with other objects.	High	County zoning Resource Protection committee
2	Windmill & Cistern	Hillside South side of CR 28	03.3	Protect viewshed of Windmill and cistern by limiting development	Low	County zoning Resource Protection committee
3	Windmill & Cistern	Hillside South side of CR 28	03.3	Repaint white walls and red roof of cistern. Create a maintenance schedule for painting and upkeep	Highest	Private property owner 4-H or other groups Resource Protection committee
4	Prairie and Silos	North side of CR 28	04.7	Protect viewshed of distance Silos by limiting development	Low	County zoning Resource Protection committee
4	River Valley and Town of Ovid	On CR 27.8 just south of CR 28	0.04 south of CR 28 on CR 27.8	Protect viewshed of River Valley and Town of Ovid by limiting development	Medium	County zoning Resource Protection committee

RESOURCE PROTECTIONS ITEMS- NEW INTERPRETIVE PANELS & SCENIC OVERLOOKS:

These are Items that are need to protect the intrinsic and scenic part of the Byway
They provide an overlook and/or pull-out to view the natural and intrinsic qualities of the Byway.

	Topic: New points of interest	/pull out/ overlooks				
#	Item:	Location	Odo	Task	Priority	Contact Person
1	4a. "Silos on the Plains" Giving the "whole" expansive view of the area.	North side of CR 28	04.7	Provide a pull-out and additional panel(s) to celebrate the view and importance of Agriculture on the Prairie View of Ovid's Sugar Silos' looking northwest from CR 28 – prairie, cottonwoods, river, white gleams of the silos in the distance.	High	Resource Protection committee CDOT County Designer 
2	4b. " Old Trail"	North side of CR 28	05.1	Provide a pull-out and additional panel on the marker and River Crossings. – Possible trail connection (see trails action plans)	Low	Designer Resource Protection committee CDOT County If trail - Property owner.
3	6a. "River Valley and Small Town" of Ovid.	East side of CR 27.8	.0.04 south of CR 28 on CR 27.8	Provide a scenic overlook. A pullout with a sitting wall or view –scope. A place to take pictures. A Place to celebrate the view and importance of Agriculture and Small Towns on the Prairie. View looking north of Ovid and surrounding valley from I-76 Ovid exit	Highest	Interpretive committee CDOT County Designer 
4	Add Extension to Scenic Byway	From I-76 Ovid exit on CR 27.8 to CR 28	0.0 - 0.8 south of CR 28 on CR 27.8	Add Extension to Scenic Byway. If completed. All media will need an update.	Lowest	Scenic Byway Program Director Resource Protection committee CDOT
5	9a. "Julesburg and Railroad"	East side of Highway 138 near RR over pass	13.3	Provide scenic overlook. A pullout with a sitting wall or view –scope. A place to take pictures. A place to celebrate the railroad/ supply transportation and small towns on the prairie.	Low	Resource Protection committee CDOT County Designer

RESOURCE PROTECTIONS ITEMS - SCREENING:

These are plans that would dramatically improve the scenic quality along the Byway. Some of these plans would need other agency coordination.

	Topic: Screening					
#	Item:	Location	Odo	Task	Priority	Contact Person
1	CDOT maintenance yard	CDOT Work Yard just west of Welcome Center on north side of CR 28	00.3	Screen view of CDOT work yard to enhance the visual appearance of the Byway	Lowest	Resource Protection committee CDOT
2	Power Station	Power Station just west of # 3 on south side of CR 28	02.0	Screen view of Power Station to enhance the visual appearance of the Byway	Low	Resource Protection committee Private property owner Power Company
3	FCC property	FCC fence and tower directly behind #7 panels	09.1	Screen view of FCC property to enhance the visual appearance of the signpost at #7	High	Resource Protection committee FCC Private property owner Town of Ovid
4	Barricades at Cedar Street Terminus at Pine Street	At #10 Depot Museum/ Railroad Park and Cedar Street	16.4	Create a terminus for the streets and screen the barricades at Cedar street to enhance the visual appearance of Railroad Park, the start of the Railroad Park trail, and enhance the business district.	Highest	Trails Committee Resource Protection committee Union Pacific RR Town of Julesburg Designer
5	Electric area behind Julesburg's southern entry monument	On Highway 138 just south of the River at Town limits on the east side of road	18.5	Screen and improve the electrical area behind monument to enhance the visual appearance of the entry monument	High	Resource Protection committee Power Company Private Property owner Town of Julesburg

INTERPRETIVE ITEMS - EXISTING INTERPRETIVE PANELS:

These are plans that are needed for the improvement of the interpretive nature of the Byway.
 These are the areas that visitors stop and learn about the history and intrinsic nature of this Byway.

Create an Interpretive panel maintenance schedule. Highest

	Topic: Improve Interpretive	panels and pullouts				
#	Location	Item:	Odo	Task	Priority	Contact Person
1	Welcome Center	Exterior panels	0.0	Replace four signage panels attached to wall. Replace plaza panels four on standing frames.	Highest	Interpretive committee Welcome Center manager
2	Welcome Center	Pony Express metal sign	0.0	Repaint the metal pony express logo sign on the wooden slatted sign at intersection of Highway 138 and CR 28	Low	Welcome Center manager
3	Welcome Center	Plaza	0.0	Create signs in various locations for better understanding of “begin” Byway Auto Tour Loop. Place information near Heron Statue, at vista point, etc.	High	Welcome Center manager Interpretive committee
4	Welcome Center	Plaza	0.0	Provide interpretive media for birding opportunities in and around the Byway.	Lowest	Welcome Center manager Interpretive committee
5	Welcome Center	#1a. Concord Stagecoach	0.0	Build a replica Concord Stagecoach for display only, interactive display, or for fee for rides events	Low	Interpretive committee Designer 4-H Horse Club Welcome Center.
6	Caves/Devils Dive	One car pull out on south side of CR 28 at panel #2	0.9	Improve visibility of panel on south side. Options – better wording in Brochure. Identifying marker prior to panels – relocate or create a second pull-out on north side and redo the panel to indicate caves are across road (much like windmill site.) <i>Redo brochure text.</i>	Highest	Interpretive committee County Designer

INTERPRETIVE ITEMS - EXISTING INTERPRETIVE PANELS:

7	Caves/Devils Dive	Panel #2	0.9	Replace one signage panel. Titled “ <i>Devil’s Dive and The Italian Underground</i> ”	Highest	Interpretive committee
8	Caves/Devils Dive	Flag pole at Panel # 2	0.9	Place a metal banner and flag pole at Devils Dive. <i>Redo brochure text.</i>	Low	Interpretive committee Property owner
9	Julesburg #2	Panel #3	02.8	Replace one signage panel. Titled “ <i>At first you don’t succeed...</i> ”	Highest	Interpretive committee
10	Julesburg #2	Concrete Pads Panel #2	03.3	Re-set the concrete pads that are above ground due to erosion	High	Interpretive committee County
11	Julesburg #2	Pullout at Panel #2	03.3	Secure shoulder and improve slope of pull-out	Medium	Interpretive committee County
12	Windmill #3 aka Life Blood of the Plains	Panel #4	03.3	Replace one signage panel. Titled “ <i>Blowing in the Wind</i> ”	Highest	Interpretive committee
13	Julesburg #1/ Pony Express aka Blood on the Ground	Panel #5	06.3	Replace three signage panels. Titled “ <i>Ashes/ Ear-le tale/ Neither Rain or Sleet...</i> ”	Highest	Interpretive committee
14	Julesburg #1/ Pony Express	Formalize Panel #5	06.3	Formalize this large pull-out and interpretive area. Fencing behind to create enclosure and visibility. Reinforce importance.	High	Interpretive committee County Designer
15	Fort Sedgwick/ Fort Sedgwick Cemetery	Panels #6	07.2	Replace two signage panels. Titled “ <i>Fort Sedgwick, Colorado Territory/ Hard Duty on the Plains</i> ”	Highest	Interpretive committee
16	Fort Sedgwick/ Fort Sedgwick Cemetery	Flag pole at Panels #6	07.2	Replace Flagpole identifying Cemetery location with metal banner and flag pole	Low	Interpretive committee Property owner Colo. Historic Society
17	Town of Ovid/ POW Camp	Panels #7	09.1	Replace two signage panels. Titled “ <i>Ride ‘Em Cowboy/ See and Do, Off the Byway</i> ”	Highest	Interpretive committee

INTERPRETIVE ITEMS - EXISTING INTERPRETIVE PANELS:

18	Town of Ovid/ POW Camp	Parking ("Pull-out") at Panels #7	09.1	Improve visibility of Panels. Hard to see when there are parked cars in front of Panel area. Add timed parking signage and enforcement	Lowest	Interpretive committee Ovid and Police Department Designer
19	Town of Ovid/ POW Camp	Mural at Panels #7	09.1	Add mural to Lion's Club building. Complementary to Panels #7 and / or to Byway at large. Mural could be a competition and given to the winner and/or hire artist and have High School students paint the mural	Medium	Interpretive committee Lion's Club High School Local Artists
20	Town of Ovid/ POW Camp	Kiosk at Panels #7	09.1	Add Kiosk to property by panels. Would improve visibility and site. Could be "trailhead" for walking tour and connection to Lodgepole Creek trail in Ovid. Could provide additional screening of FCC from Panels	Low	Interpretive committee Trails Committee Lion's Club Property owner Designer FCC
21	Sugar Town / Upper Califor- nia Crossing	Panels #8	09.3	Replace two signage panels. Titled " <i>Sugar Town/Early Campsites and River Crossing</i> "	Highest	Interpretive committee
22	Sugar Town / Upper California Crossing	Bronze plaques at Panels #8	09.3	Clean existing bronze plaque and find replacement bronze plaque for Historic Marker	High	Interpretive committee Donation or other funding. History Colorado
23	<i>New Upper Cali- fornia Crossing</i>	Add marker #8 a	10.1	Create a marker for Upper California Crossing per NPS Auto Tour. 0.8 mile east of #8. Possible Title - " <i>River Crossings/Telegraph Lines link America</i> "	Lowest	Interpretive committee National Park Service Auto Tour
24	New Upper Cali- fornia Crossing	Add panel #8 a	10.1	Add a panel on the Transcontinental Telegraph, specific to ending pony express and changing communication forever. Possible Title - " <i>River Crossings/Telegraph Lines link America</i> "	Lowest	Interpretive committee Designer

INTERPRETIVE ITEMS - EXISTING INTERPRETIVE PANELS:

25	New Upper California Crossing	Add pull-out for #8 a	10.1	Add pull-out for new panels and location	Lowest	Interpretive committee County Designer
26	Julesburg #3/ Transcontinental Railroad	Panels at #9	13.2	Replace two signage panels. Titled “ <i>Wickedest City in the West</i> ”/“ <i>End of the Track</i> ”	Highest	Interpretive committee
27	Julesburg #3/ Transcontinental RR	Add panel #9 a	13.2	Develop and add panel or marker “ <i>Drag Strip one of the Oldest in the US</i> ” (1950)	Lowest	Interpretive committee Drag Strip
28	Julesburg #3/ Transcontinental RR	Posts at panel #9	13.2	Replace or Repaint posts and if possible redirect drainage to improve long-term maintenance of posts.	Medium	Interpretive committee County
29	Julesburg #4/ Depot Museum	Panels # 10	16.6	Replace three signage panels. Titled” <i>The Town that wouldn’t Die/Nearby Things to See and Do</i> ”/“ <i>Julesburg</i> ”	Highest	Interpretive committee
30	Julesburg #4/ Depot Museum	Posts at Panels #10	16.6	Replace or Repaint posts and redirect irrigation away from posts. Replace sod w/ gravel to improve maintenance & remove muddy area at sidewalk & pad.	High	Interpretive committee Sedgwick County Fort Sedgwick Museum
31	Julesburg #4/ Depot Museum	#10a Concord Stagecoach panel	16.6	Create a panel on Concord Stagecoach. Detail its relationship to transcontinental transportation.	Lowest	Interpretive committee Designer Fort Sedgwick Museum
32	Wildlife/Lion’s Park	Panel at #11	18.4	Replace one signage panel. Titled” <i>Prairie Home Companions</i> ”	Highest	Interpretive committee
33	Wildlife/Lion’s Park	Visibility at Panel #11	18.4	Add information panel to indicate the Byway Loop and Begin at Welcome Ctr.	Highest	Interpretive committee Designer
34	Wildlife/Lion’s Park	New Panel at Panel #11	18.4	Add an interpretive panel to #11 on South Platte Watershed.	Lowest	Interpretive committee Designer Water Districts
35	Non- interpretive signs	Various	Various	All existing signs need repainting of engraved lettering. ex: Lion’s Park Sign, and Julesburg Welcome Ranch sign	Low	Interpretive committee Various

INTERPRETIVE ITEMS - EXISTING INTERPRETIVE PANELS:

Proposed interpretive panels/ site enhancements. Creating a sense of place for the interpretive panels, as well as enhancing the visibility, and aesthetics of each site.



Proposed enhancement: interpretive panels #5

The interpretive panels #5 is a long site with panels, monuments and markers, and larger pullout.

Adding the fence, just behind the elements within the ROW, gives all the diverse elements a sense of unity. It creates a frame or border for all the elements and all of the informational text, that can be found on the panels and monuments. The fence behind defines the site and provides a sense of place, improves visibility and enhances the aesthetic of the panels and monuments.

The interpretive site #5 perhaps more than most of the interpretive panels throughout the loop needs enhancement to anchor all the diverse monuments, and support their historic importance.



Proposed enhancement: Sun shade interpretive panels #1

The interpretive panels #1 are attached to the Welcome Center plaza's wall. This area receives strong sun all year round.

Adding the sun shade structure will improve longevity of the panels. The addition of the entrance frame and logo treats the interpretive panels as part of the Welcome Center and creates a sense of place to begin the interpretive sites on the Byway loop.



Proposed enhancement: interpretive panel sites.

Adding a fence, within ROW, behind the interpretive panels and xeri-landscaping enhances the panels aesthetics, importances, visibility and definition. Grounding and defining the site for the visitors enjoyment.



Proposed enhancement: Kiosk and interpretive panels #7

The interpretive site #7 in Ovid is located in a vacant lot adjacent to a blank gray wall on its north side and a FCC tower at the back of the lot.

Adding the fence creates a frame or border for the panels. The mural improves visibility and enhances the aesthetic of the site.

Screening of the FCC tower will enhance the intrinsic quality of the site.

The interpretive site #7 could accommodate a kiosk that would provide additional information on historic events and figures in Ovid. The kiosk creates a place to start a walking tour and regional trail connections.

Development of this site will provide a walking experience to the Byway tour. By getting visitors out of their cars, feeling the strong wind, the intense sun or cold of the environment provides an additional perspective to the Byway.

Getting tourists to hike in the area can extend their stay by encouraging them to eat at local restaurants, participate in various retail experiences, and secure lodging.

TRAIL ITEMS - NEW TRAILS AND PARKS:

These are plans that would dramatically improve the visitor’s activity and enjoyment of and on the byway. Some of these plans would need other agency coordination.

#	Item:	Location	Odo	Task		Contact Person
1	Link/Trail Middle Parking Pony Express SWA	North side of CR 28	03.7	Provide a River Park connection trail from Middle Pony Express Parking area to a proposed River Park. Possible w/ # signposts	Lowest	Trails committee CPW Designer Property owner
2	Pony Express River Park	Intersection of Pony Express SWA boundary and Access Road	03.8	Develop the River Park, connecting trails and picnic area. Coordinate with CPW. Coordinate with Property owner	Lowest	Trails committee CPW Designer Property owner
3	“Old Trail” marker trail connection	Trail connection from or near pillar west to CR 31.5; north and northeast to SWA Boundary	05.1	Provide a connection trail to SWA boundary and w/ the Upper California Crossing near Lodgepole Creek. Coordinate w/ CPW	Lowest	Trails committee CPW Designer Property owner
4	River Road Trail	From CR 28 to CR 27.8 intersections with River Road	06.9	Create a trail along River Road from CR 28 looping over to CR 27.8. Coordinate w/ Property owner, if river rd. is private	Low	Trails committee CPW Designer Property owner
5	River Road Trailhead	At CR 28 and River Road	06.9	Create a 2 or 3 car trailhead at River Road from CR 28. Coordinate w/ Property owner, if River Road is private	Lowest	Trails committee CPW Designer Property owner
6	River Road trail connection	At River Road and CR 27.8	08.4	Connect River Road trail to Lodgepole Creek Trail	Low	Trails committee CPW Designer Property owner

TRAIL ITEMS - NEW TRAILS AND PARKS:

7	Julesburg SWA Trailhead	At CR 27.8 and River Road	06.9	Create trailhead at the existing Julesburg SWA	High	Trails committee CPW Designer Property owner
8	Lodgepole Creek Trail	From River Road to Highway 138 along Lodgepole Creek	08.4 – 09.3	Create a trail along the length of the Lodgepole Creek within SWA and on Private Property	Highest	Trails committee CPW Designer Property owner
9	Julesburg SWA trail connection	From SWA trailhead to River Road	08.4	Create a trail connection from SWA trailhead to River Road - staying within the SWA	Low	Trails committee CPW Designer
10	Julesburg SWA Picnic area	At Julesburg Parking Area off of CR 27.8	08.4	Create a picnic area with the trailhead and possible with facilities – use a compost toilet. Improve entrance/exit to parking area	High	Trails committee CPW Designer County
11	Julesburg SWA 1-mile and 2-mile interpretive loop trail	From SWA Parking area off of CR 27.8	08.4	Create a 1-mile and 2-mile interpretive loop trails	Highest	Trails committee CPW Designer
12	Interpretive Brochure and Numbered post	From Julesburg Parking area off of CR 27.8	08.4	Create an interpretive brochure and numbered posts for 1-mile and 2-mile interpretive loop trails	Medium	Trails committee Interpretive committee Designer CPW
13	Lodgepole Creek North Trail	From Highway 138 north to Morgan Street.	09.3 to Morgan	Create Trail along Lodgepole Creek from Highway 138 near #8 north to Morgan street	Low	Trails committee Designer Property owner
14	Lodgepole Creek / Ovid Town Park Connection Trail	From Lodgepole Creek at Morgan street to Ovid Town Park	Morgan to Main Street	Create Connecting Trail from Lodgepole Creek at Morgan street to Main Street and Ovid Town Park	Low	Trails committee Designer Town of Ovid
15	Wilderness on Wheels or other such programs	Pony Express SWA	TBD	Create accessible Trails for Hunting and Birding Opportunities	Medium	Trails committee CPW Designer

TRAIL ITEMS - NEW TRAILS AND PARKS:

