A Framework for Wayshowing:

The Colorado River Headwaters Scenic & Historic Byway

Eagle and Grand Counties
Colorado



June 2014

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Executive Summary: Colorado River Headwaters Scenic & Historic Byway

Wayshowing is a collection of maps, signs and electronic media that have been developed to aid travelers in their journey. A system of such information is critical to help travelers successfully choose a destination and plan their itineraries as well as to help them navigate once they arrive. As such, efforts to enhance a regional tourism economy must consider the strengths and deficiencies of existing wayshowing elements located along the full length of a byway corridor. The plan that follows assesses the current elements of the wayshowing system that guides travelers throughout the Colorado River Headwaters Scenic & Historic Byway.

Utilizing a "front-seat back-seat" approach, travelers unfamiliar with the area took to the road with a list of significant historical, cultural and recreational sites to locate. Neophytes in the front seat searched for signs, used digital devices, studied maps and asked for directions. Meanwhile, transportation and tourism specialists in the back seat recorded the navigational challenges of those "new to the byway" travelers in the front. The front seaters were in search of historical, recreational and cultural attractions that had been identified by the local byway organization as key attractions for travelers.

An analysis of this formal assessment exercise combined with the input of local officials, transportation professionals, and tourism specialists resulted in recommendations that follow. Goals are two-fold 1) To improve the ease of navigation for visitors and 2) To better capitalize on the potential for increasing travel-related revenues for the communities along the byway.

Summary of Recommendations

Due to the careful planning of the Colorado River Headwaters Scenic & Historic Byway using its Corridor Management Plan, navigational signage on the main route is excellent. Trough Road and CO-9 was the only intersection that presented navigational difficulties. However, while driving this byway many questions about the historical significance of places went unanswered for the members of the team that were first-time travelers. The interpretive program of the Headwaters Byway has ample room for improvement, as does the quality of online resources for the Byway. Maps and interpretive information should be only one or two clicks away from anyone with an internet connection.

The name of the Byway is intriguing, and heralds the single most important contemporary issue in America's West-water. The Byway communities have not yet tapped into the potentials of using this nationally significance place (the headwaters themselves) to attract travelers, and to connect them to the very sources of the mighty Colorado River.



Pull-Off near Radium with a manageable hill climb

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Introduction

The deployment of an effective system of wayshowing is an essential component of successful regional tourism strategies. Wayfinding and wayshowing are related but distinct concepts. ***Wayfinding*** is the mental process performed by travelers in identifying and locating their travel destinations. ***Wayshowing***, on the other hand, is the communication in the form of maps, signs, and other media intended to aid the traveler in their wayfinding.

The purpose of this document is to provide a preliminary plan for an enhanced wayshowing system along the Colorado River Headwaters Scenic & Historic Byway. In achieving this purpose, the plan aims to:

- Provide an outline of key concepts of wayshowing and wayfinding
- Assess the inventory of existing directional signage to key sites along designated routes.
- Provide recommendations for enhancing directional signage to key sites.
- Provide an outline for subsequent action.

Keys to Effective Wayshowing

An effective system of wayshowing responds to the needs of travelers at all stages in their journey. At a minimum, effective wayshowing for the traveler must:

- Support how people find their way in unfamiliar travel environments
- Provide a guidance system of reliable and consistent components on the byway
- Respond to the unique characteristics of the byway
- Integrate pre-visit, visit, and post-visit stages of the byway experience
- Contribute to a safe roadway and travel environment
- Become a widely practiced body of knowledge among byway providers

With the assistance of an effective wayshowing system, successful travelers should be able to:

1. Identify origin and destination
2. Determine turn angles
3. Identify segment links and directions of movement
4. Recognize on-route and distant landmarks
5. Mentally embed or visualize the route in a larger reference frame: a cognitive map.