16	Farm Equipment Park	At Signpost #8	09.3	Create access to Farm Equipment as a museum/Park. Create long term maintenance and management. Currently held by private property owner's family; friends of family provide upkeep and maintenance	Lowest	Interpretive committee Property owners Town of Ovid History Colorado Volunteer committee
17	Railroad Park Interpretive Trail/ ADA accessible walkway	At #10 Depot Museum and Railroad Park	16.4	Create and developed to elaborate on Trappers/Trader/Westward migration or the Pony Express station stops; the Telegraph; Railroad; and Lincoln Highway. Presentation on communication and supply transportation needs/ issues before the Interstate Highway system	Highest	Interpretive committee Trails Committee Town of Julesburg Fort Sedgwick Museum Designer
18	Railroad Park Trailhead	At #10 Depot Museum and Railroad Park	16.4	Create a trailhead for trails south bound and the interpretive trail around the Depot, and part of the walking tour in Julesburg	Medium	Trails Committee Town of Julesburg Fort Sedgwick Museum Designer
19	Railroad Park Trail Section One	From Railroad Park to intersection of old Highway 385 and Highway 138	16.4 - 17.4	Create a southbound trail from RR Park to intersection at Highway 138. Use existing ROW. Issues of Crossing Highway 138 and continue to DePoorter Lake and east to future home of the Fort Sedgwick Park	High	Trails Committee Designer Town of Julesburg Fort Sedgwick Museum County
20	Julesburg Main Street Streetscape	From eastern town limits to interchange	16.0 – 17.0	Streetscape Design for “main” Street Julesburg to enhance businesses and downtown connection. Excellent timing prior to CDOT repaving.	Highest	Main Street committee Designer Town of Julesburg Interpretive committee CDOT
21	Railroad Park Trail Section Two	From intersection of old Highway 385 and Highway 138 to Lion's Park	16.4-17.4	Create a southbound trail from intersection at Highway 138 to Lion's park. Issues of bridges and Highway safety	Low	Trails Committee Designer County CPW

TRAIL ITEMS - NEW TRAILS AND PARKS:

22	Railroad Park Trail Section Three	From Lion's Park to CR 28 and West to Welcome Center	17.4 – 18.4	Create a southbound trail from Lion's park through Commercial area to CR 28 and West to Welcome Center. Issues of commercial traffic and Highway safety	Lowest	Trails Committee Designer Town of Julesburg CDOT CPW Private Property owners
23	Commercial Streetscape Design	From SWA boundary to CR 28 on Highway 138	17.5 – 18.4	Commercial Streetscape Design for Commercial area at I-76 Exit to enhance businesses and downtown connection.	Highest	Trails Committee Designer Town of Julesburg CDOT Private Property owners
24	Nebraska Monitor Water Station Trail	From Highway 138 west to curve in road and north to SWA Boundary	17.5	Create a connecting trail westbound along road to SWA boundary where it will connect with Lion's Park interpretive River Trails	Lowest	Trails Committee Designer County Private Property owners

TRAIL ITEMS - EXISTING TRAILS AND PARKS:

These are plans that would dramatically improve the visitor's activity and enjoyment of and on the byway. Some of these plans would need other agency coordination.

#	Topic: Improve	Existing Parks and	Trails			
#	Item:	Location	Odo	Task	Priority	Contact Person
1	Railroad Park Restrooms	Railroad Park	16.5	Design thematic Restrooms for Railroad Park and Byway, providing a trail-head and interpretive kiosk	Highest	Trails Committee Designer Fort Sedgwick Museum
2	Concord Stagecoach	Railroad Park	16.5	Build a replica concord Stagecoach for Display only, For interactive Display, For stagecoach rides. (See Welcome Center interpretive improvements)	Low	Interpretive committee Designer Fort Sedgwick Museum 4-H Horse Club
3	Entrance Signage to Lion's Park	#11 Lion's Park entrance	18.4	Improve visibility by adding entrance signage from pull off into parking area for park traffic	Highest	CPW Trails committee
4	Julesburg SWA/ Wildlife #11 parking area	At entrance off Highway 138	18.4	Improve parking area to be more inviting and attractive, to encourage the visitor to stop and visit the point of interests and journey into Lions' Park.	Medium	Trails Committee Designer CPW Lion's Club/Town
5	Lion's Park Picnic area	In Lion's Park**	18.4	Improve and provide more picnic areas to Lion's Park, possible a wedding/ event area.	Medium	Tails Committee Designer Lion's Club/Town
6	Lion's Park 1-mile and 2-mile loop trail	In Lion's Park ** and Julesburg SWA	18.4	Recreate Interpretive River Trail and add 1-mile and 2-mile loop.	High	Tails Committee Designer CPW Lion's Club/Town
7	Lion's Park interpretive brochure and numbered posts	In Lion's Park ** and Julesburg SWA	18.4	Create interpretive brochure and numbered posts	Low	Tails Committee Interpretive committee Designer Lion's Club/Town
8	Lion's Park rules and regulation signage and existing signage	In Lion's Park** and Julesburg SWA	18.4	Create a rules and regulations sign. Improve Existing signage in Lion's Park	Medium	Tails Committee CPW Lion's Club/Town

Note: ** The Lion's Club leases land from CPW for Lion's Park. The Lion's Club has asked Julesburg Town Trustees to take over lease and maintenance

TRAIL ITEMS - WALKING TOURS:

These are plans that would dramatically improve the visitor’s physical activity and enjoyment of and on the byway. Some of these plans would need other agency coordination.

#	Item:	Location	Odo	Task	Priority	Contact Person
1	Ovid/POW Walking Tour – cell phone numbered and interpretive markers	At #7 Ovid/POW	09.1	Develop Walking Tour to include Town Park, POW buildings, Historic High School, connection to Lodgepole Trail	High	Tails Committee Designer Interpretive committee Town of Ovid
2	Ovid/POW interpretive posts and brochure	At #7 Ovid/POW	09.1	Design a brochure for Ovid/POW walking tour. Provide it at Kiosk, WC and Fort Sedgwick Museum	Medium	Tails Committee Designer Interpretive committee
3	Julesburg Historic Walking Tour	At #10 Depot Museum and Railroad Park	16.4	Develop Walking Tour to include Town Park, Historic Buildings*, connection to Railroad Park Trail	Highest	Tails Committee Designer Interpretive committee Town of Julesburg
4	Julesburg interpretive posts and brochure	At #10 Depot Museum and Railroad Park	16.4	Design a brochure for Julesburg historic walking tour. Have it available at RR Park Restrooms, Depot and Fort Sedgwick Museum	High	Tails Committee Designer Interpretive committee

*** Historic Buildings:**

- 1) Sedgwick county Court House;
- 2) Julesburg Library;
- 3) Hippodrome Theatre and Arts Center;
- 4) Depot Museum; and
- 5) Revere JR/SR High School – Ovid

Add all historical information to one walking tour pamphlet for both communities.

TRAIL ITEMS - REGIONAL TRAILS:

These are plans that would dramatically improve the visitor’s Regional activity and enjoyment of the byway and surrounding area. Some of these plans would need other agency coordination.

	Topic: Regional Trail -	Long term action Plans				
#	Item:	Location	Odo	Task	Priority	Contact Person
1	Lodgepole Creek Trail connection to Regional trail	Lodgepole Creek Trail and Julesburg SWA parking area	08.4 to 18.4	Develop a local connection with local trail to from Lion’s Park to Ovid along South Platte River.	High	Tails Committee Designer Julesburg trustees Ovid town council Sedgwick town council CPW Sedgwick County
2	Regional Trail from Julesburg to Sterling	Along South Platte River from Lion’s park at Highway 138 to Ovid then south west to join with Sterling’s regional trail	18.4	Along South Platte River from Highway 138 to Ovid then south west to join with Sterling’s regional trail	Lowest	Tails Committee Designer Julesburg trustees Ovid town council Sedgwick town council CPW Sedgwick County Sterling

HIGHWAY ITEMS - SWA SIGNAGE:

These are plans that would dramatically improve the visitor’s ability to locate other access roads to activities on and off the Byway. Some of these plans would need other agency coordination.

#	Topic: SWA Signage	& Directional	road signs			
#	Item:	Location	Odo	Task	Priority	Contact Person
1	Pony Express SWA entrance signage	Pony Express SWA north off of CR 28	01.1	Add directional and informational signage at CR 28 and SWA access road for east and west bound traffic	Highest	Sedgwick County CPW
2	Pony Express SWA Parking area Signage	Pony Express SWA parking area	01.1	Replace rusty and missing CPW SWA signage. Add directional signage for access trail into SWA	Lowest	CPW
3	Pony Express SWA entrance signage	Pony Express SWA north off of CR 28	03.7	Add directional and informational signage at CR 28 and SWA access road for east and west bound traffic	Low	Sedgwick County CPW
4	Pony Express SWA Parking area Signage	Pony Express SWA <u>middle</u> parking area	03.7	Replace rusty and missing CPW SWA signage. Add directional signage for access trail into SWA	Low	CPW
5	Pony Express SWA entrance signage	Pony Express SWA north off of CR 28	03.9	Add directional and informational signage at CR 28 and SWA access road for east and west bound traffic	Medium	Sedgwick County CPW
6	River Road	At CR 28 and River Road	06.9	Add directional signage for east and west bound traffic	Lowest	Sedgwick County
7	River Road	At CR 27.8 and River Road	08.4	Add directional signage for east and west bound traffic	Lowest	Sedgwick County
8	Julesburg SWA Entrance Signage	Julesburg SWA	08.5	Add directional and informational signage at CR 27.8 and SWA access road for east and west bound traffic	High	Sedgwick County CPW

HIGHWAY ITEMS - SWA SIGNAGE:

9	Julesburg SWA Parking area	Julesburg SWA	08.5	Replace rusty and missing CPW SWA signage. Add directional signage for access trail into SWA	Low	CPW
10	Julesburg SWA Parking area Entrance Road	Julesburg SWA	08.5	Improve Entrance/Exit from CR 27.8 to SWA parking area. Steep incline and rough dirt to asphalt junction	Low	CPW Sedgwick County
11	Pony Express SWA entrance signage	Pony Express SWA off of Highway 138	15.4	Add directional and informational signage at CR 39 and Highway 138 for SWA for east and west bound traffic	Low	CPW CDOT
12	Pony Express SWA Parking area Signage	Pony Express SWA 2 northern parking areas	15.4	Replace rusty and missing CPW SWA signage. Add directional signage for access trail into SWA	Low	CPW
13	Julesburg east SWA entrance signage	Julesburg SWA entrance off of Highway 138	18.4	Add directional and informational signage at Highway 138 for SWA and Lion's park for east & west bound traffic	Highest	CPW CDOT
14	Julesburg east SWA Parking area Signage	Julesburg SWA parking area and Lion's Park	18.4	Replace rusty and missing CPW SWA signage. Add directional signage for access trail into SWA	Low	CPW
15	American Discovery Trail (ADT)	Ovid to Highway 138 and 385 Interchange	varies	Add ADT identification signage along Highway 138 for east and west bound traffic. Various locations TBD	Lowest	ADT CDOT

HIGHWAY ITEMS - WARNING SIGNAGE:

1	Julesburg SWA Parking area	Julesburg SWA #11, Lions' Park	18.4	Add Warning signs for north and south bound traffic on Highway 138 for #11 panel and Lion's park entrance	Highest	CDOT
2	Ovid/POW's	Panel #7	09.1	Add Warning signs for north and south bound traffic on Highway 138 for #7 panel -	Low	Town of Ovid Sedgwick County
3	Municipal Airport	Panel #9	13.2	Add Warning signs for east and westbound traffic for #9 panel -	Lowest	CDOT
3	Caves/Devils Dive	Panel #2	0.9	Add Warning signs for east and westbound traffic for #2 panel -	High	Sedgwick County

HIGHWAY ITEMS - SCENIC BYWAY SIGNAGE:

New scenic byway signs that are needed to help keep the wayfinding and identification of the Byway Route.

All missing Scenic Byway signs are indicated on maps in Chapter 10.

#	Item:	Location	Odo	Task	Priority	Contact Person
1	Begin Scenic Byway Sign at Welcome Center	At Welcome Center Entrance Exit on CR 28	00.0	Provide a Begin Scenic Byway sign and/or a right turn arrow directional sign	Highest	Scenic Byway Program Interpretation committee
2	Scenic Byway directional sign	Intersection of CR 27.8 & CR 28	07.6	Eastbound sign with straight and left turn arrow	Lowest	Scenic Byway- Program Interpretation committee
3	Scenic Byway directional sign	Intersection of CR 27.8 & CR 28	07.6	Westbound sign with straight and right turn arrow	Medium	Scenic Byway Program Interpretation committee
4	Scenic Byway sign	Intersection of CR 27.8 & CR 28	07.6	Northbound sign	High	Scenic Byway Program Interpretation committee
5	Scenic Byway sign	West of intersection of Highway 138 & Highway 385	13.1	Westbound sign	High	Scenic Byway Program Interpretation committee
6	Scenic Byway sign	West of Julesburg Town Limits.	15.7	Westbound sign	Low	Scenic Byway Program Interpretation committee
7	Scenic Byway sign	West of Interchange	16.1	Westbound sign	Medium	Scenic Byway Program Interpretation committee
8	Scenic Byway sign directional sign	South of Intersection of Highway 138 & CR 28	18.7	Northbound sign with left turn arrow	Highest	Scenic Byway Program Interpretation committee
9	Scenic Byway sign Repositioned	Intersection of Main Street/CR 27.8 & Highway 138	09.2	Westbound sign needs repositioning because it is obscured by a I-76 directional Sign	Lowest	Scenic Byway Program Interpretation committee

HIGHWAY ITEMS: STREETSCAPE ENHANCEMENTS

These are plans that would dramatically improve and enhance the Byway experience in a variety of ways.

	Topic: Streetscape En- hancements					
#	Item:	Location	Odo	Task	Priority	Contact Person
1	Main Street Streetscape Julesburg	Highway 138/385 from western Town limits to interchange	16.4	Streetscape Design for Main Street and Highway 138 Julesburg to enhance businesses and downtown connection. Excellent timing prior to CDOT repaving.	Highest	Town of Julesburg Main Street committee Designer CDOT
2	Monument for Town of Julesburg	North side of Highway 138 at old Highway 385 intersection	17.8	Provide an Entry Monument that directs north bound traffic to the Interchange into Julesburg and from a distance invites travelers north bound on Highway 138 into Julesburg	Low	Town of Julesburg Interpretive committee County CDOT
3	Improve visibility of Existing southern Julesburg Entry Monument	East side of Highway 138	18.5	Improve Monument visibility. Screen behind it, and if possible raised to the level of the Highway.	High	Town of Julesburg Interpretive committee County CDOT
4	Landscape Commercial Area at I-76 Julesburg Exit on Highway 138	North of I-76 from CR 28 north to River at approx. Odo. 18.7	18.7 to 18.5	Landscape commercial area to provide a unified landscape and pedestrian trail along both sides of the Highway.	Highest	Trails committee Main Street committee Private property owners Designer Sedgwick County Town of Julesburg

MARKETING ITEMS - VARIOUS:

These are plans that would generate knowledge of the Byway and dramatically improve the visitor’s patronage. These plans will generate revenue for Byway and for Businesses. Some of these plans would need other agency coordination.

	Topic: Marketing				
#	Item:	Location	Task	Priority	Contact Person
1	Develop Market- ing Committee and sub commit- tee		Marketing committee and sub committees to take on the following tasks.	Highest	
2	Provide Heritage Hospitality and Promotion train- ing	Hippodrome	Request Scenic Byway program’s training. Secure dates, generate attendance	Highest	Scenic Byway- Program Anna Scott
3	Internal market- ing	Hippodrome	Implement a simple internal marketing program to inform local residents about the Byway program, to increase community understanding, support and problem-solving capacity. Proposed timing July 2012	High	Marketing committee
4	Sponsorship strategic plan	Businesses local and across county lines. Website	Create a Sponsorship strategic plan for businesses to provide sponsorship support for Byway prod- ucts in return for increased promotion on the web site	Low	Marketing committee
5	Local Business products and service materi- als displayed by Byway	Future Railroad Park’s restrooms/ kiosk Fort Sedgwick Museums	Create a strategic plan for local business products and service promotional materials; to be displayed in a prominent, well-identified location at key By- way interpretive sites	Low	Marketing committee
6	Local event pro- motion	Local event sites	Create strategic plan for SPRT Byway promotion at local events. Byway banners to display at events; and Byway plaques for prominent display in busi- nesses.	High	Marketing committee
7	Depot Museum’s Marque.	Depot Museum	Provide local event promotion through the use of the Depot Museum’s Marque. Possible install a elec- tronic marquee for ease of upkeep and marketing	Medium	Marketing committee

MARKETING ITEMS - VARIOUS:

8	Byway's "Junior Rangers" like program	Fort Sedgwick Museums Welcome Center Other	Create a marketing plan that encourages long-distance travelers to visit the Byway with incentives. Much like the National Park Service's Junior Range Program. The interpretive handout could be picked-up and returned to the Fort Sedgwick Museum or Welcome Center for a promotional item from the Byway.	Lowest	Marketing committee
9	Wildlife Marketing	Websites Wildlife Conferences Hunting Licenses providers	Develop a partnership with Colorado Birding Trails or Watchable Wildlife for wildlife activities.	High	Marketing committee
10	Website management	Website	Develop a website strategic plan for enhancement, additional interpretive media, and maintenance.	Highest	Hired website technician Marketing committee
11	Card Rack	Businesses Fort Sedgwick Museums Welcome Center	Develop rack card implementation and distribution plan, including what already exists at the Welcome Center for Byway Businesses and regional services.	Lowest	Marketing committee
12	Cross promotion	Businesses	Develop cross marketing and promotion with local businesses and agencies.	Highest	Marketing committee
13	Special events and video	Byway and local event sites	Create and video special events and promotion collaborative pieces (refer to Chp. 7- Action Items for Marketing)	Low	Marketing committee
14	Video Distribution	TV stations and Agency's	Create a video distribution plan of the above events (refer to Chp. 7- Action Items for Marketing)	Low	Marketing committee
15	National Scenic Byway	Byway environs	Seek National Scenic Byway designation	High	Marketing committee
16	National Heritage Area	South Platte River	Seek National Heritage Area designation	Low	Marketing committee
17	Byway promotion through Colorado agencies	Depot Museum	Create SPRT Byway promotion with agencies: (refer to Chp. 7- Action Items for Marketing)	Medium	Marketing committee

MARKETING ITEMS - VARIOUS:

18	Byway revenue	Fort Sedgwick Museums Local Restaurants and Businesses Website/Internet sales	Produce 2 annual posters/note cards from the original artwork of the Byway. Sell at the Fort Sedgwick Museum, and in local restaurants and businesses, etc Create Interpretive booklet, Books, CD's and T-shirts of the Byway for local and Internet sales.	Highest	Marketing committee
19	Fort Sedgwick Tent City	Future Fort Sedgwick Park Site	Create a Fort Sedgwick Tent City during the summer. Promote and sell items made for Byway revenue. Note: Create a temporary Fort Sedgwick to encourage the promotion of the development of the master-planned Fort Sedgwick Park.	High	Marketing committee
20	Pedal the Plains	Byway and surrounding area	Coordinate with Pedal the Plains promotion with Colorado Office of Economic Development and International Trade.	Medium	Marketing committee
21	Nebraska area attractions and recreational opportunities	Nebraska events and recreation sites.	Coordinate with regional area's attractions within Nebraska and develop cross marketing and promotion.	High	Marketing committee
22	Coordinate with Byway Organization Committee	Future Fort Sedgwick Park Site	Marketing and Byway Organizational Management often overlap. See Byway organization action list for additional assistance request that will help with marketing tasks.	High	Marketing committee Byway Organization committee
23	Monitoring		Create objective methods for monitoring and evaluation of marketing action items.	Medium	Marketing committee

BYWAY ORGANIZATION ITEMS - VARIOUS:

These are plans are the foremost important action items of the CMP. The Byway structure and funding mechanisms need to be strong, stable, and have the ability to coordinate with local citizens and state agencies. Some of these plans would need other agency coordination.