Stages of Wayshowing

Effective wayshowing is essential not only to ensuring good experiences for the visitor, but also in attracting that visitor in the first place. While wayshowing may seem to begin and end with the traveler on the road, it also plays an important role in attracting visitors, assisting in their trip planning, and in enhancing their recollections with others after their trip is complete. Consider the travel experience as five distinct stages:

Choose
The point at which the traveler decides his or her travel destination or destinations. *Wayfinding Needs: What are the travel routes? What is there to see and do and where are these activities located? How much time is required for the trip?*

Prepare
This is the stage in which the prospective traveler plans and prepares for their trip, including making reservations or other advance travel arrangements. *Wayfinding Needs: How will we get there? Where will we stay, eat and stop? How much time should we allot to travel to and on the travel route? Where are the heritage, recreational, and cultural attractions of the area?*

Go/Do
This stage is the event itself as the visitor makes his or her way to or around their destination. *Wayfinding Needs: Where are the entry points to the route? How do we get back on track if we get off the route? Where are the attractions along the route? Where can we get information along the route? Where do we get gas, food, or lodging?*

Recall
This is the stage in which the memories of the trip extend its enjoyment beyond the time spent away from home. With travel completed, visitors typically want pictures, maps, souvenirs or other items to assist their recollection of a memorable trip. *Wayfinding Needs: What will help us recall the good times we had on the trip? Where were the sites we really enjoyed?*

Do Again
It is hoped that with an enjoyable and memorable trip, many visitors will return. *Wayfinding Needs: Where are those good maps from our last trip? We need to show our friends and family what they might like.*

Wayshowing Components

A successful wayshowing system includes multiple components that not only direct the traveler, but also provide interpretive information. Wayshowing does not start and stop on the road, but exists to provide the traveler with information to plan their trip and assist in the recollection of it afterwards through maps, websites and other media that can be accessed away from the physical roadway. Essential elements of a wayshowing system include the following:

- Entrances, Exit and Gateway Signage. Identification of where to enter and exit a route or byway so that travelers know their position relative to accessing and leaving a byway or other route.
- Orientation Stops. Pull-offs, turn-outs and other places for motorists to stop and help them create, refresh, and expand their mental maps of a byway or other route, its intrinsic qualities, and overarching interpretive theme with exhibits, maps, and other means of communication.
- Repetitive Route Markers. A sequence of visual cues for motorists to follow along a byway or other route.
- Direction Signage to Planned Destinations. Signs that alert and guide motorists to featured stops and attractions along or near a byway or other route.
- A Portable Map. A carry-on map of a byway corridor or travel region and its various attractions and amenities.

History of Wayfinding Development on the Colorado River Headwaters Scenic & Historic Byway

The Colorado River Headwaters Scenic & Historic Byway was designated a Scenic Byway by the State of Colorado in 1993, then designated as a National Byway in 2005. Originally constructed in the late nineteenth century to serve the needs of miners and ranchers the Byway has evolved into a road that primarily serves tourists.

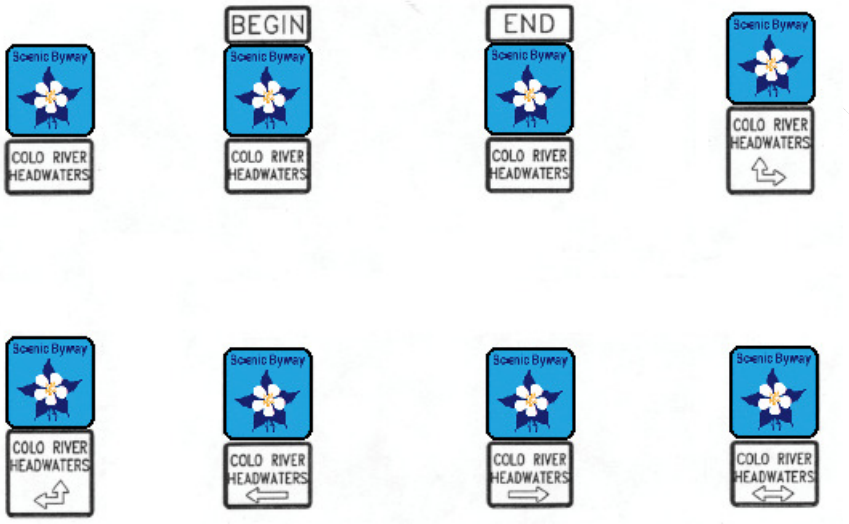
Hot Sulfur Springs was the first town to be founded in the Middle Park area of Colorado in 1860. The small settlement was built on top of winter campgrounds used by Native Americans with hopes of becoming a hot springs resort town. In the 1870's Grand Lake Village sprang up in the shadows of silver mines but quickly turned to a recreation based economy renting boats and summer equipment on the banks of Grand Lake, Colorado's largest natural lake. In 1890 the state built its first bridge at State Bridge and ranchers started a wagon trail to get supplies from Wolcott (the closest train station at the time) across State Bridge to their pastures in Middle Park. Trough Road, originally a wagon trail, still maintains some of its original rugged character. Rugged characteristics give Trough Road a distinctively different feel than the rest of the byway.

Overall this Byway is about The Colorado River - its water, geology, wildlife, and social importance. Across the full 69 mile length of the byway visitors will see the Colorado River flow down 1700 feet in elevation from Grand Lake to State Bridge transforming from a quiet mountain stream to a roaring canyon river.

Like the river, the Byway has a lot of different uses for a lot of different people. Because this byway parallels the Colorado River and is surrounded by a large amount of state and federal land, it attracts a wide range of different users including campers, bicyclists, rafters, stand-up paddlers, anglers, hunters, skiers and snowmobilers.

The byway uses the State scenic byway logo (the blue Columbine sign) as directional signage to mark the route. The Colorado Department of Transportation (CDOT) is responsible for signage along the state highways in the area, including Interstate 70, US Highways 40, 34, and State Highways 125 and 9. Grand County and Eagle County are responsible for their respective sections of Trough Road.

A Corridor Management Plan and Business Plan was published by the Colorado River Headwaters Scenic & Historic Byway Steering Committee in 2001 and updated in 2008. The plan was designed to preserve and enhance the unique qualities of the byway. It identified eight different columbine directional signs needed in 40 different locations along the byway:



The corridor management plan recommended placing warning signs at both ends of Trough Road to discourage travel by large vehicles, such as motor homes and tour buses. It also advocated for some way to indicate the seasonal conditions of Trough Road (i.e., snow covered and icy, very rough and muddy) and the seasonal closures of Trailridge Road. When Trailridge Road is closed from mid-October until Memorial Day the Colorado River Headwaters Byway is essentially a dead end on the north gateway.

Colorado River Headwaters Scenic & Historic Byway Wayfinding Assessment

Often the difficulty in providing effective wayshowing lies in understanding where travelers require assistance and in what form. Additionally, maps, signs, brochures and other media from multiple sources can often provide conflicting information. In June 2014 an on-the-road experiment was conducted along the Colorado River Headwaters Scenic & Historic Byway to answer some of these questions. Specifically, the experiment sought to:

- Identify gaps in navigational clues for travelers by identifying points of certainty, and points of confusion; and

- Identify points of disconnect between what a travelers see through the windshield and what they read on maps, brochures, mobile devices, and web sites in their laps.

A list of significant historical, cultural, and recreational sites along the byway was developed for use during the Wayfinding Assessment. These sites were identified by members of the Colorado River Headwaters Scenic & Historic Byway Committee at a meeting in Granby. A signage assessment survey of Committee members was also conducted. Representatives were asked to list the top ten heritage, cultural, and/or recreational sites in their respective counties and provide an assessment of the existing directional signage. Attractions and twenty-two sites chosen for inclusion in this exercise appear below.

Colorado River Headwaters Scenic & Historic Wayfinding Assessment Route (State Bridge to Grand Lake)

Cultural Heritage Sites

- State Bridge Ruins
- Confluence of Blue River and Colorado River
- Hot Sulfur Springs Pioneer Park / Visitor Center
- Grand County Pioneer Village Museum
- Trough Road

Recreation Sites

- Rocky Mountain National Park (RMNP)
- Hot Sulfur Springs (pools)
- Sunset fishing access
- Breeze Fishing Access point Unit West
- Breeze Fishing Access point Unit East
- Lone Buck Camp Grounds
- Division of Wildlife Office
- Canal Recreation Area
- Shadow Mt. Picnic Area
- Pine Beach
- Access to Lake Granby
- Public Access to Grand Lake

Pull offs

- Pumphouse Overlook
- Inspiration Point
- Visitor Information for:
  - Kremmling area
  - Granby area
  - Grand Lake area

A four member team was assembled to travel the byway using a "front seat, back seat" approach. In the front seat were neophytes, new to the region with limited knowledge of the area. They were given the list of attractions and sites to locate using highway signage, verbal directions and printed materials such as brochures and maps available at Visitor Centers and other public outlets. The "front seaters" were also allowed to use any mobile devices available to them.