The most important Action Item of all these Byway Organization Items is the hiring of a full time Byway Coordinator and support staff.

	Topic: Byway Organization				
#	Item:	Location	Task	Priority	Contact Person
1	Byway Board		Develop new Board for Byway Organization. This will be needed if SCED no longer provides the Byway's board or funding.	Highest	Anna Scott
2	Board Training	Hippodrome	Provide a board training and education program for the importance, influence and economic opportunities of the Byway. CDOT seeks to provide Board Training in 2012.	High	Scenic Byway- Program Anna Scott
3	Full time Byway Coordinator		Seek funding through various means for a paid Byway Director and possible staff position(s) to keep up with the day to day and long term tasks of fund raising, strategic plan implementation, maintenance schedules and web site management. This is the foremost important action item of this CMP.	Highest	Byway Board Funders
4	Develop Byway committee and sub-committees.		Develop Byway committee and sub-committees. Create a strategic planning committee within this committee to oversee all the management directional plans in this CMP.	High	Byway Organization committee
5	Volunteer Training	Hippodrome	Request a Volunteer Training from the CDOT Scenic Byway Program.	Medium	Byway Organization committee Scenic Byway Program Director
6	Technical assistance from DOLA Programs		Assist Town(s) staff to request Department of Local Affairs (DOLA)- Community Development Office assistance. Assist Town(s) staff to request DOLA - Colorado Main Street Program assistance.	Low	Byway Organization committee Town(s) staff DOLA

BYWAY ORGANIZATION ITEMS - VARIOUS:

7	Technical assistance from DCI		Request additional community development assistance from Downtown Colorado Inc. (DCI)	Low	Byway Organization committee Town(s) staff DCI
8	Funding Assistance		Seek methods in which the Welcome Center help this Byway financially as well as with increased level of promotion.	Low	Byway Organization committee Julesburg Clerk Welcome Center Manager
9	Cross Promotion with Fairgrounds	Sedgwick County Fairgrounds	Request the Sedgwick County Fairgrounds to support and increase their level of promotion for the Byway.	Medium	Byway Organization committee Fairgrounds management
10	Monitoring		Create objective methods for monitoring and evaluation of marketing action items.	High	Byway Organization committee

Scenic Byway



CHAPTER 10 - PROPOSED ACTION PLAN MAPS

Chapter 10 - Proposed Action Plan Maps

INTRODUCTION:

As with any plan, the CMP is a dynamic mechanism which may need adjustments as changes occur over time to remain effective in reaching the Byway program's important goals. The rich historic, natural and recreational resources found along the Byway are important assets to community residents as well as visitors.

The following South Platte Trails Scenic Byway CMP mapping pages are the compilation of inventory conducted over two months in March and April 2012.

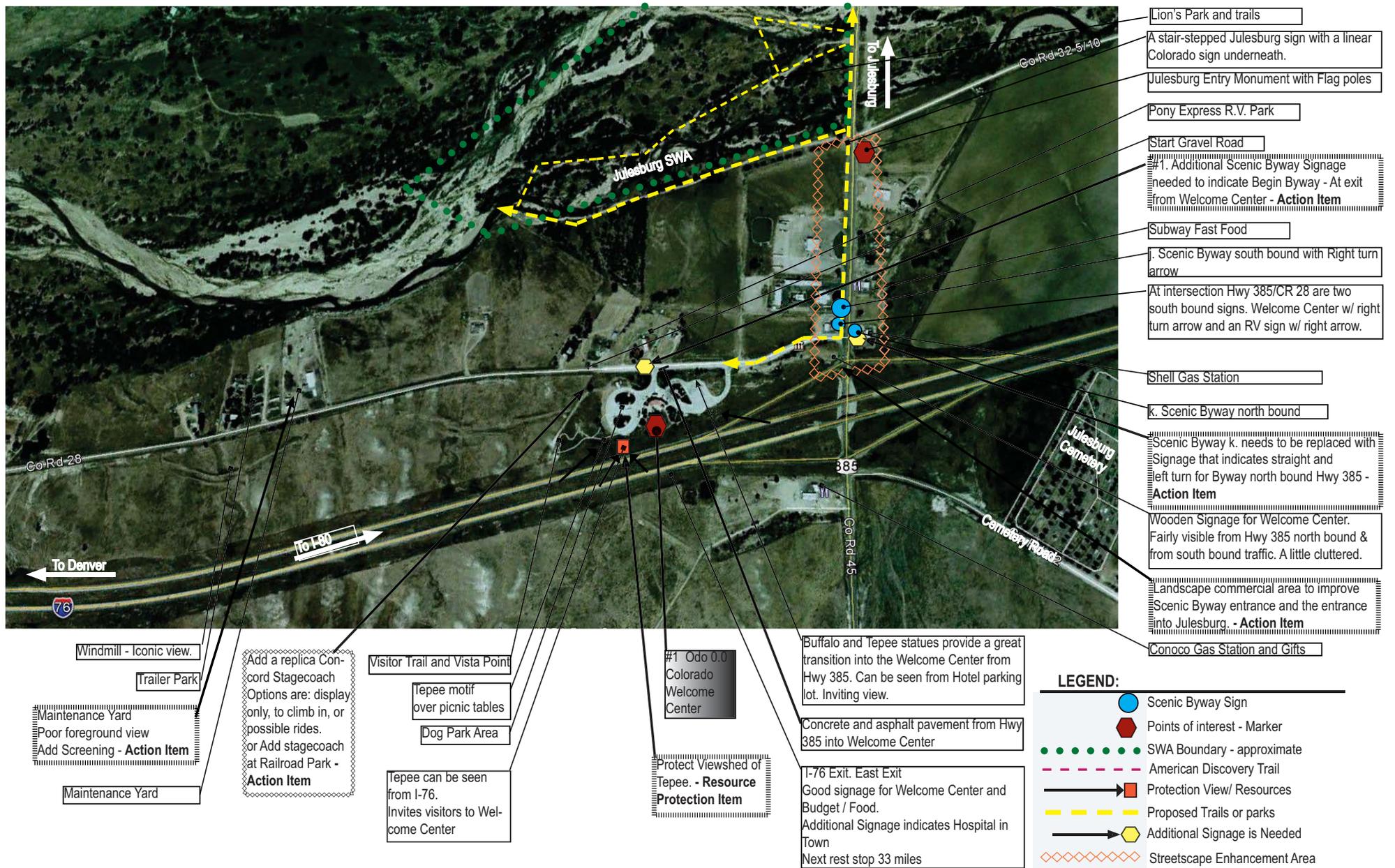
The base map was taken from Goggle Earth March 2012.

The maps identify proposed action items, and proposed resource protection items.

The proposed action and resource protection items are also listed within:
Chapter 9 - Byway Action Plans matrixes.

LEGEND

	Interpretive panel location
	Inventory Item
	Action plan recommendations
	Scenic Byway sign
	Points of interest marker
	Swa boundary - approximate
	American Discovery Trail
	Protection View/Resources
	Proposed Trails or Parks
	Additional Signage is needed
	Streetscape enhancement area

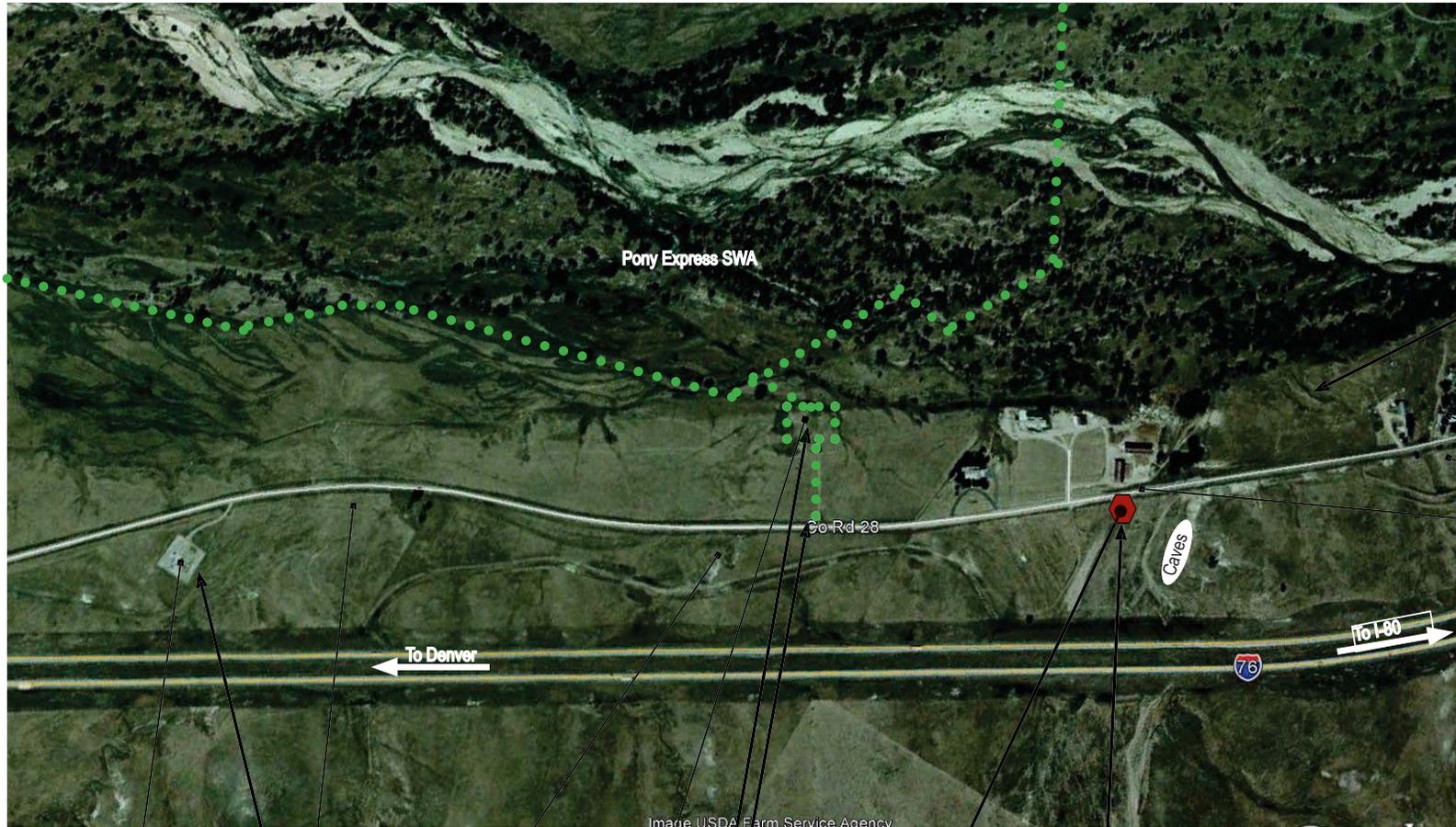


- Lion's Park and trails
- A stair-stepped Julesburg sign with a linear Colorado sign underneath.
- Julesburg Entry Monument with Flag poles
- Pony Express R.V. Park
- Start Gravel Road
- #1. Additional Scenic Byway Signage needed to indicate Begin Byway - At exit from Welcome Center - **Action Item**
- Subway Fast Food
- Scenic Byway south bound with Right turn arrow
- At intersection Hwy 385/CR 28 are two south bound signs. Welcome Center w/ right turn arrow and an RV sign w/ right arrow.
- Shell Gas Station
- Scenic Byway north bound
- Scenic Byway k. needs to be replaced with Signage that indicates straight and left turn for Byway north bound Hwy 385 - **Action Item**
- Wooden Signage for Welcome Center. Fairly visible from Hwy 385 north bound & from south bound traffic. A little cluttered.
- Landscape commercial area to improve Scenic Byway entrance and the entrance into Julesburg. - **Action Item**
- Conoco Gas Station and Gifts

- Windmill - Iconic view.
- Trailer Park
- Maintenance Yard
- Poor foreground view
- Add Screening - **Action Item**
- Maintenance Yard
- Add a replica Concord Stagecoach Options are: display only, to climb in, or possible rides. or Add stagecoach at Railroad Park - **Action Item**
- Visitor Trail and Vista Point
- Tepee motif over picnic tables
- Dog Park Area
- Tepee can be seen from I-76. Invites visitors to Welcome Center
- #1 Odo 0.0 Colorado Welcome Center
- Protect Viewshed of Tepee. - **Resource Protection Item**
- Buffalo and Tepee statues provide a great transition into the Welcome Center from Hwy 385. Can be seen from Hotel parking lot. Inviting view.
- Concrete and asphalt pavement from Hwy 385 into Welcome Center
- I-76 Exit. East Exit Good signage for Welcome Center and Budget / Food. Additional Signage indicates Hospital in Town Next rest stop 33 miles

LEGEND:

- Scenic Byway Sign
- ◆ Points of interest - Marker
- SWA Boundary - approximate
- - - American Discovery Trail
- ▶ Protection View/ Resources
- - - Proposed Trails or parks
- ▶ Additional Signage is Needed
- ◇◇◇◇◇ Streetscape Enhancement Area



Pony Express SWA

Co Rd 28

Caves

To Denver

To I-80

76

Image: USDA Farm Service Agency

Identify Devil's Dive location with a Flag - Action Item

Trailer Park

Windmill - Iconic view.

Bridge no shoulder

Power Station

Power Station
 Poor Foreground View
 Screen to improve
 Foreground view - Action Item

High voltage power lines along road.

Windmill - Iconic view.

Pony Express SWA Eastern Access Road and Parking Area

SWA signage old rusted metal and/or nonexistent
 Replace signage - Action Item

Pony Express SWA unmarked at Hwy 138
 Improve signage for SWA - Action Item

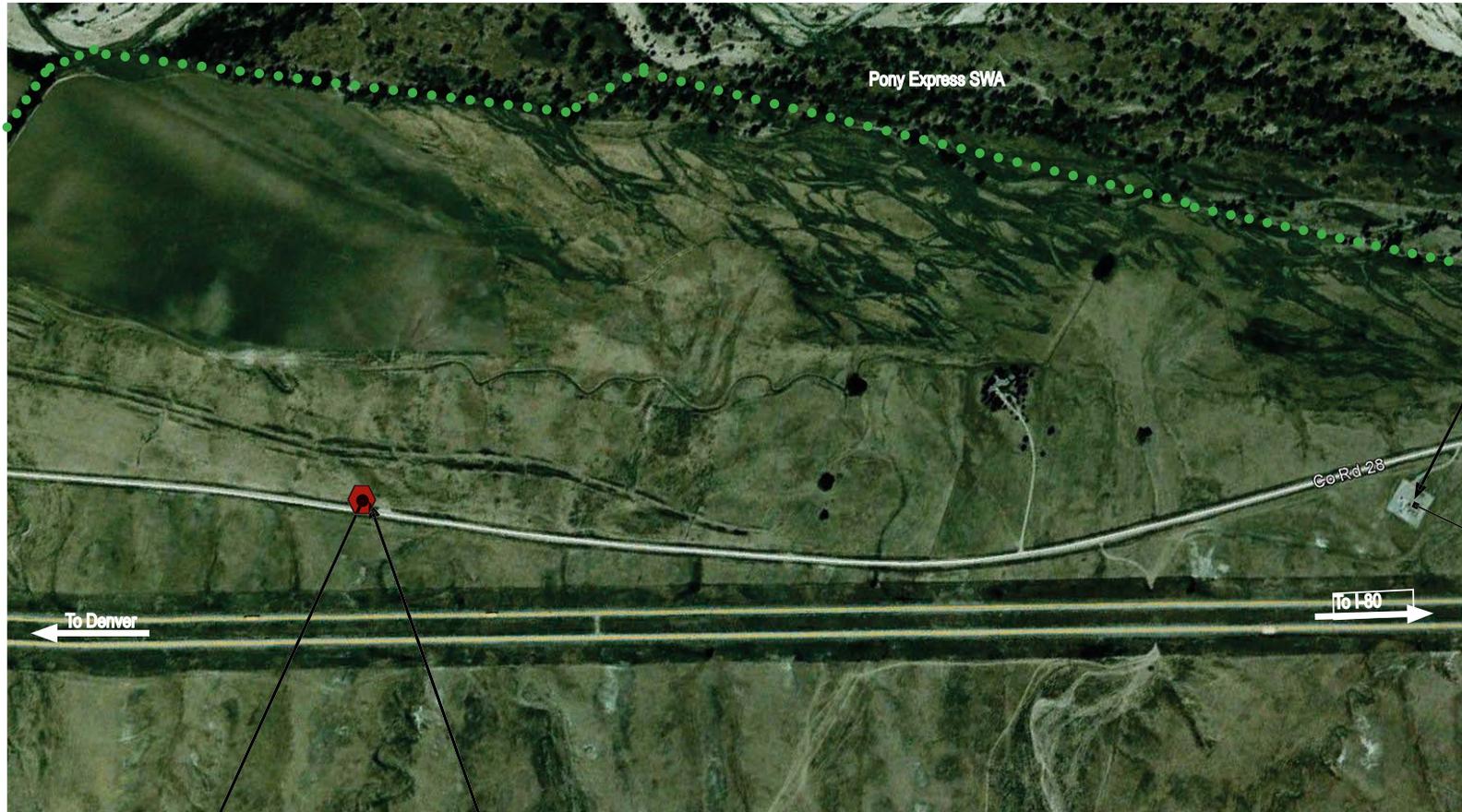
#2 Odo 0.9
 Italian Caves/
 Devils Dive

One car pull-out - south side of road
 improve visibility of pull-out - Action Item

Markers, signage panels are faded and cracking
 Replace signage panels with UV protection - Action Item

LEGEND:

- Scenic Byway Sign
- Points of interest - Marker
- SWA Boundary - approximate
- American Discovery Trail
- Protection View/ Resources
- Proposed Trails or parks
- Additional Signage is Needed
- Streetscape Enhancement Area



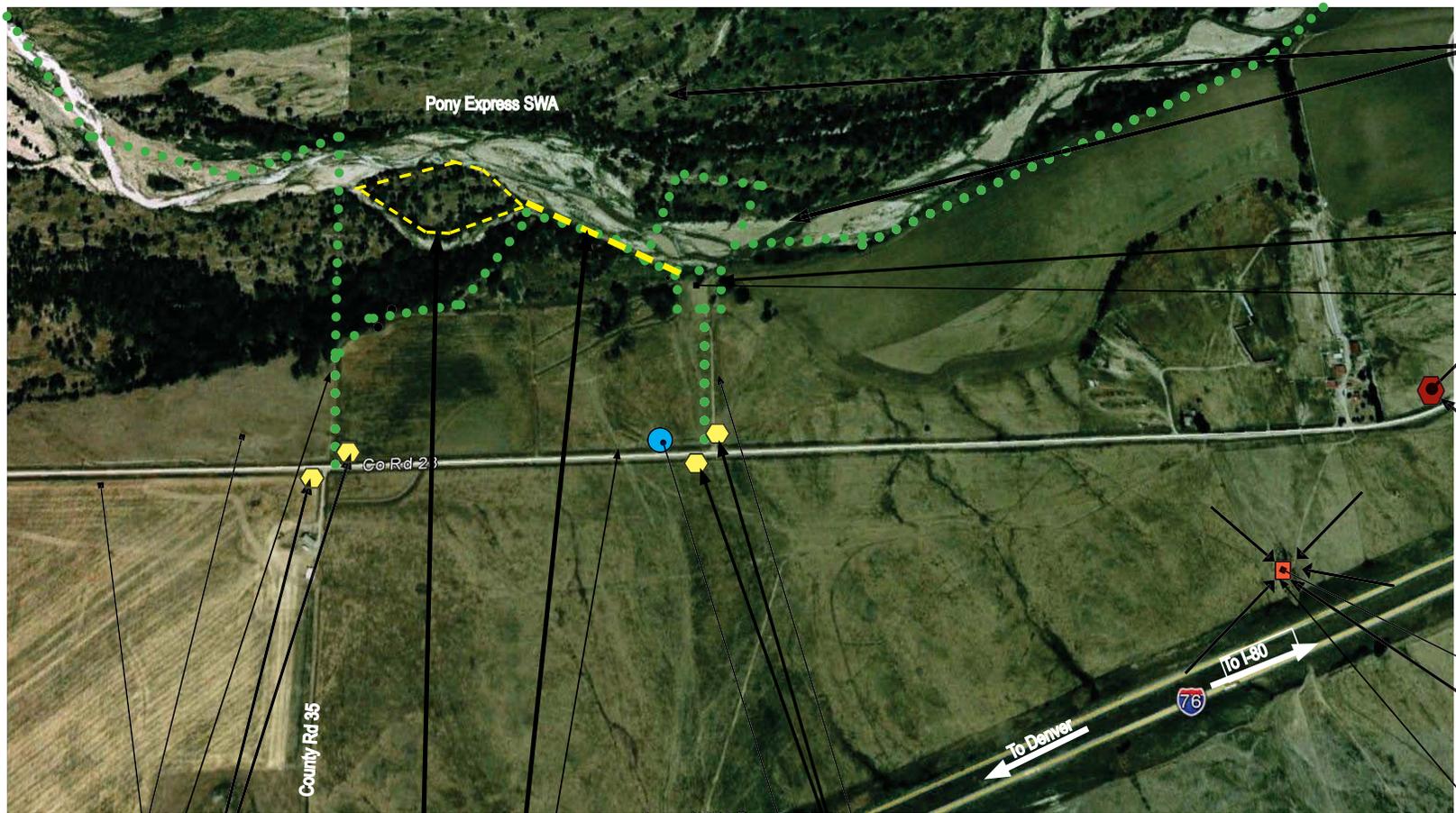
Power Station
 Poor Foreground View
 Screen to improve foreground view - **Action Item**

Power Station

#3 Odo 02.8
 Julesburg #2

One car pull-out
 Markers, signage panels are faded and cracking
 Replace signage panels with UV protection - **Action Item**

- LEGEND:**
- Scenic Byway Sign
 - ⬠ Points of interest - Marker
 - SWA Boundary - approximate
 - - - American Discovery Trail
 - ▶ Protection View/ Resources
 - ▬▬▬ Proposed Trails or parks
 - ▶ Additional Signage is Needed
 - ◇◇◇◇◇ Streetscape Enhancement Area



Work with DOW to create Non-Hunting Trails - in SWA. Currently SWA signage does not invite non-hunters. Possible birdwatchers will use trails. Could be a good place to improve trails - Need further study. - **Action Item**

SWA signage old rusted and/or nonexistent. Replace signage - **Action Item**

SWA Parking Area

#4 Odo 03.3 Windmill and Cistern - Life blood of the Plains

Two or three car pull-out shoulder drops away. Improve pull-out - **Action Item**. Markers, signage panels are faded and cracking. Replace signage panels with UV protection - **Action Item**. Marker concrete base above ground. Re-foot concrete - **Action Item**

Windmill and Cistern. Protect Viewshed of Windmill and Cistern - **Resource Protection Item**. Cistern needs repainting. - **Resource protection Item**

View from I-76 of Windmill and Cistern

Power lines both sides of CR 28

Pony Express Western SWA Access Road

Access to Pony Express SWA unmarked. Improve Access Signage - **Action Item**

Proposed Pony Express River Park. Develop trails and picnic area. Coordinate with DOW & create an IGA - **Action Item**

Proposed Link to proposed Pony Express River Park with middle SWA Parking Area via a trail with educational brochure and numbered sign posts. - **Action Item**

Brown sign that says South Platte River Ranch - protected by Heborne Family.

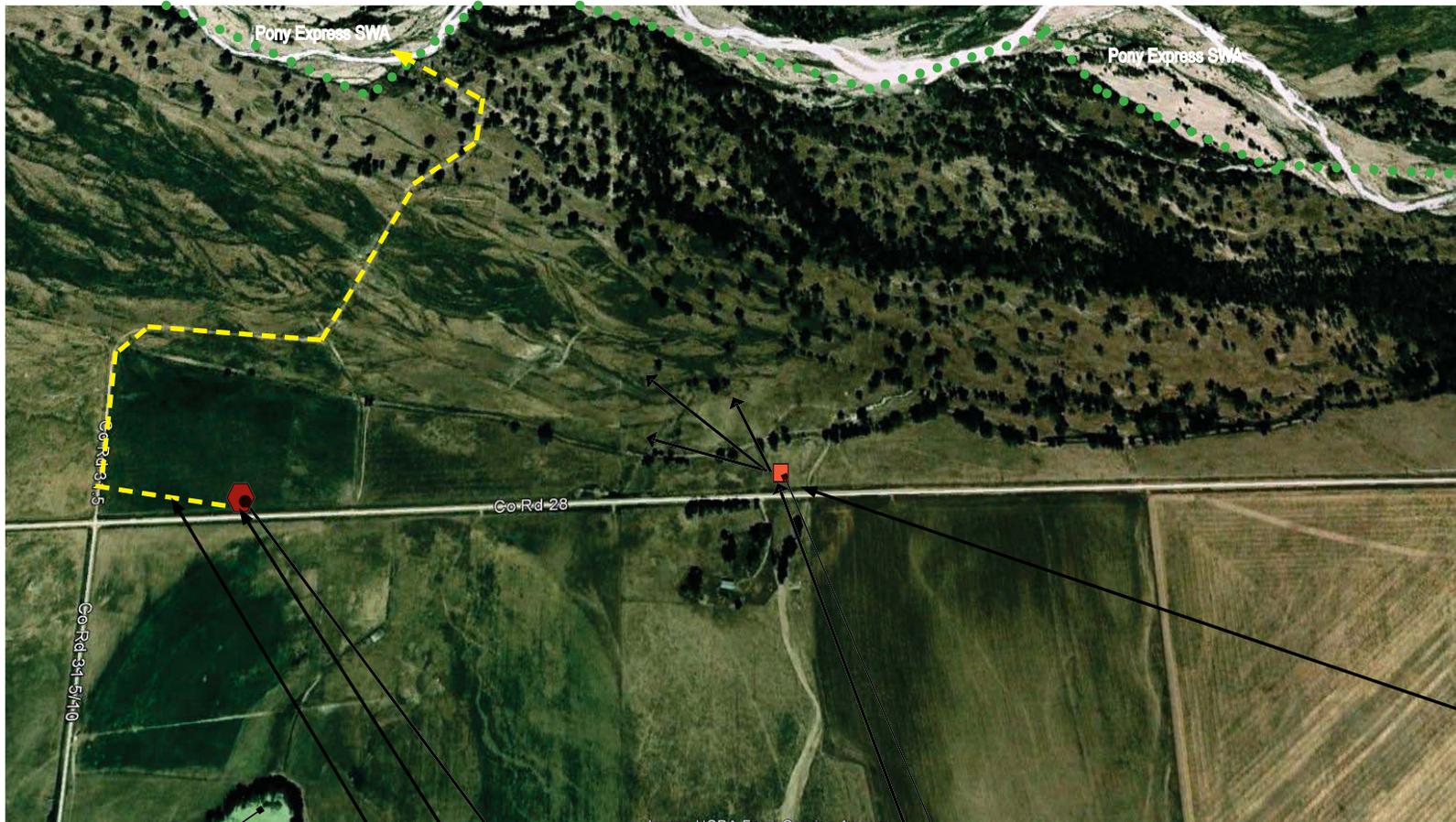
Pony Express Middle SWA Access Road to parking area

Pony Express SWA Parking Area unmarked at Hwy 138 intersection. Improve Access Signage for SWA Parking Area - **Action Item**. State Park Sign (Brown) further back can be seen from CR 28. Habitat stamp required for entry.

a. Scenic Byway sign west bound

LEGEND:

- Scenic Byway Sign
- ⬡ Points of interest - Marker
- SWA Boundary - approximate
- - - American Discovery Trail
- ▣ Protection View/ Resources
- - - Proposed Trails or parks
- ⬡ Additional Signage is Needed
- ◇◇◇◇◇ Streetscape Enhancement Area



* Upper Calif. Crossing where Pony Express, Calif. and Oregon Trails crossed So. Platte River & started Northwestward to Wyoming. White Trail Markers in the field indicate where wagons entered the River-Also See Upper Calif Crossing point of interest #8 (east of Ovid)

Significant Cottonwood Gallery around home-
stead

approx. Odometer 05.0
Concrete Pillar / Marker with "Old Trail "
- craved on it, placed across ditch and behind fence
Not listed in So Platte River Trail Scenic Byway
Add to SPRTSB - **Action Item**
Add interpretive signage - **Action Item**
Create a pull out #4b. - **Action Item**

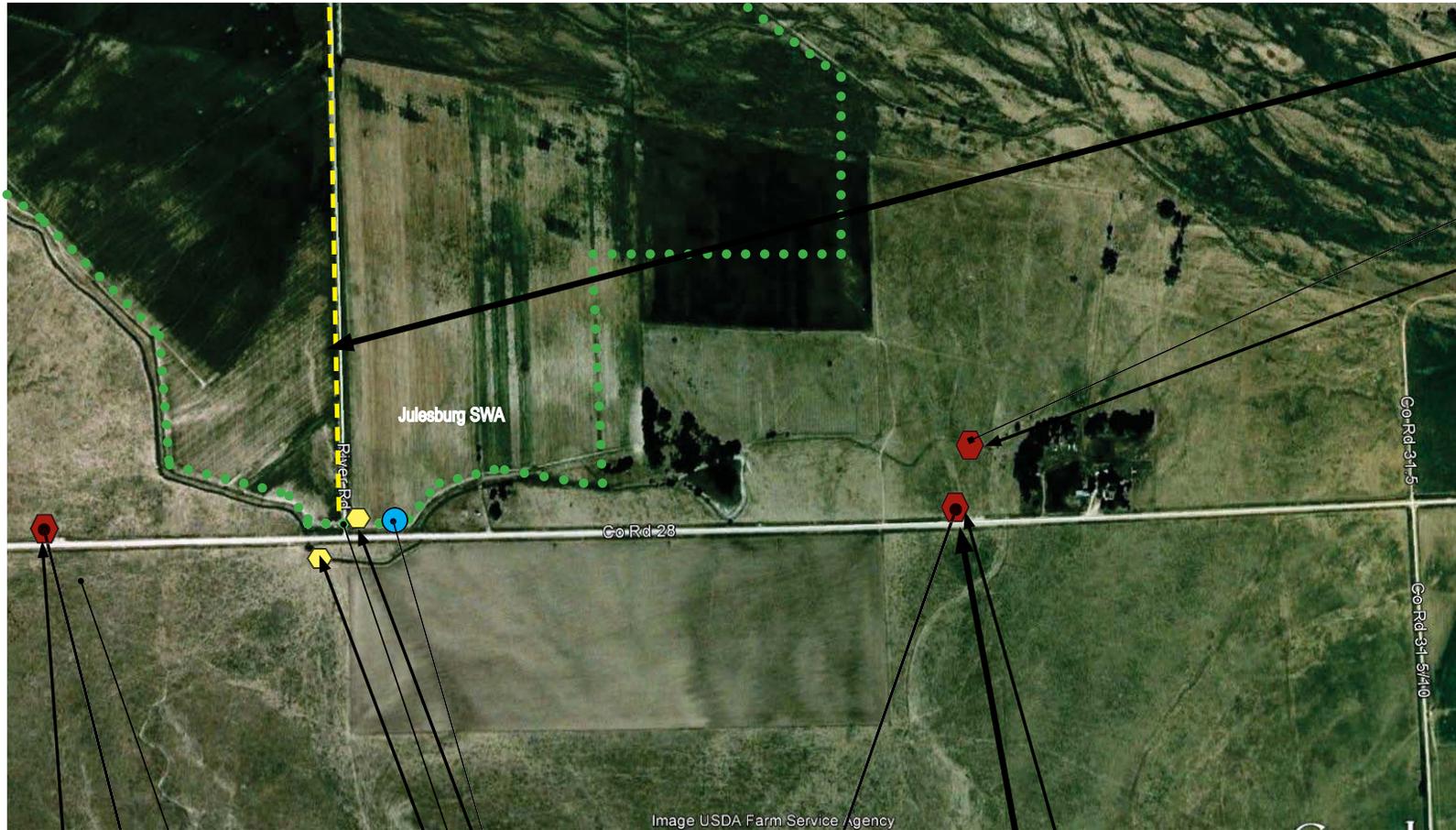
Proposed trail from or near Concrete Pillar into Pony Express SWA and connections to SWA trails - possible connect to Upper California Crossing and Lodgepole Creek near CR 27.8 - **Action Item**

approx. Odometer 04.7
View of the white silos at Ovid
Protect Viewshed of prairie and Silos
Resource Protection Item

Proposed Add Scenic Overlook #4 a.
-of Wonderful prairie foreground, mid-ground of cottonwoods and river, and white silos in background with blue sky.
- **Action Item**

LEGEND:

- Scenic Byway Sign
- Points of interest - Marker
- SWA Boundary - approximate
- American Discovery Trail
- Protection View/ Resources
- Proposed Trails or parks
- Additional Signage is Needed
- Streetscape Enhancement Area



Connect River Road as part of trail to the proposed trail along Lodgepole Creek and along the Upper California Crossing
 - Action Item
 Create trail head to Upper California Crossing - Action Item

Flag marking Julesburg

Flag marking Julesburg #1 is 1200' in the distance Hard to see - Improve visibility of flag - Action Item

Note: At Marker # 5 Several Signage and Markers.
 1) A three interpretive panel sign for Julesburg, Ear-ie Tale, and Pony express
 2) A commemorative granite marker with inscribed information on Levenworth and Pike Peaks Express -2007
 3) Two River Stone Pillar with Bronze Plaques - Historic Monuments 1931 & 1960-61
 4) A wooden sign inscribed with 1st Julesburg, a Fleur-de-lys, and the Number 6

** Replace flagpole for cemetery as in brochure for marker #5
 - Action Item

6 Odo 07.2 Fort Sedgwick/ Fort Sedgwick Cemetery **

2 car pull-out
 Improve Pull-put - Action Item
 Markers, signage panels are faded and cracking
 Replace signage panels with UV protection
 - Action Item

b. Scenic Byway sign west bound

Add River Road Street Sign for west bound traffic- Action Item

No Street Sign for River Road

Add River Road Street Sign for east bound traffic- Action Item

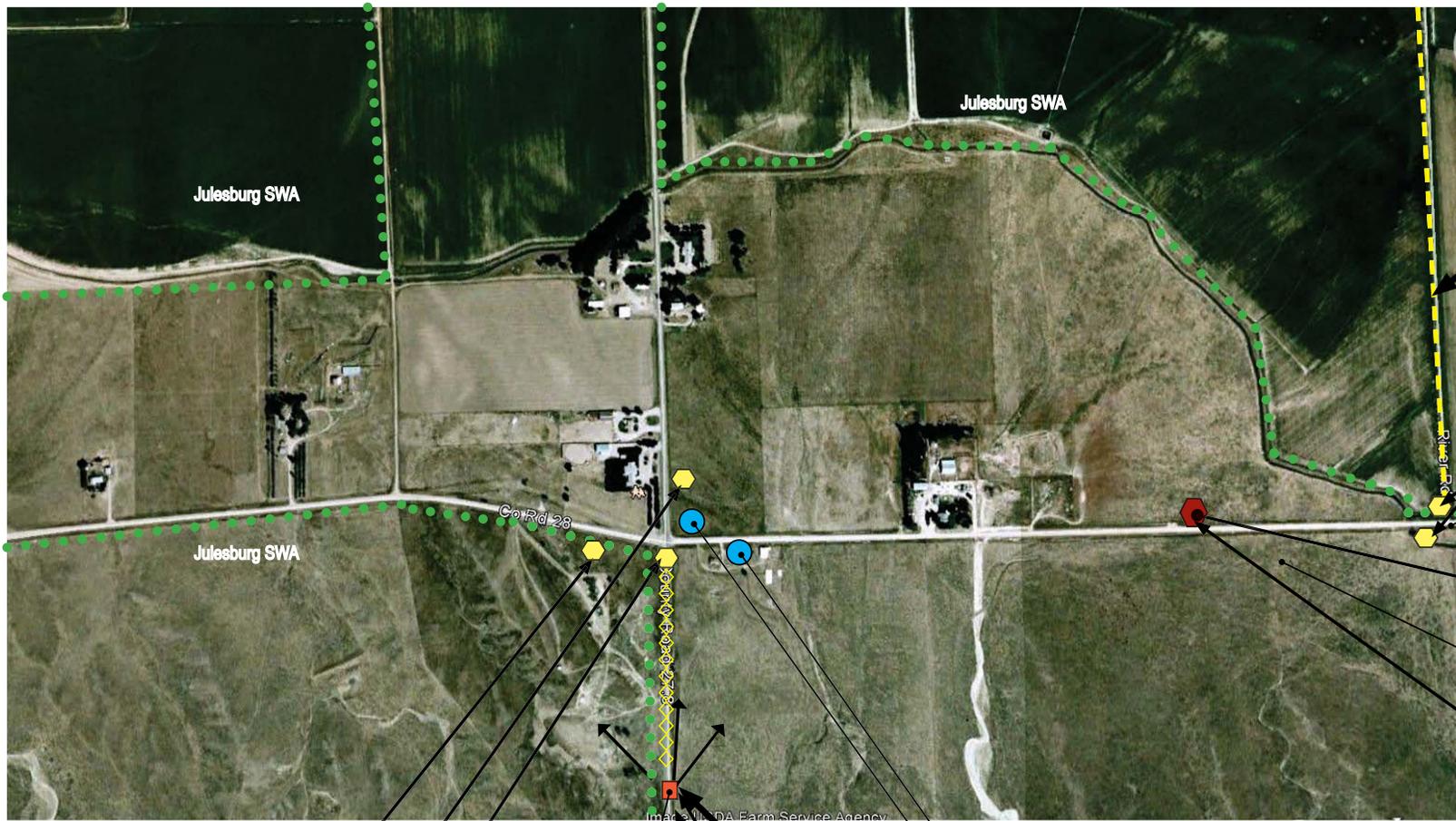
5 Odo 06.3 Julesburg #1 / Pony Express *
 Historic Markers erected 1931 & 1960

2 or 3 car pull-out
 Markers, signage panels are faded and cracking
 Replace signage panels with UV protection - Action Item

Formalizing this point of interest # 5 with Picnic tables and sun protection, trash can. It has several historic markers and other commemorative markers.
 - Action Item

LEGEND:

- Scenic Byway Sign
- ⬠ Points of interest - Marker
- SWA Boundary - approximate
- - - American Discovery Trail
- ▶ Protection View/ Resources
- - - Proposed Trails or parks
- ▶ Additional Signage is Needed
- ◇◇◇◇◇ Streetscape Enhancement Area



Connect River Road as part of trail to the proposed trail along Lodgepole Creek and along the Upper California Crossing - **Action Item**
 Create trail head to Upper California Crossing - **Action Item**

Add River Road Street Sign - **Action Item**
 No Street Sign for River Road

6 Odo 07.2
 Fort Sedgwick /
 Ft. Sedgwick Cemetery**

** Replace flagpole for cemetery as in brochure for marker #5 - **Action Item**
 2 car pull-out
 Improve Pull-put - **Action Item**
 Markers, signage panels are faded and cracking
 Replace signage panels with UV protection - **Action Item**

c. Scenic Byway sign east bound
 d. Scenic Byway sign west bound with right turn arrow

Create a scenic overlook #6 a for River Valley, Town of Ovid and the Silo's on County Rd 27.8 northbound - **Action Item**

Protect Viewshed of River Valley and Town of Ovid north bound on Cty. Rd 27.8 (I-76 Ovid Exit North Bound) **Resource Protection Item**

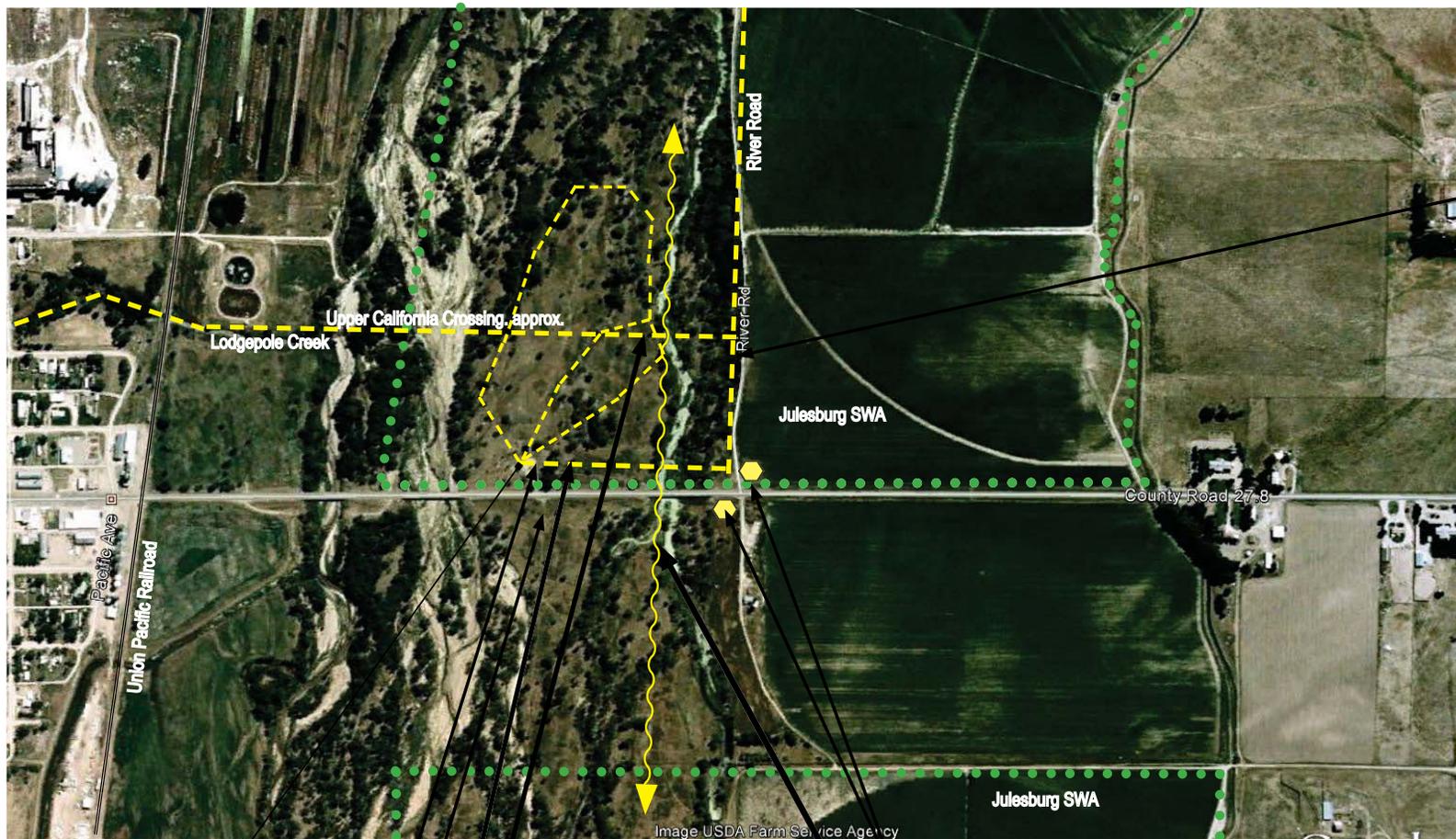
Add Section / extension of CR 27.8 from intersection with CR 28 to I-76 to Scenic Byway - **Action Item**

Approx. Odometer 0.4 south from intersection. Scenic View of the Town of Ovid, the White Silo's, and River and Plains from County Rd 27.8 traveling north from I-76 Ovid exit.

#2. Additional Scenic Byway Sign Needed with a Straight and Left turn Arrow - **Action Item**
 #4. Additional Scenic Byway Sign Needed - **Action Item**
 #3. Additional Scenic Byway Sign Needed North Bound from I-76 Ovid Exit with a Straight and Right Turn Arrow **Action Item**

LEGEND:

- Scenic Byway Sign
- ⬡ Points of interest - Marker
- SWA Boundary - approximate
- - - American Discovery Trail
- ➡ Protection View/ Resources
- - - Proposed Trails or parks
- ⬡ Additional Signage is Needed
- ◇◇◇◇◇ Streetscape Enhancement Area



Connect River Road as part of trail to the proposed trail along Lodgepole Creek and along the Upper California Crossing- Action Item
 Create trail head to Upper California Crossing- Action Item

Julesburg SWA Parking Area
 Improve Julesburg SWA Parking Area - Action Item
 Improve Access and Parking Signage - Action Item
 Add Educational/Interpretive Signage at Parking Area - Action Item
 Create a picnic area - Action Item
 Create a 1 and 2 mile loop trail from Parking Area - Action Item
 Create Education/ Interpretive signage along loop trails with brochure and numbered sign posts - Action Item

Create a trail along Lodgepole Creek - along the Upper California Crossing (Connecting to Ovid Town Park and River Road as a north-south trail.) - Action Item.

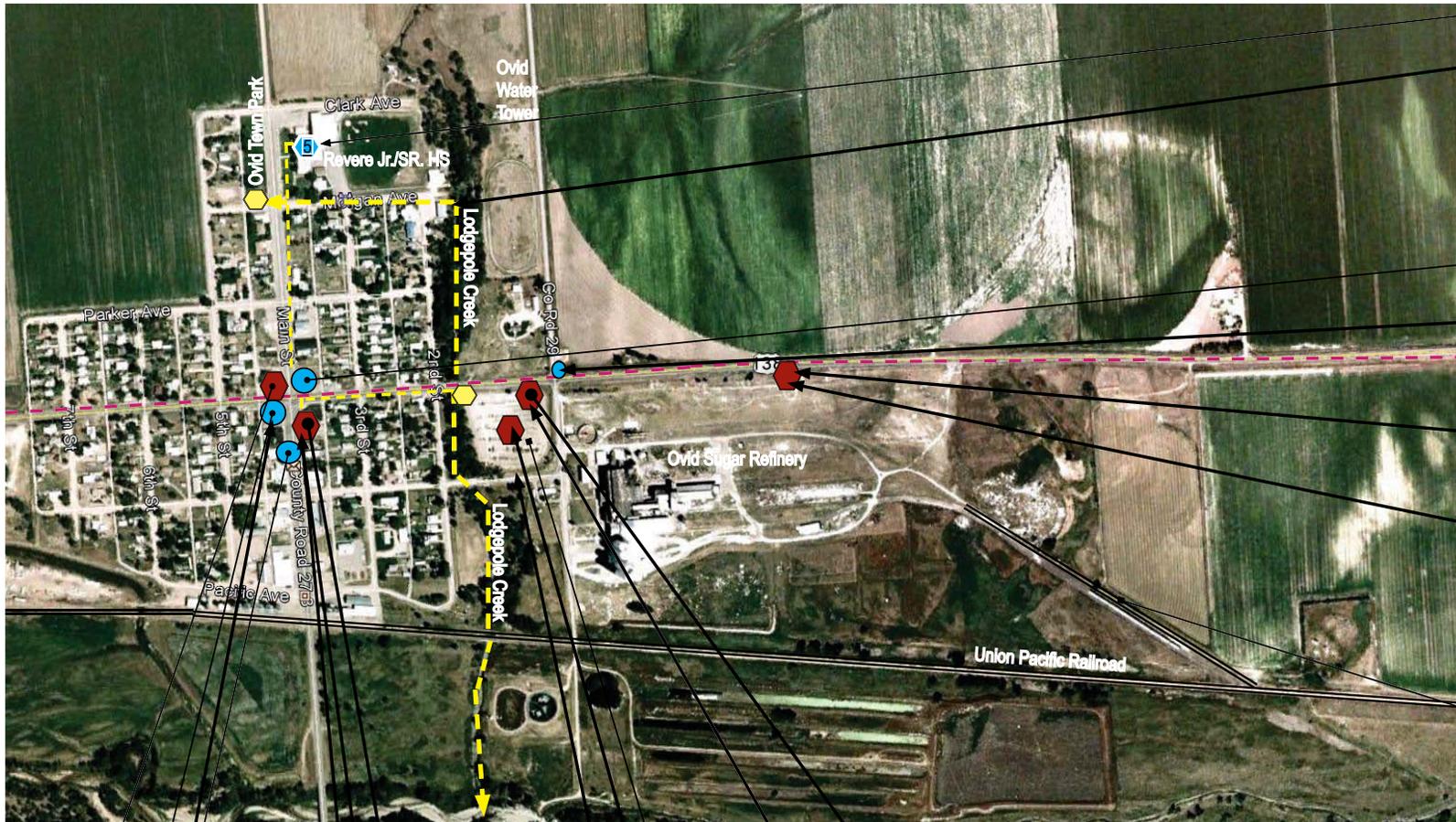
Create a trail connection from the SWA parking area with the River Road trail to the south.- Action Item

Add River Road Street Sign for east and west bound traffic- Action Item

Connect River Road Trail to Proposed Regional Trail to Sterling.- Long Term Action Item
 Develop Regional Trail along South Platte River from Sterling to Julesburg. Connecting with Sterling's Regional River Trail. - Long Term Action Item

LEGEND:

- Scenic Byway Sign
- Points of interest - Marker
- SWA Boundary - approximate
- American Discovery Trail
- Protection View/ Resources
- Proposed Trails or parks
- Additional Signage is Needed
- Streetscape Enhancement Area



Historic Buildings: #5

Create a trail along Lodgepole Creek along the Upper California Crossing - **Action Item**

Connect trail to Ovid Town Park and River Road trail. - **Action Item**

Create trail head at #8 and/or Ovid Town Park - **Action Item**

g. Scenic Byway sign westbound with Left Turn Arrow

American Discovery Trail is un-marked from Ovid through Julesburg - **add Identification Signage for ADT** - **Action Item**

Upper California crossing is .8 mile east from pull-out #8 - create a marker #8 a - **Action Item**

Add a panel on the *Transcontinental Telegraph* to the Point of Interest #8. - **Action Item**

Note the Telegraph was the demise of the Pony Express. Upper Calif. Crossing = Indian hunters, western migration, railroads, and telegraph lines routes crossed here.

Spur line for Sugar Refinery. (The Dinky a small locomotive was used from 1942 to 1985 for pulling railroad cars of beets to the factory hopper.) **The Dinky Locomotive was relocated to the Ovid Town Park**

Historic marker on Post Office corner

e. Scenic Byway sign east bound with Straight and Right Turn Arrow

Improve visibility of Scenic Byway sign east bound as it is hidden behind I-76 directional signage. - **Action Item**

f. Scenic Byway sign northbound w/ Right Turn Arrow

Create a complementary Mural on the Lion's Club building's wall adjacent to #7- **Action Item.**

Add Kiosk & add walking tour from #7 to #8, etc. - **Action Item**

7 Odo 09.1 Town of Ovid & Prisoner of War Camp **

Improve Visibility of Pull-out at Lion's Club location- **Action Item**

Markers, signage panels are faded and cracking. Replace signage panels with UV protection - **Action Item**

Screen FCC area behind Panels - **Action Item**

Historic Farm Equipment

Historic Farm Equipment #7a. Create Outdoor Agricultural Museum with Interpretive Signage and brochure - **Action Item**

Access to farm equip. - **Action Item**

8 Odo 09.3 Great Western Sugar Factory/ Upper California Crossing Historic Marker Erected 1940

Two or three car pull-out

Markers, signage panels are faded and cracking Replace signage panels with UV protection - **Action Item**

Clean Monument's Bronze Plaque - **Action Item**

Replace missing Bronze Medallion- **Action Item**

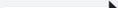
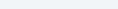
** There are two buildings that were used for POW's - add plaque and identified in the brochure. - **Action Item**

LEGEND:

- Scenic Byway Sign
- ◆ Points of interest - Marker
- SWA Boundary - approximate
- - - American Discovery Trail
- ▶ Protection View/ Resources
- - - Proposed Trails or parks
- ▶ Additional Signage is Needed
- ◇ Streetscape Enhancement Area



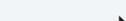
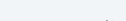
LEGEND:

-  Scenic Byway Sign
-  Points of interest - Marker
-  SWA Boundary - approximate
-  American Discovery Trail
-  Protection View/ Resources
-  Proposed Trails or parks
-  Additional Signage is Needed
-  Streetscape Enhancement Area



American Discovery Trail is un-marked from Ovid through Julesburg - add Identification Signage for ADT - **Action Item**

LEGEND:

-  Scenic Byway Sign
-  Points of interest - Marker
-  SWA Boundary - approximate
-  American Discovery Trail
-  Protection View/ Resources
-  Proposed Trails or parks
-  Additional Signage is Needed
-  Streetscape Enhancement Area



National Park Service
National Trails Auto Tour Signage.

Add marker or interpretive
signage at Airport for Drag Strip
- one of the oldest in the US -
est. 1950 - **action Item**

n. Scenic Byway sign east bound

#5 Additional Scenic Byway
signs west bound traffic -
Action Item

Julesburg Drag Strip's Four
lane Track

NOTE:
Julesburg Drag Races - holds races at the Airport.
Julesburg Gun Club has shooting range north of
Airport Hangers
Municipal Airport supports light commercial flights.

#9 Odo 13.2
Julesburg # 3/
Transcontinental
Railroad

Signage panels are faded
and cracking
Replace signage panels with
UV protection - **Action Item**

Protect Viewshed of
Julesburg and Rail
Yards - **R.P. Item**

Create an **Scenic Overlook**
9.a of Julesburg and Rail - **Ac-
tion Item**

Scenic View
of the Town of Julesburg the Water
Tower, Railroad, & old Cattle Pens.

LEGEND:

- Scenic Byway Sign
- Points of interest - Marker
- SWA Boundary - approximate
- American Discovery Trail
- Protection View/ Resources
- Proposed Trails or parks
- Additional Signage is Needed
- Streetscape Enhancement Area



h. Scenic Byway sign east bound

American Discovery Trail is un-marked from Ovid through Julesburg - add Identification Signage for ADT - Action Item

Create an Scenic Overlook - Action Item

Scenic View of the Town of Julesburg the Water Tower, Railroad, & old Cattle Pens.