Transportation and tourism specialists occupied the backseat. The "back seaters" recorded the experience of the "front seaters" in detail. "Back seaters" recorded the exact locations where the "front seaters" encountered confusion or uncertainty in navigating the region. They also recorded any disparities between written information in maps, brochures and other media and actual conditions as observed through the windshield.

While the neophytes in the front seat navigated their way through unfamiliar territory, the specialists in the back seat were given the following assignment:

- Observe the actions and discussions of the "front seaters"
- Record locations where "front seaters" expressed uncertainties and confusion and note apparent reasons
- Quiz "front seaters" on effectiveness of signs, maps and other driving instructions
- Note which wayshowing devices "front seaters" are using most often and which they are not
- Resist giving any travel or driving advice unless an immediate safety issue warrants
- Conduct post-trip discussion with "front seaters"

After the conclusion of the wayfinding exercise, participants were asked to record observations and make recommendations based on their on-the-road experience. A full list of the comments and observations by the two teams is found in the Appendix.

Summary of the Key Observations from the Assessment Team

Internet Preplanning and On-Site Cellular Coverage

- A pre-trip internet search did not reveal any detailed information about the byway. The only map found by the observation team's online search was buried in a multi page PDF document. The team was also unable to locate historical information or a list of stops/attractions in their online search as they traveled the byway
- Cellular coverage is inconsistent on this byway, and if hotspots exist they were not apparent to travelers on the assessment team

Navigational Signs Overview

- There is no byway signage off Interstate 70 or south of Granby directing travelers towards the byway
- The byway gateway appeared to have good navigational signage with blue columbine signs clearly marking the *Begin* and the *End* of the byway (traveling eastbound)

- There are fewer signs on the Trough Road portion of the byway than on the paved portions of the byway. However since Trough Road has no cross streets and the paved byway has three gateways and a visitor center / county seat in between, sparse signage does not seem to create any navigational challenges
- Pull offs were not marked with pre-notification signs
- The Bureau of Land Management has provided large brown directional signs for some specific byway attractions including parks, campgrounds and hiking trails however not all recreational attractions are marked and several were unable to be located by the observation team
- Cultural sites were not well marked
- Gateway opportunities exist in four locations
    - Grand Lake (at the intersection of US-34 and CO-128)
    - Granby (at the intersection of US-34 and US-40)
    - Kremmling (at the intersection of US-40 and CO-9)
    - State Bridge (at the intersection of CO-131 and Trough Road)
- Hot Sulfur Springs offers a good opportunity for a midpoint orientation kiosk located in conjunction with Hot Sulfur Springs Pioneer Park / the Visitor Center for the Byway

Site specific Navigational Observations

- The beginning of the Byway is clearly marked in State Bridge at the intersection of CO 131 and Trough Road
- There is no directional byway signage in place at the east end of Trough Road where it intersects with CO-9 near Kremmling. A directional sign to Kremmling is also needed
- The observation team was not sure if they found State Bridge, Pump House Overlook, or Inspiration Point. The team noticed the ruins of a bridge at State Bridge but they were not sure if that was State Bridge or if the small village there was called State Bridge. The team also found two pull offs that could have been Pump House Overlook and Inspiration Point but because the sites all lacked signage the team was uncertain of their locations
- Confluence of the Blue and Colorado Rivers was observed but not marked with signage.
- Breeze Fishing Access points (both East and West Units) and Lone Buck Camp Grounds were not found by the observation team

Interpretive Signs Overview

- Very few interpretive signs can be found on the Colorado River Headwaters Scenic & Historic Byway. The observation team was so struck by the lack of historical information along the route that they were questioning whether it should be called just a scenic byway instead of a scenic *and historic* byway. The observation team was unable to find a good resource online for historical or interpretive information
- Visitors are likely to have questions about what *headwaters* are and where the Colorado River Headwaters start and where it ultimately flow. Visitors to this byway should have more opportunities to learn why the Colorado River is so nationally significant
- The observation team expressed a strong desire for more access to historical information about the sites found along the byway

Site specific Interpretive Observations

- Inspiration Point had interpretive signage (no pre-notification signage) but it was in poor condition with damaged infographic panels (all four panels had holes- most likely bullet holes). Information covered on the signage included a map of the full byway, The Moffat Road, Mountain Exploration, and Headwater Geology
- The Confluence of the Blue and Colorado Rivers offers an opportunity to present information about water issues related to Colorado River water
- Trough Road showed obvious signs of grazing (sheep were observed in the meadows around the roadway) and offers an opportunity to present information on the history of ranching and sheep herding in the area
- Grand Lake and the Three Lakes Area offers an opportunity to present information about trans-basin diversions and the history of water resource development in the Colorado River watershed