Protect Viewshed of Julesburg and Rail Yards
Resource Protection Item

LEGEND:

-  Scenic Byway Sign
-  Points of interest - Marker
-  SWA Boundary - approximate
-  American Discovery Trail
-  Protection View/ Resources
-  Proposed Trails or parks
-  Additional Signage is Needed
-  Streetscape Enhancement Area



Julesburg Entrance Monument. Sandstone monument in a landscaped bed with two flag poles directly behind monument

American Discovery Trail is un-marked from Ovid through Julesburg - add Identification Signage for ADT - **Action Item**

#6 Additional Scenic Byway sign west bound needed - **Action Item**

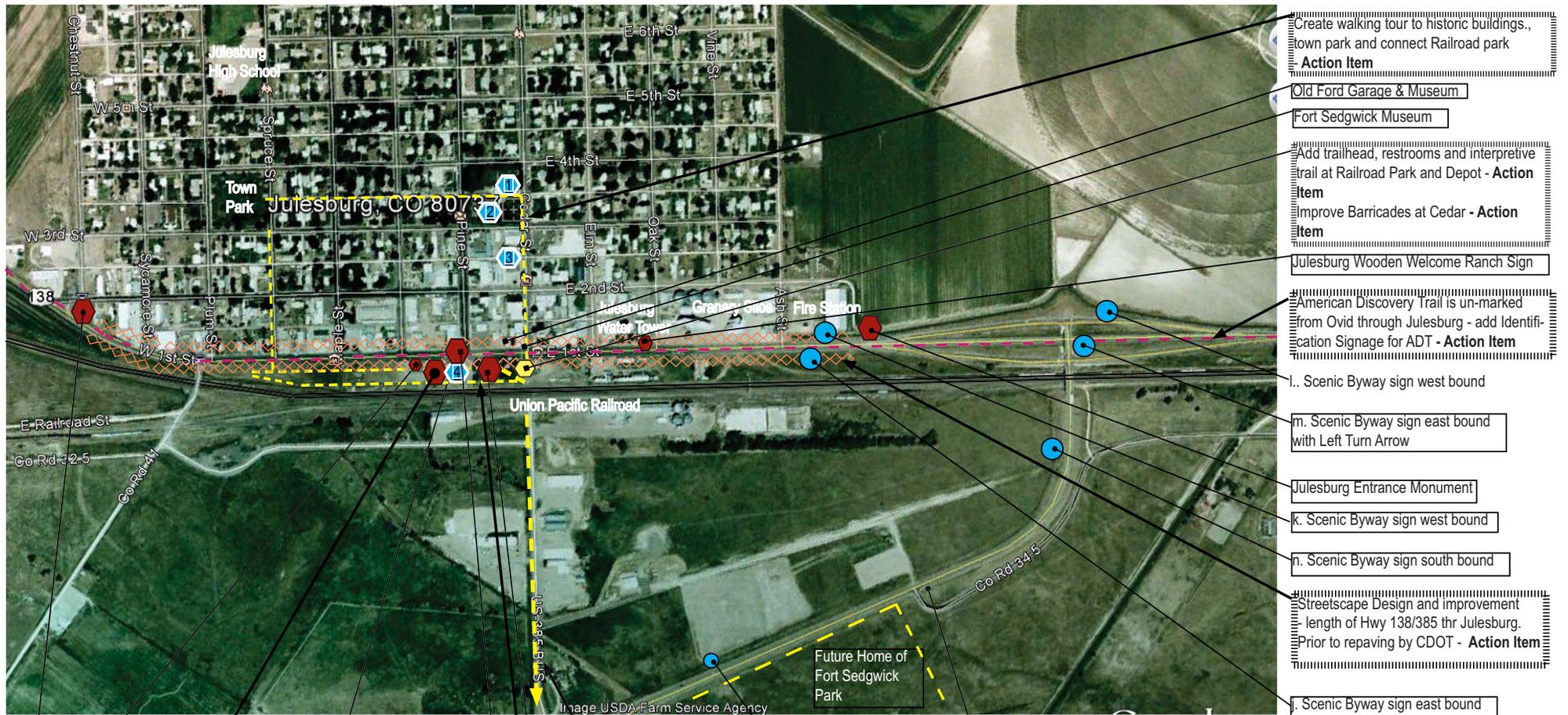
Scenic Byway sign east bound

Pony Express SWA north access road needs directional signs at intersection Hwy 138 and CR 39 - **Action Item**

Pony Express SWA north access RD is .9 miles south of Hwy 138 on CR 39. This SWA access road crosses two railroads to entrance then starts a muddy dirt road and ends at two parking areas.

LEGEND:

- Scenic Byway Sign
- ◆ Points of interest - Marker
- SWA Boundary - approximate
- - - - - American Discovery Trail
- ■ Protection View/ Resources
- ■ Proposed Trails or parks
- ◑ Additional Signage is Needed
- ◊◊◊◊◊◊ Streetscape Enhancement Area

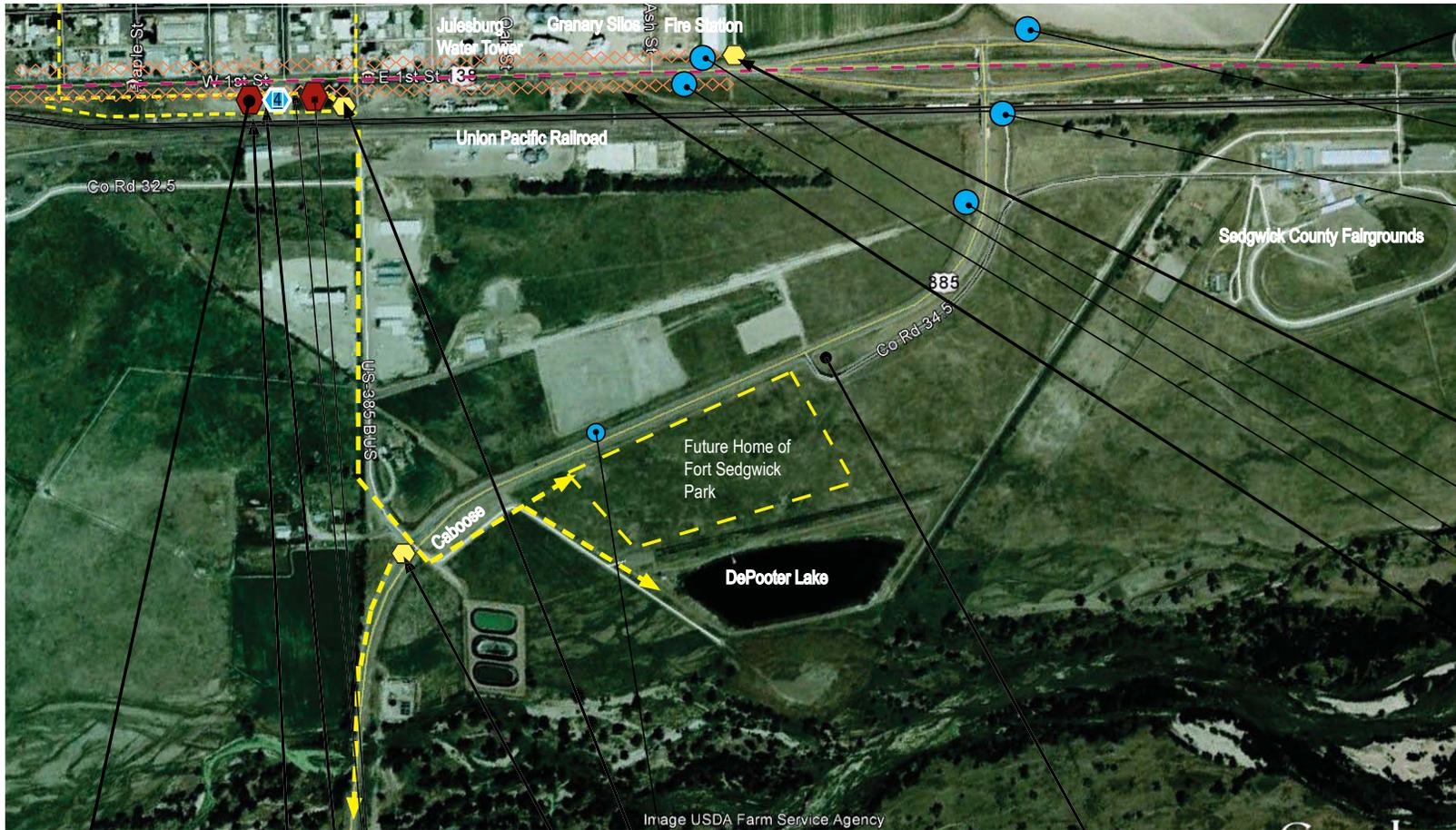


- Create walking tour to historic buildings, town park and connect Railroad park - **Action Item**
- Old Ford Garage & Museum
- Fort Sedgwick Museum
- Add trailhead, restrooms and interpretive trail at Railroad Park and Depot - **Action Item**
- Improve Barricades at Cedar - **Action Item**
- Julesburg Wooden Welcome Ranch Sign
- American Discovery Trail is un-marked from Ovid through Julesburg - add Identification Signage for ADT - **Action Item**
- l. Scenic Byway sign west bound
- m. Scenic Byway sign east bound with Left Turn Arrow
- Julesburg Entrance Monument
- k. Scenic Byway sign west bound
- n. Scenic Byway sign south bound
- Streetscape Design and improvement length of Hwy 138/385 thr Julesburg. Prior to repaving by CDOT - **Action Item**
- j. Scenic Byway sign east bound

- Brown Highway Historic Marker sign
- # 10 Odo 16.4 Julesburg # 4/ Depot Museum
- Julesburg Entrance Monument. Sandstone monument in a landscaped bed with two flag poles directly behind monument
- Depot Museum - AKA Fort Sedgwick Depot Museum on marquee. One of two museums
- Historic Monument with commemorative Bronze Plaques of the Pony Express Riders, and Founders
- Create trail south to De-Poorter Lake and on to Lion's Park and on to Welcome Center - **Action Item**
- Railroad Park with Picnic tables, swings and a Pavilion with benches. There is no identification signage for the park.
- Create an interpretive trail - **Action Item**
- Welcome Center 1-mile Wayfinding Sign
- Two Entrance Signs to Sedgwick County Fairgrounds. One electronic and one on sign posts.
- Future Home of Fort Sedgwick Park
- Historic Buildings:
 - 1) Sedgwick county Court House
 - 2) Julesburg Library
 - 3) Hippodrome Theatre and Arts Center
 - 4) Depot Museum
 Add historic walking tour - **Action Item**

LEGEND:

- Scenic Byway Sign
- ◆ Points of interest - Marker
- SWA Boundary - approximate
- - - American Discovery Trail
- Protection View/ Resources
- - - Proposed Trails or parks
- ◊ Additional Signage is Needed
- ◇◇◇◇◇ Streetscape Enhancement Area



American Discovery Trail is un-marked from Ovid through Julesburg - add Identification Signage for ADT - **Action Item**

g. Scenic Byway sign west bound

m. Scenic Byway sign east bound

- Historic Buildings:**
- 1) Sedgwick county Court House
 - 2) Julesburg Library
 - 3) Hippodrome Theatre and Arts Center
 - 4) Depot Museum

#7 Additional Scenic Byway sign west bound - **Action Item**

n. Scenic Byway sign south bound

k. Scenic Byway sign west bound

j. Scenic Byway sign east bound

Streetscape Design and improvement - length of Hwy 138/385 thr Julesburg. Prior to repaving by CDOT - **Action Item**

#10 Odo 16.4 Julesburg #4/ Depot Museum

Railroad Park
Depot Museum

Welcome Center 1- Mile Wayfinding Sign

Entrance Signs to Sedgwick County Fairgrounds

Create a walking tour to accompany the byway tour. by cellphone and or by pamphlet - **Action Item**

Create an interpretive trail with brochure and numbered posts and activities - **Action Item**

Add trailhead, restrooms and interpretive trail at Railroad Park and Depot - **Action Item**
Improve Barricades at Cedar - **Action Item**
Create trail south to DePooter Lake and on to Lion's park and on to Welcome Center - **Action Item**

Create Entry Monument to Julesburg - **Action Item**
Large Monument to Cover/hide the old hwy 385 and provide directional signage to keep right to interchange. At interchange need additional directional signs. East off interchange need a Julesburg Town entry signage and scenic byway signs.

LEGEND:

- Scenic Byway Sign
- ◆ Points of interest - Marker
- SWA Boundary - approximate
- - - American Discovery Trail
- ▶ Protection View/ Resources
- - - Proposed Trails or parks
- ▶ Additional Signage is Needed
- ◇◇◇◇◇ Streetscape Enhancement Area



Image USDA Farm Service Agency

Landscape commercial area to improve Scenic Byway entrance and the entrance into Julesburg. - **Action Item**

#8. Additional Scenic Byway sign north bound needed with left turn arrow - **Action Item**

Julesburg Entry Monument with Flag pole

p. Scenic Byway sign

p. Scenic Byway sign south bound with right turn arrow

Welcome Center sign with Right Arrow and a RV Park with Right Arrow

Improve visibility of Entry Monument by screening out the electric meters behind monument - **Action Item.**

Improve visibility of SWA Parking Area, from south bound - **Action Item**

Signage for State Park & Recreation "Constructed by State reformation Honor Work camp"

Lion's Club Signage

NE. Gate house & Hwy 138 intersection a dirt road that runs parallel to SWA Boundary. Create a trail from this point into the SWA - **Action Item.**

Stair-stepped Julesburg sign with a linear Colorado sign underneath.

Improve Entrance Signage to Lion's Park & Julesburg SWA parking area - **Action Item**

Improve Lion's Park and Picnic area directional signs from the SWA parking area. - **Action Item**
 Create trail and brochure with numbered posts. - **Action Item**
 Improve existing signs and add rules and regulation signage to Lion's park. - **Action Item**

Lion's Park Picnic area, Pavilion, Parking and Circle Drive

Wildlife / (Lion's Park)
 Marker, signage panels are faded and cracking. Replace signage panels with UV protection - **Action Item**
 Improve Education/Interpretive signage - add a second panel of the South Platte Watershed. - **Action Item**

11 Odo 18.4 Watchable Wildlife/ (Lion's Park)

Create trail north to Railroad Park and south to DePoorter Lake and on to Lion's park and on to Welcome Center - **Action Item**

Create a Monument that will redirect northbound traffic into Julesburg - **Action Item**

Welcome Center -1 mile. Wayfinding Sign

Maintenance Item for Stair-stepped Julesburg sign - **Action Item**

LEGEND:

- Scenic Byway Sign
- ◆ Points of interest - Marker
- SWA Boundary - approximate
- - - American Discovery Trail
- Protection View/ Resources
- - - Proposed Trails or parks
- ⬇ Additional Signage is Needed
- ◇◇◇◇◇ Streetscape Enhancement Area

Scenic Byway



APPENDIX

CREDITS:**PUBLICATIONS:**

South Platte River Trail Scenic and Historic Corridor Management Plan: July 2001

Colorado Welcome Center at Julesburg

National Pony Express Association Inc. P.O. Box 236, Pollock Pines, CA 95726

National Historic Trails - Auto Tour Route Interpretive Guide - Nebraska and North-eastern Colorado - second printing - September 2010. NPS National Trails Intermountain Region, Salt Lake City, Utah 84111. 801-741-1012

Colorado Parks and Wildlife 2011-2012 Colorado State Wildlife Areas. Colorado Parks and Wildlife 6060 Broadway, Denver, CO 80216. 303-297-1192

Explore The High Plains of Northeast Colorado, Southwest and Western nebraska. Tourist information 1-800-544-8609, www.logancountychamber.com

Welcome Sedgwick County Hunters; Julesburg, Ovid, Sedgwick Colorado. Sedgwick County Economic Development Corporation 100 West Second Street Julesburg Co, 80737 1-800-226-0069. sced@kci.net. Wwww.sedgwickcountyco.com

Sedgwick Recreation Guide 2012. Sedgwick County Business Directory 2012. Sedgwick County Chamber of Commerce 100 West Second Street Julesburg Co, 80737 1-800-226-0069. sced@kci.net. or www.sedgwickcountyco.com

South Platte River Trails Scenic and Historic Byway in Northeast Colorado; Julesburg, Ovid, Sedgwick.

Sedgwick County Economic Development
100 West Second Street Julesburg Co, 80737
1-800-226-0069. www.rivertrailonline.org

WEBSITES:**Julesburg and Ovid Historic Structures:**

<http://www.historycolorado.org/researchers/online-research>: History Colorado Center 1200 Broadway Denver, CO 80203

Pony Express information:

http://en.wikipedia.org/wiki/Pony_Express
<http://www.google.com/search?q=Pony+Express&hl=en&client=safari&rls=en&prmd=imvnsb&tbm=isch&tbo=u&source=univ&sa=X&ei=1ETiT5zdLY2g8gSK94SGCA&ved=0CIwBELAE&biw=1191&bih=986> - pony express images.

Transcontinental Railroad information:

http://en.wikipedia.org/wiki/First_Transcontinental_Railroad
http://en.wikipedia.org/wiki/Transcontinental_railroad

Transcontinental Telegraph information:

http://en.wikipedia.org/wiki/First_Transcontinental_Telegraph
<http://www.google.com/search?client=safari&rls=en&q=transcontinental+telegraph&ie=UTF-8&oe=UTF-8>

<http://www.google.com/search?q=transcontinental+telegraph&hl=en&client=safari&rls=en&prmd=imvns&tbm=isch&tbo=u&source=univ&sa=X&ei=bUfiT4rOC5Sg8gTgl8> telegraph images

Lincoln Highway:

<http://www.lincolnhighwayassoc.org/>
http://en.wikipedia.org/wiki/Lincoln_Highway

http://www.lincolnhighwayassoc.org/conference/2007/loop_map.jpg

Fort Sedgwick:

<http://www.over-land.com/ftsedgwick.html>

Ovid:

http://en.wikipedia.org/wiki/Ovid,_Colorado
<http://www.ovidcolorado.com/>

Julesburg:

<http://www.townofjulesburg.com/Pages/default.aspx>
http://en.wikipedia.org/wiki/Julesburg,_Colorado
<http://www.julesburgracing.com/Home.html>

South Platte River:

http://en.wikipedia.org/wiki/South_Platte_River
<http://www.denvergov.org/eap/waterqualityprogram/waterqualityimportance/the-southplatteriverwatershed/tabid/424849/default.aspx>

BOOKS:

“Mutel, Cornelia Fleischer and Emerick, John C. 1984 “From Grasslands to Glacier; The Natural History of Colorado”

Caughey, Bruce and Winstanley, Dean 1991, “The Colorado Guide” Northeast Plains , pg 335-343

RESOURCE PERSONS':

Anna Scott, Campbell Foundation
Dallas Williams - Byway Historian/
Photographer & Web Designer/Maintenance

PARTNERS LIST:

Kay Blochowicz - Business owner of Pony Express RV park along the byway
Glen Sandquist - Sedgwick County Commissioner
Barbara Palmer - Colorado Welcome Center at Julesburg Manager
Valerie Price - Interested Citizen
Richelle Schneider - Sedgwick County Chamber & Right hand for husband, Ovid Mayor!
Larry Frame - Pony Express Colorado Division
Doris Heath - Fort Sedgwick Historical Society President
Dallas Williams - Byway Historian/Photographer & Web Designer/Maintenance
Jim Beck - Sedgwick County Commissioner
Donna Wall - Town of Julesburg Trustee
John Westerhuhr - Sedgwick County Economic Development Vice-President
Lenora Bates - Colorado Department of Transportation State Byway Executive Director
Anna Scott - Local Byway Manager,
Gary Lancaster - Fort Sedgwick Park
Muriel Nelson - Fort Sedgwick Park
Julesburg Chamber of Commerce
LoRayne Taylor - Platte Valley Inn Manager
Town of Julesburg - Allen and Carrie Division of Wildlife
Others in community

BUSINESS TYPES

Businesses that could help the Byway and Trails with promotion and sponsorship:
Blacksmith Artist
-Use for local art and trail identification
Carpenters and & Construction
- Use for benches and markers pavilions,
Coffee Shop
- Ask them to help with the web
Concrete
- Use for improved trails and setting trail signage.
Electrician
- Use for assistance with lighting signs
Financial Institutions
- Ask them to help with fund raising and grant money partnerships.
Fitness Centers
- Ask them to create a promotion of the trails as a way to keep fit.
Integrated Food systems
- Ask them for help with fund raising by providing food.
Liquor Stores
- Ask them for help with fund raising by providing the liquor for events.
Lodging
- Assist them cross promote Byway, Welcome Center, and regional, interpretive trails and walking tours.
Bed & Breakfast
- Assist them cross promote Byway, Welcome Center, and regional, interpretive trails and walking tours.
Lumber Yard

- Ask them to supply signage material and lumber for board walks. Create a special area on web site and promote "used local".

Master Gardener

- Ask them to help planting at trailheads, create and provide demo gardens of native plants, and monitor the trails for trash etc..

Monuments Funeral home.

- Ask if they could provide a granite monument for a particular trailhead or entry monument

Movie Theatre - Hippodrome

- Cross promotion of area events by having them sponsor special showing of movies and rentals for Byway events and meetings.

Museums

- Direct cross promotion with historical connection to byway.

Newspaper

- Ask them for promotion and advertised Byway events.

Radio Station - KJBL 96.5

- Ask them to help promote local events and opportunities. - Ask them to provide events and competitions where the winner is awarded a Byway CD or a T-shirt.

Realtors

- Ask for cross promotion and advertisement of the byway and trails in their own marketing

Pony Express RV Park

- Assist them cross promote Byway, Welcome Center, and regional, interpretive trails and walking tours.

Satellite Television/ Dish network

- Ask them for direct sponsorship for help on funding projects

Screen printing and Embroidery

– Ask them to supply material and screen T-shirts to sale, or for other marketing needs. Create a special area on web site and promote “used local”.

Sugar Manufacturing

– Ask them to help with fund raising and grant money partnerships.

Highline Electric Association and Source Gas

– Ask them to help with fund raising and grant money partnerships.

Visitor Information – Colorado Welcome Center

- Ask them to increase their promotion of the South Platte River Trail Scenic and Historic Byway.

Sedgwick County Chamber of Commerce

– Ask them for increased support and promotion of the Byway.

Welding Services

– Ask them to supply materials and to weld signage and benches for sponsorship

Fairgrounds events

– Increase cross promotion by asking them to include the Byway as additional activity during Fairground dates and/or to extend the participants stay

Julesburg - Colorado Welcome Centers

Visitors Survey: Completed Surveys

The Julesburg Welcome Center sits in the northeastern corner of the state, a few miles from the Nebraska border, along Interstate 76 that links Interstate 80 with Denver. This center was the second busiest in 2007, recording 218,441 visitors, of which 40.6% came in June, July, and August. From June-August 2008, Julesburg tallied 82,370 visitors. A total of four trips were made in June, July, and August, resulting in 333 completed on-site and 107 follow-up surveys.

Visitor Profile

More than 73% of visitors to the Julesburg Welcome Center had made prior visits to Colorado, while nearly one-out-of-ten were first-time visitors and 17.1% were Colorado residents. Age demographics revealed that one-third of visitors were 55 and over, one-fourth were between 35 and 54, 13.5% fell between 18 and 34, and 27.8% were under 18, representing the greatest under 18 representation in the state. The average group size, at 3.0 people, was larger than the state average. The greatest household income representation was between \$25,000 and \$50,000 annually.

Trip Profile

More than 54% of visitors to the center were only visiting Colorado, while the rest were on a trip that included other states. The average length of stay in Colorado was 5.3 nights, with a median of 4.0 nights—slightly less than the state average. Approximately 82% stayed less than a week. One-in-five visitors were traveling primarily to explore the state, and 58.6% indicated they planned to participate

in outdoor activities or visit outdoor attractions during their trip. One-in-four had city activities planned. Thirty percent of visitors to this center finalized all or some of their lodging arrangements during their trip, and 46.7% finalized some or all of their activities during their trip. Regarding planning resources, visitors most often cited using previous experience (58.9%), the Internet (49.5%), “other” (25.2%), personal recommendations (23.7%), and welcome/visitor centers (20.1%).

Spending Profile

As indicated in the on-site survey, an average of \$739 (median \$500) was spent by parties that visited the center, which was lower than the state average. Results from comparing the on-site survey to the follow-up survey indicated group spending increased on average \$375 over the course of the trip. Visitors reported spending 37.7% of their total Colorado trip expenditures on lodging, 17.1% on transportation, 23.2% on food/drink, and 11.3% on shopping.

Welcome Center

This is the only center where more visitors stopped primarily for the facility (62.5%) rather than to collect information (32%). Of those stopping for the facility, most were taking a travel break or using the restrooms/water fountains. An overwhelming majority of visitors (93.2%) found the center somewhat to very useful, and 97.2% reported they would recommend the center to others. The center provided new ideas of things to see and do to 51.1% of visitors.

Prepared By:
Business Research Division Leeds School of Business
University of Colorado at Boulder

Sedgwick County, Colorado Demographic Profile

Location

Sedgwick County is located in the Extreme Northeast corner of Colorado at the crossroads of Interstate 80 and Interstate 76. Bound to the north and east by Nebraska, Sedgwick County has been given the name, "Gateway to Colorado."

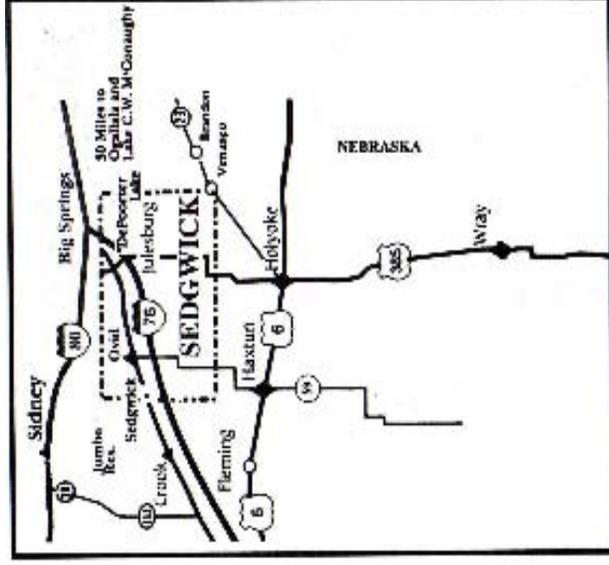
Climate

- Varies from fairly mild winters to warm summers.
- Average January temperature is 27.4 degrees F.
- Average July temperature is 76.4 degrees F.
- 17 – 19" average annual precipitation.
- 34.5" average annual snowfall.
- Growing season is 150 days.
- Average wind speed is 10.5 mph

Population

County & Places	1990	2000	2007	2010
County Total	2690	2747	2509	2468
Julesburg	1295	1467	1318	1284
Ovid	349	330	328	296
Sedgwick	183	191	175	148
Unincorporated Areas	863	759	688	740

Source: State Demographer's Office



Population Characteristics

Ethnic Distribution	
White	86.5%
Hispanic	11.4%
Black	.5%
American Indian/Eskimo	.1%
Asian	.8%
Age Distribution	
Under 20	621
20-44	645
45-64	712
65 and over	593
Median Age	48.2
Housing Units	1387

Income

Total Personal Income: \$70,000,000

Median Household Income: \$28,278

Source: Bureau of the Census, 2000

Per Capita Income (2006)

Sedgwick County: \$16,125

Colorado: \$34,283

U.S. Average: \$38,615

Source: Bureau of Economic Analysis

Average Wage per Job \$20,720

Source: Bureau of the Labor Statistics, 2006

Sedgwick County, Colorado

Labor Force

Source: Colorado Dept. of Labor & Employment, Bureau of Economic Analysis, Sedgwick County Economic Development Corporation

	Sedgwick County	2001	2003	2009
Labor Force		1108	1174	1267
Unemployment		33	42	61
Unemployment rate		3.0	3.6	4.8

Employment by Industry

Industry	Number	Company	Product/Service	Employees
Total	1626	Sedgwick County Health Center	Medical	90
Farm	770	Seaboard Farms of Colorado	Swine	80
Non-Farm	836	Julesburg School Dist. Re-1	Education	51
Agriculture Services, Forest, Fish, etc.	120	Platte Valley School Dist. Re-3	Education	47
Construction	17	Sedgwick County Government	Government	52
Manufacturing	37	Flying J Travel Plaza	Retail/Gas	37
Transportation, Communication, Utilities	35	D & L Meat Company	Processing	11
Wholesale/Retail	110	Town of Julesburg	Government	11
F.I.R.E.	32	Stone Motors, Inc.	Auto Dealer	10
Services	86	Julesburg Family Market	Food Distribution	10
Government	340	First National Bank	Financial	9
		Kelley Bean Company	Agriculture	9
		Colorado Welcome Center	Tourist Information	77 volunteers

Major Employers

Real Estate Sales

	1997	2001	2003	2008
# of Home Sales	18	49	35	32
Average Sales Price Per Home				
Julesburg	\$32,038	\$60,000	\$50,674	\$45,379
Ovid	\$27,458	\$32,000	\$23,525	\$30,000
Sedgwick	n/a	n/a	\$20,125	\$34,086
Overall Average	\$21,178	\$56,000	\$31,441	\$36,488

Average Estimated Cost to Build a Residential Building: \$100/Sq. Ft. (2007)

Average Estimated Cost to Build a Commercial Building: \$120/Sq. Ft. (2007)

Average Home Price:
\$36,488

Taxes

Retail Sales		
Sedgwick County	2%	
Julesburg	1%	
Ovid	1%	
Sedgwick	1%	
Property Tax		
Sedgwick County	3.8%	
Julesburg	4.09%	
Ovid	2.72%	
Sedgwick	3.6%	

Sedgwick County, Colorado

Retail Sales

Area	2003	2005	2007
Sedgwick County	\$40,120,454	\$50,426,212	\$67,455,981
Julesburg	\$23,666,176	\$41,426,212	\$49,778,771
Ovid	\$ 1,264,026	\$ 2,099,676	\$12,869,850
Sedgwick	\$ 751,882	\$ 525,111	\$ 435,623
Rest of County	\$14,438,370	\$ 6,580,779	\$ 4,371,737

Oil & Gas Production

Year	Value
1998	\$55,486
1999	\$54,279
2002	\$28,069

Utilities & Communications

Source Gas
Customer Service
1-800-563-0012

Highline Electric
100 Main St.
Ovid, CO 80744
(970) 463-5440

Viaero
(970) 474-0945

Verizon
1-800-256-4646

AT&T
1-800-222-0300 (Residential)
1-800-222-0400 (Business)

Qwest
1-800-244-1111 (Residential)
1-800-603-6000 (Business)

Transportation

Railroad

The Union Pacific Railroad runs through the northeastern part of the county.

Air

Julesburg has a municipal airport with lighted runways that can service corporate jets. Sedgwick County is 2 ½ hours from Denver International Airport.

Sedgwick County is located at the crossroads of Interstate 80 and Interstate 76.

Highways

I-76 runs through Sedgwick County from the northeast corner to the middle of the county's western border. I-76 connects to I-80, a major east-west thoroughfare, about two miles from the northeast corner of the county.

Highway 385 runs throughout the eastern part of the county from its southern border to Julesburg, then northwest into Nebraska. Highway 138 runs east-west through the county along the north side of the South Platte River.

Transit

Public transportation is provided by County Express.

Incentives

Enterprise Zone Tax Credits are available for expansion of private business, and development and relocation of industries in designated area. State income tax credits include 3% investment tax credit; \$500 job tax credit or refund; double job tax credit or refund for agricultural processing; \$200 job tax credit for employer health insurance programs; exemption from state sales and use tax for manufacturing equipment; and local government tax incentives.

Sedgwick County is an **Enhanced Rural Enterprise Zone**

Businesses that create new jobs in a new or qualifying expanded business facility in an eligible Enhanced Rural EZ will be eligible for an additional state income tax credit of \$2,000 per new business facility employee. This enhanced credit is in addition to the regular EZ credit of \$500, for a total credit of \$2500 per NBF employee. For NBF employees hired in an agriculture processing business, there is an additional credit of \$500 per NBF, plus the regular EZ credit of \$500, for a total of \$3,500 per new ag processing job.

Sedgwick County, Colorado

Finance

- ❑ 1 bank \$98,455,999 total assets
- ❑ 1 savings and loan, \$184,645,377 total assets
- ❑ 1 credit union, \$3,100,000 total assets

The Northeastern Colorado Revolving Loan

Fund provides investment capital to new and expanding businesses to create new employment and expand the economic base of the region. Call (970) 332-4335 for more information.

Education

- ❑ 2 elementary
- ❑ 2 junior-senior high schools
- ❑ 5 state licensed day care facilities
- ❑ 11:1 student teacher ratio
- ❑ 50 miles to community college
- ❑ 180 miles to university

Housing

1 bedroom apartment \$250

Typical lot cost range \$8,000 - \$16,000

Average cost per sq. ft. for new home \$170

Apartments are available that are based on a families income. These apartments start at \$50/month and go up from there.

Health Care

- ❑ 1 hospital
- ❑ 1 clinic
- ❑ 1 nursing home
- ❑ 1 County Assisted Living Center
- ❑ 2 full-time doctors

Sedgwick County Sheriff's Dept. Provides 24-hour public safety Dispatch for 911, police, fire, and Ambulance calls. Ambulance Service is owned by Sedgwick County with 38 volunteers of Whom 21 are certified EMT's.

Government

County Board of Commissioners
County Seat Julesburg
Municipal Mayor/Council

Community Events

- ❑ Julesburg Drag Races – April-October
- ❑ Pony Express Renide & Festival – June
- ❑ Sedgwick County Fair - August
- ❑ Sedgwick Harvest Festival – Labor Day
- ❑ Holiday Lighting Festival – Day After Thanksgiving

Facilities & Recreation

- ❑ 3 hotels with a total of 75 rooms
- ❑ Hippodrome Theatre & Arts Center
- ❑ Ft. Sedgwick & Depot Museum
- ❑ South Platte River Trail
- ❑ 2 lakes
- ❑ Golf Course
- ❑ Public Library
- ❑ 5 City Parks
- ❑ 12 Churches

Agriculture

Sedgwick County is an agricultural area. The climate, growing season, precipitation, surface and ground water, soil characteristics, and natural vegetation make the area conducive to farm and ranch production.

Sedgwick County depends on corn for grain and silage, wheat, sorghum, grain, dry beans, barley, millet, oats, sugar beets, cattle, swine production, and a number of agriculturally related businesses as its economic base.

For more information, please contact:

Sedgwick County Economic Development Corporation
100 West Second Street
Julesburg, CO 80737
Phone: 1-800-226-0069 or (970) 474-3504
Fax: (970) 474-4008
e-mail: sced@kci.net

CRP 2010 Julesburg Design Narrative:

Observation: It is unclear to highway travelers that there is a community worth visiting only two miles away from the Welcome Center. The front door to the community needs to give visitors the correct first impression of Julesburg but currently presents a roadside of barbed wire enclosure,

The current new signage is misplaced and smallish. It does not celebrate the full nature of the Platte Valley and the town of Julesburg ahead. While the sign is great for 30-mph traffic it is lost behind local equipment, tumbleweed and the background of a 55-mph motorist.

Recommendation: Develop a plan for signage and roadside landscaping to draw visitors from the highway. This plan should represent a full upgrade of the roadside environment to reflect the rich character of Julesburg. Remove weeds, trash, galvanized security fencing; old signage, paint plywood window covers, and maintain the look. This will encourage motorists to venture further. Other measures could screen equipment on adjacent property with decorative fence or landscaping, plant ornamentals, and consider a large gateway area at the approach to the bridges to impress visiting motorists. Place monument at the approach to the Platte River overpass that indicates it is a gateway to historic downtown Julesburg and adventures beyond.

Observation: The Sedgwick County Improvement Project is a valuable asset to the downtown and needs to be utilized more. Funding toward façade improvements, and downtown upgrades is an important step to

downtown revitalization.

Recommendation: Continue working on the façade program, a window display program, trash can and furniture program, and additional enhancements to store fronts. The Improvement Project can be improved by containing design direction for shop owners which help to create a cohesive visual character within the downtown. The Downtown Design Committee can develop these accepted modifications to building frontages and help others view their buildings in a different light. This program can be expanded to bring in merchandising professionals to conduct a workshop for shop owners on how to arrange displays in their shop windows and how to display merchandise within their shops.

Observation: The visual aspects of the downtown will need to be considered in the future, to increase the vibrancy and vitality of the area. Current cracked sidewalks, chipped paint, boarded up windows, directional signage, and pedestrian amenities need to be upgraded to encourage stopping and shopping.

Recommendation: Consider long-term improvements to sidewalks, street lighting, and undergrounding utility lines. Sidewalks should be repaved, handicap ramps brought up to current codes, new curb-gutter and, if possible, the walks widened to allow shop displays or sidewalk benches or restaurant seating. Downtown district lighting should be at pedestrian level, historic in character and be used to define the approach to Clark Street and north on Clark to just past Town Hall. As infrastructure improvements

happen under these downtown roadway segments the downtown can take on these improvements. A Downtown Design Committee should undertake a master plan effort for this purpose and as opportunity and funding becomes available make upgrades to the streetscape environment.

Entry into the immediate downtown should be further enhanced and defined with street trees along the railroad park, added picnic shelters, a short buffer wall to contain pedestrians away from the tracks and ample parking. This roadside “rest area” can also serve as an information station for the downtown businesses and events.

Observation: The close proximity of the natural amenities to the downtown need to be inventoried, identified or utilized to add a diverse recreational feature to the broader character of Julesburg.

Recommendation: A recreation master plan should be conducted which connects natural assets to the downtown, neighborhoods, schools and other community facilities. Develop and implement a town trail master plan to guide a future river and town trail network for bikes, pedestrians, golf carts and possibly equestrian use. No major Platte River trail systems occur in north-eastern Colorado and Julesburg could be one of the initiators of this with the State Parks Trails program.