Inconsistencies in Attraction Identification: signs, printed materials including maps and brochures, and mobile devices

- On TripAdvisor, "Colorado River Headwaters Scenic Byway" is listed, but the listing provides no website link, no phone number, and no email to attain more information
- On Google Maps, Trough Road is not identified as part of the "Colorado River Headwaters Byway". The byway is only labeled as such from the intersection of Trough Road and CO – 9 to the intersection of US - 34 and CO – 278 in Granby where the road turns into Trail Ridge Road
- Willow Creek Canal Site, Canal Recreation Area and Public Access to Lake Granby are all the same location

Colorado River Headwaters Scenic & Historic Byway Site photos:



Pre-notification Signage for byway in State Bridge



Begin Byway sign in State Bridge



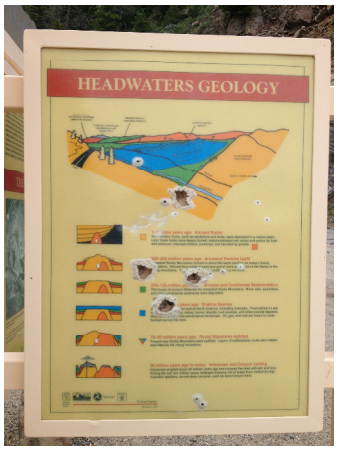
Pull-Off with no signage



Inadequate Signage at Trough Road and CO-9







Interpretive Signage at Inspiration Point



BLM Attraction Signage



BLM Directional Signage with mileage



`Byers Canyon

Recommendations and Action Plan

An analysis of this full day assessment exercise combined with the input of local officials, transportation professionals, and tourism specialists resulted in the following recommendations that can both improve the ease of navigation for visitors and better capitalize on the potential for increasing travel-related revenues for the communities along the byway.

A. Create a "home page" website specific to the Colorado River Headwaters Scenic & Historic Byway to provide navigational, historical, and interpretive information about the byway. The website should assist visitors in planning a trip to the byway as well as for on-site interpretation for those areas with internet coverage. The website needs to be optimized to function on mobile devices in order to be useful to most travelers. This website should tie in directly to local businesses that can enhance traveler experiences along the byway.

B. Consider installing low connectivity warning signs and hot spot indicator signs to inform visitors of variable wireless availability. These could be clustered with informational kiosks that direct visitors to the byway website to download interpretive information while in areas of connectivity.

C. Consider installing a gateway orientation kiosk at State Bridge and a midpoint orientation kiosk in Hot Sulfur Springs to provide on-site regional navigation and historical information.

D. Extend the sidewalk that parallels and leads to the Kremmling Visitor Center to encompass the interpretive 40 Highway sign in Kremmling so that it is ADA accessible.

E. Add a blue columbine directional sign to the intersection of Trough Road and CO-9 for visitors traveling towards Grand Lake on the byway.

F. Assure that navigational signage is in place at each of the following major intersections, where travelers can enter the byway.
   - CO-278 and Trail Ridge Road in Granby
   - US-40 and US-34 in Grandby
   - US-40 and CO-9 in Kremmling
   - Trough Road and CO-131

   There should be signage directing northeast bound and southwest bound travelers as well as travelers driving on-to or off-of the byway. Travelers should be able to distinguish the scenic byway from other roads and be able to navigate the turns necessary to stay on the byway.

G. Consider utilizing the great opportunity that is the Kawuneeche Visitor Center. The Headwaters Byway officially ends just short of the Rocky Mountain National Park Visitor Center, but if it were extended to the Center and ended right where Trail Ridge Road begins, Headwaters would benefit from having a professionally staffed Visitor Center at its northern gateway that is open nearly every day of the year. The toll gates to Rocky Mountain National Park are further up the road, so the byway would remain free to drive even if it were extended to include the Visitor Center.

H. Add signage indicating the presence of Rocky Mountain National Park beyond the northern end of the Headwaters Byway in Grand Lake. Also consider adding signage to clarify the seasonally restrictive nature of the US-34 / Trail Ridge Road route connecting Grand Lake to Estes Park.