Sedgwick County Birding Locations:

Contributed by Andrew Spencer and Henry Armknecht: County Sand Hill Best Birds : Whip-poor-will (1987), Baird's Sparrow (1989)

1. Jumbo Reservoir State Wildlife Area -

Julesburg Reservoir Description Most people call it Jumbo, but on some maps and signs, it is labeled as Julesburg Reservoir. Jumbo is filled by canal in the winter and drawn down for irrigation during the summer, so water levels can vary widely. The reservoir may be almost dry by late fall. Jumbo can provide great fall shorebird activity due to the drawdown and wide mudflats. Access to Jumbo requires a fee--daily permits are available at self-pay stations for \$3.00. If you have a hunting or fishing license, you may purchase an annual permit for \$5.00. The reservoir straddles the county line; the western portion of it is in Logan County, the eastern portion in Sedgwick County. A road entirely circles Jumbo, but actually seeing all the shorebirds from it can be really tough, and requires scanning from all possible viewpoints. The best places to check are usually the southwest corner along CR 68 just east of CR 95 the former campground just south of the dam the area around the outlet canal along the dam, the promontory just north of the dam, a couple of vantage points along the NW side that require a bit of a walk. Just about every shorebird that has occurred in Colorado has been seen here, and Jumbo is especially noted as a good place to find Buff-breasted Sandpipers, which when present are usually in the emergent vegetation in the southwest corner. Many thousands of Snow and

Ross's Geese use the lake in the spring, and throughout the winter if there is open water. Greater White-fronted Goose is not uncommon. This remote lake should be studied carefully for rare visitors--any place that has attracted a Ross's Gull (as Jumbo did in 1983) Jumbo is also a particularly reliable spot for Sabine's Gull in the fall; a trip here often produces multiple individuals. Even some good waders can show up, as three Yellow-crowned Night-Herons demonstrated in 2002. The timbered area that is a former campground on the southeast side of Jumbo is a good bet for migrating warblers, vireos, etc. Eastern Screech-Owl and Great Horned Owl are resident. While you're landbirding, don't neglect the groves on the west side (some of which are on private property, some of which are not--use good judgment to tell the difference). Other places to check here include the marshes below the road on the southern part of the reservoir for Yellow-headed Blackbird, rails, and maybe a Marsh Wren. The prairie dog towns northeast and southeast of the lake can be good for raptors, including Golden Eagle and Ferruginous Hawk, especially during the winter, and Burrowing Owl in summer. On the north and southeast sides of the lake there are some high quality grasslands that can have breeding Grasshopper Sparrow, Upland Sandpiper and Dickcissel. Finally, the very long hedgerow to the south of the lake (in Sedgwick County) often has Long-eared Owls roosting in it during the winter, though given how long the row is, finding them can be quite hard. Habitat - Pond/Lake/Reservoir, Shortgrass Prairie, Hedgerow/Shelterbelt, Marsh Directions - Jumbo is located

about a mile north of CO 138 on the Logan/Sedgwick County line, five miles west of the town of Sedgwick. From I-76, take exit 155 and go north on Red Lion Road (CR 93) just over the river to US 138. Turn right (east) and in one mile turn left (north) onto CR 95. Take this north two miles and turn sharply right onto CR 68 to get to the southwest corner of the reservoir, or stay on CR 95 another mile and turn right on CR 70 to get to the north side of the reservoir. Delorme - 95 A7 Roads of Colorado - 29 F3, 30 A3

2. Sedgwick Bar State Wildlife Area Description - Along Highway 138 between Ovid and Sedgwick are numerous prairie dog towns. This area hosts many Burrowing Owls and Upland Sandpipers in the summer. Just east of Sedgwick is the Sedgwick Bar State Wildlife Area. It can be accessed from the river crossing south of Sedgwick, or from 138 east of Sedgwick. It contains good lowland riparian habitat along the South Platte River. The Sedgwick Cemetery is north of Sedgwick. I have occasionally found an owl or raptor here. Habitat - Shortgrass Prairie, Lowland Riparian, Park/Cemetery Directions - To get to the western parcel of Sedgwick Bar SWA, from the Sedgwick exit off I-76 (exit 165), head north on CO 59 about 1.5 miles to the river. Access is just south of the bridge on the east side. To get to the eastern parcel of the SWA, continue north on CO 59 another half mile to the town, then turn right on US 138. Head east for two miles and turn right (south) and go about a half mile to the property. To get to the Sedgwick Cemetery, from the intersection of CO 59 and US 138, continue north on CR 15 approximately two miles

to the cemetery on the right (east) side of the road. Delorme - 95 A7, 102 A1 Roads of Colorado - 30 A3-B3

3. Ovid Woods Description - The second best-known birding location in Sedgwick County is known as the Ovid Woods. This is private property--DO NOT TRESPASS. Ovid Woods parallels 2nd Street at the east edge of Ovid. It can be birded from 2nd street without entering the property. The Woods are a narrow band of trees about five blocks long along Lodgepole Creek. Because this stream runs northwest from Ovid, it is thought to be a migration highway in the fall. The woods can be a great place to find warblers and other fall migrants. They are also known as a reliable place to find Northern Cardinals in Colorado. The Ovid cardinal population is currently not large, but seems to be stable. Ovid also hosts Red-bellied Woodpeckers and numerous Eurasian Collared-Doves year-round. Chimney Swifts are common nesting birds in town. The Ovid Cemetery is quite small, located northeast of town on Rd 31 between roads 32 and 34. There are about 50 scattered trees, mostly juniper. The Ovid sewer ponds are quite small and generally dry, not publicly accessible. Habitat - Urban/Suburban, Lowland Riparian, Park/Cemetery Directions - To get to Ovid, take the Ovid exit off I-76 (exit 172) and head north about two miles. Head east on US 138 to 2nd Street. Delorme - 102 A1 Roads of Colorado - 30 B3

4. Julesburg State Wildlife Area and Johnson Lake Description - This state wildlife area encompasses several parcels along the South Platte between Ovid and Julesburg. Access to most of these parcels is from CR

28, which runs between the river and I-76. There are several CPW parking lots on the north side of this road between Ovid and Julesburg. Access to another parcel can be had between the bridges south of Ovid. It can be difficult to determine where boundaries between public and private lands are, so please use good judgment. The same CR 28 mentioned above also hosts a bluebird trail with numerous Eastern Bluebirds. Johnson Lake, a private pond, can be viewed from a short spur road south from it (31.5 Road). It hosts large numbers of waterfowl at times, and is one of the best places in the state to see Greater White-fronted Goose. Habitat - Pond/Lake/Reservoir, Lowland Riparian, Hedgerow/Shelterbelt Directions - From the Ovid exit off I-76 (exit 172), head north one mile and turn right on CR 28, or keep going another mile north to the access point at the river south of town. Alternatively, from the Julesburg exit off I-76 (exit 180), head west on the frontage road just north of the exit. This road becomes CR 28. Delorme - 102 A1 Roads of Colorado - 30 B3-C3

5. DePoorter Lake Description - Southeast of Julesburg, on the east side of US 385 north of the river is DePoorter Lake. DePoorter Lake is a lottery fund project. This small lake and affiliated land often host some good birds. Harris's and White-throated Sparrows are often seen here during migration. Another river access point is south of DePoorter, west off highway 385 between the river and I-76. The Julesburg Cemetery is just southeast of the Julesburg I-76 exchange. It has some large conifers. I have never hit it big here, but have found good

birds from time to time. Habitat - Pond/Lake/Reservoir, Lowland Riparian, Park/Cemetery Directions - To get to DePoorter Lake, take the Julesburg exit off I-76 (exit 180) and go north about a half-mile past the river. The lake is on the right. Delorme - 102 A2 Roads of Colorado - 30 C3

6. Sand Draw State Wildlife Area Description - This SWA, comprising approximately 160 acres, is on 49 Rd between 12 and 16 Rds in the southeast part of the county. It is flat land with some mature Ponderosa Pines and hardwoods, along with several small meadow-like openings. It can be a good spring and fall migrant trap, and Bell's Vireos nest here. Habitat - Hedgerow/Shelterbelt Directions - From the Julesburg exit off I-76 (exit 180), head south on US 385 eight miles to CR 16 and turn left (east). Proceed east two miles to CR 49 and turn right (south) to the SWA on the left in just over a mile. Delorme - 102 A2 Roads of Colorado - 30 C4

7. Triangle Grove Description - At 45 RD and 4 RD, Highway 385 makes a big bend. There is a nice mixed grove of pine, juniper, elm, hackberry, ash, and shrubs on this triangle of land. The trees are thought to be public road right-of-way. They can hold some nice birds during migration. The fields here in the south part of the county hold Lapland Longspurs in winter. Other longspurs may be found during migration. Even Smith's Longspurs have been reported from Sedgwick County. Habitat - Hedgerow/Shelterbelt Directions - From the Julesburg exit off I-76 (exit 180), head south on US 385 fourteen miles to the rightward (westward) bend in the highway. Delorme - 102 A2 Roads of Colorado - 46 C1

Federal Highway Administration's 14-points

The Federal Highway Administration (FHWA) lists 14 components that must be in any CMP included in a byway's application for **national recognition**. The CMP will help your byway group envision future changes and address issues before they become a problem. The FHWA requirements for a CMP are:

1. A map identifying the corridor boundaries, location of intrinsic qualities, and land uses in the corridor. U. S. Geological Survey maps of your corridor region are ideal and inexpensive base maps for your corridor management planning group.
2. An assessment of the byway's intrinsic qualities and their context (the area surrounding them). The end product is typically a catalogue of the byway's scenic, historic, natural, archeological, cultural, and recreational qualities. A community visual assessment is an ideal way to involve a large number of local residents in evaluating the byway's resources. *O Say Can You See: A Visual Awareness Toolkit for Communities*, available from Scenic America, is a good way to start.
3. A strategy for maintaining and enhancing each of the byway's intrinsic qualities. Ask what you want the byway corridor to look like in 10-15 years and develop goals and strategies to help you get there.
4. A list of the agencies, groups, and individuals who are part of the team that will carry out the plan. Be sure to include a description of each individual's responsibilities and a schedule of when and how you will review their progress.
5. A strategy for how existing development along the corridor might be enhanced and how to accommodate new development while preserving the byway's intrinsic qualities. Many communities have long-term land use plans that can be adapted for this purpose.
6. A plan for on-going public participation. This might include forming a CMP steering committee made up of local citizens, a schedule of regular public meetings, or a byway management planning forum.
7. A general review of the road's safety record to locate hazards and poor design, and identify possible corrections. Identify ways to balance safety with context-sensitive highway design practices that accommodate safety needs while preserving the road's character.
8. A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians. Some CMP's incorporate plans to apply for Federal Transportation Enhancement funds to pay for the installation of special bicycle lanes along the byway or the creation of hiking trails.
9. A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway. This might include landscaping to screen an industrial site, relocating utility wires and poles, or planning for the sensitive location of wireless telecommunications towers along the byway.
10. Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising. Federal regulations prohibit all new billboards along designated scenic byways that are classified as federal-aid primary, national highway system, or interstate roads. States are free to impose stricter controls on billboards along scenic byways. Your CMP should also address the continuous designation of the road to ensure that billboard companies will not be able to find a loophole in your byway designation that would allow them to erect billboards along the corridor.
11. A plan to make sure that the number and placement of highway signs will not get in the way of 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. Two popular and effective ways of addressing this issue are logo signs and tourist-oriented directional signs (TODS). Logo signs are located on interstate highway rights-of-way and advertise gas, food, camping, and lodging at nearby exits. Highway-oriented businesses can advertise their company's symbol, name, trademark, or a combination of these things on a logo sign. A few states, like Utah and Maine, provide TODS primarily on non-interstate rural highways to help motorists find local businesses. TODS indicate only the name of local attractions, mileage to the establishment, and direction.
12. Plans for how to market and publicize the byway. Most marketing plans highlight the area's intrinsic qualities and promote interest in the byway that

is consistent with resource protection efforts and maintenance of the byway's desired character.

13. Any proposals for modifying the roadway, including an evaluation of design standards and how proposed changes may affect the byway's intrinsic qualities. Byway groups should work with their state department of transportation to adopt context-sensitive highway design standards for the byway. Context-sensitive design takes into account the area's built and natural environment; the environmental, scenic, aesthetic, historic, community, and preservation impacts of a road project; and provides access for other modes of transportation.

14. A description of what you plan to do to explain and interpret your byway's significant resources to visitors. Interpretation can include visitor centers, leaflets, audio tours, information panels, and special events. In this category, creativity makes a big difference.

Adapted from: "National Scenic Byways Program". Federal Register. Vol. 60, No. 96. Thursday, May 18, 1995.

National Scenic Byway Designation:

(Source: America's Byways)

To be designated a National Scenic Byway, a road must possess characteristics of regional significance within at least one of the intrinsic qualities.

All-American Roads must possess characteristics of national significance in at least two of the following intrinsic qualities.

Scenic

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

Archaeological

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

Cultural

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

Historic

Historic Quality encompasses legacies of the past that are distinctly associated

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

Natural

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

Recreational

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

NATIONAL HERITAGE AREA

What are National Heritage Areas?

National Heritage Areas (NHAs) are designated by Congress as places where natural, cultural, and historic resources combine to form a cohesive, nationally important landscape. Through their resources, NHAs tell nationally important stories that celebrate our nation's diverse heritage. NHA's are lived-in landscapes. Consequently, NHA entities collaborate with communities to determine how to make heritage relevant to local interests and needs.

NHAs are a grassroots, community-driven approach to heritage conservation and economic development. Through public-private partnerships, NHA entities support historic preservation, natural resource conservation, recreation, heritage tourism, and educational projects. Leveraging funds and long-term support for projects, NHA partnerships foster pride of place and an enduring stewardship ethic.

The National Heritage Area Program

NHAs further the mission of the National Park Service (NPS) by fostering community stewardship of our nation's heritage. The NHA program, which currently includes 49 heritage areas, is administered by NPS coordinators in Washington DC and seven regional offices - Anchorage, Seattle, Oakland, Denver, Omaha, Philadelphia and Atlanta - as well as park unit staff. NHAs are not national park units. Rather, NPS partners with, provides technical assistance, and distributes matching federal funds from Congress to NHA entities. NPS does not assume ownership of land inside heritage

areas or impose land use controls.

FAQs

How do National Heritage Areas work?

National Heritage Areas (NHA) expand on traditional approaches to resource stewardship by supporting large-scale, community driven initiatives that connect local citizens to the preservation and planning process.

What is the role of the National Park Service?

The National Park Service (NPS) provides technical, planning and limited financial assistance to National Heritage Areas. The NPS is a partner and advisor, leaving decision-making authority in the hands of local people and organizations.

The National heritage Areas staff at NPS headquarters are available to help answer any questions about the program.

How is it different from a National Park?

A National Heritage Area is not a unit of the National Park Service, nor is any land owned or managed by the NPS. National Park Service involvement is always advisory in nature.

How does a region become a National Heritage Area?

National Heritage Areas are designated by Congress. Each National Heritage Area is governed by separate authorizing legislation and operates under provisions unique to its resources and desired goals. For an area to be considered for designation, certain key elements must be present. First and foremost, the landscape must have nationally distinctive natural, cultural, historic, and scenic resources that, when linked together,

tell a unique story about our country. It is strongly recommended that a feasibility study be conducted prior to and designation attempt.

How do communities benefit from the National Heritage Area designation?

The designation has both tangible and intangible benefits. Heritage conservation efforts are grounded in a community's pride in its history and traditions, and in residents' interest and involvement in retaining and interpreting the landscape for future generations. It offers a collaborative approach to conservation that does not compromise traditional local control over and use of the landscape. Designation comes with limited financial and technical assistance from the National Park Service.

Why utilize the heritage areas strategy?

The heritage area concept offers an innovative method for citizens, in partnership with local, state, and Federal government, and nonprofit and private sector interests, to shape the long-term future of their communities. The partnership approach creates the opportunity for a diverse range of constituents to come together to voice a range of visions and perspectives. Partners collaborate to shape a plan and implement a strategy that focuses on the distinct qualities that make their region special.

What kinds of activities does a National Heritage Area offer to outside visitors?

National Heritage Areas appeal to all ages and interests. Some have opportunities for walking, hiking, biking and paddling. Some have festivals to attend and museums to

visit. Many Areas provide volunteer opportunities, group tours, and multiple-day excursions and can also be visited in combination with over 80 units of the National Park Service.

Becoming a National Heritage Area

National Heritage Area designation typically follows a two-step process - completion of a feasibility study and introduction of authorizing legislation. Prior to undertaking a feasibility study and developing legislation please review the Feasibility Study Frequently Asked Questions sheet and contact a National Heritage Area Program Coordinator in your region. <http://www.nps.gov/history/heritageareas/become/NHA%20Feasibility%20Study%20Process%20FAQ.pdf>

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Feasibility Study Process

The National Park Service (NPS) recommends that community members or organizations interested in National Heritage Area (NHA) designation undertake a feasibility study (rather than completing an application or nomination) to assess whether (1) the landscape has an assemblage of natural, cultural, historic and scenic resources that, when linked together, tell a nationally important story; (2) an organization exists that has the financial and organizational capacity to coordinate heritage area activities; and (3) support for NHA designation exists within

the region. NHA feasibility studies can be prepared by community members, a consultant or the NPS.

Feasibility Study Guidelines or the Guidelines PDF: http://www.nps.gov/history/heritageareas/FSGUIDE/feasibility_guide.html

NHA Feasibility Study Examples

The feasibility study is an analytical document. Through analysis, some organizations or community members may discover that heritage area designation is not the right strategy for their future goals. Alternately, it may be determined that NHA designation is appropriate given the resources and nationally important story, but it is not the best approach at this time because all the necessary elements (i.e. organizational capacity, partners or community support) are not yet in place.

The NPS recommends that draft studies be sent to the appropriate NPS regional office and the NHA Program Office in Washington DC for review. Ultimately, the feasibility study provides NPS and the United States Congress with information regarding the appropriateness of designating the landscape as a National Heritage Area.

Legislation

The United States Congress designates regions of the country as NHAs. The NPS, as the federal body charged with managing the NHA program, frequently testifies as to whether or not a region has the resources and local financial and organizational capacity to carry-out the responsibilities that come with designation.

NHA Legislation

Example: 1996 Cache La Poudre River Corridor, CO Citation: Public Law 104-323, 110 STAT. 3889 Amended: Public Law 111-11 (TBA)

Management Planning

Creating a Management Plans is a requirement for all National Heritage Areas. The following resources should be helpful when developing and producing a successful National Heritage Area management plan.

National Heritage Area Management Planning

<http://www.nps.gov/history/heritageareas/toolbox/management.html#planning>

Approved National Heritage Area Management Plans

<http://www.nps.gov/history/heritageareas/FAQ/plans.htm>

Interpretive Planning

http://www.nps.gov/history/heritageareas/REP/REP/interpretation_manual.pdf