I. Conduct an inventory of significant historic and natural places along the byway. Define and catalog each site's significance. Apply this information to the Colorado River Headwaters Scenic & Historic Byway website and prioritize sites for interpretive signage. If this information is already available in print form make sure it is accessible to visitors on the byway and online.

J. Improve directional signage to all Visitor Centers. The observation team found it difficult to locate Visitor Centers. These places are key information resources for travelers and need to be easily identifiable to visitors unfamiliar to the area. If and when Visitor Centers are identified by a symbolic icon make sure the meaning of that icon is being successfully conveyed to the visitors (i.e., define the icon on maps, brochures, and online). We recommend that internationally accepted icons be used to communicate with more visitors.

K. Consider adding "TO Scenic Byway" signs (like the one pictured below) to direct visitors from Interstate 70 and nearby towns like Granby towards the Headwaters Byway.



Partnerships and Financial Resources

Projects to be developed through consultation with regional office of Colorado Department of Transportation

- Prioritize navigational signs on I-70
- Conduct an inventory of byway signs to determine if any additional signs are needed or any signs need to be replaced
- Install “Share the Road” in key segments of the byway where problems may arise
- Add mileage from I-70 and US 6 to key attractions on signs where possible

Projects to be developed in partnership with counties

- Conduct an inventory of byway signs to determine if any additional signs are needed
- Install “Share the Road” as needed in key segments of the byway where problems may arise
- Cross check nomenclature on signage and publications to ensure consistency
- Develop Beverly Heights Park as a major orientation site on the north end of the byway
- Add mileage from/to key attractions on signs where possible

Projects to be undertaken in partnership with byway communities

- Develop wayfinding signage within each town

Projects to be undertaken by the byway organization

- Create a dedicated website for Colorado River Headwaters
- Redevelop the byway brochure
- Cross check nomenclature on publications and websites to ensure consistency
- Develop mobile apps and e-books
- Develop a tear-off map that can be used for navigational purposes

APPENDIX

Byway notes and observations from the Wayfinding Assessment Teams during their tour on the Colorado River Headwaters Scenic & Historic Byway on June 6, 2014.

FRONT SEAT OBSERVATIONS

Volunteer, Kathy Moore

- Pre trip internet search did not produce any detailed information and CDOT link had a 10 page PDF with small map with eleven sites listed
- Info was not hard to find, it was just not detailed
- Map was hard to find
- Exit 157 had no signage for byway
- No byway signs in Wolcott, town easy to find
- Signage from I-70 to State Bridge would be a good idea
- Huge group of sheep along the way
- Green hills along the way
- Byway sign at beginning labeled with name at State Bridge, well marked
- Is State Bridge the place or the bridge?
- State Bridge does not have good info on interpretation
- Awesome Views, rafters and take-outs
- State Wildlife Radium?
- Pull-off past Radium not marked but beautiful
- Wildlife sighting of bighorn sheep (4) and white pelican
- Pumphouse Overlook, Inspiration Point, and River Confluence not marked
- Pumphouse Recreation Area well marked offering camping, fishing, river access
- Stopped at pull-off with no name wondering if Inspiration Point, awesome big views
- There is a big sign for Hot Sulfur Springs Pool
- Wildlife Viewing at Windy Gap
- Willow Creek Canal Site, Canal Recreation Area and Public Access to Lake Granby are all the same spot
- Green Ridge Complex together with Shadow Mountain Picnic Area have nice lake view
- Shadow Mountain Picnic Area is not that great
- Pine Beach has rough road
- Look at the power of that river. Nothing explains the power of the river
- Very little historic information on the byway
- Byway is listed as scenic and historic online but very little historical information is available.
- Byway itself is beautiful
- Paved and unpaved sections seem like two different byways
- I really did not see anything along the way that supported / explained how the Colorado River provided water for 60 million people

Volunteer, Joanna Duffey

- We weren't sure if we found State Bridge, Pumphouse Overlook, or Inspiration Point
- Sheep herders were exciting to see, I would like to have had more information on their story
- Blue River & Colorado River confluence was not marked
- Snow Mountain Ranch is not off this Byway
- Did not find Breeze Unit Fishing Access points or Lone Buck Campground
- Hot Sulfur Springs Pioneer Park is Visitor Center for the Byway

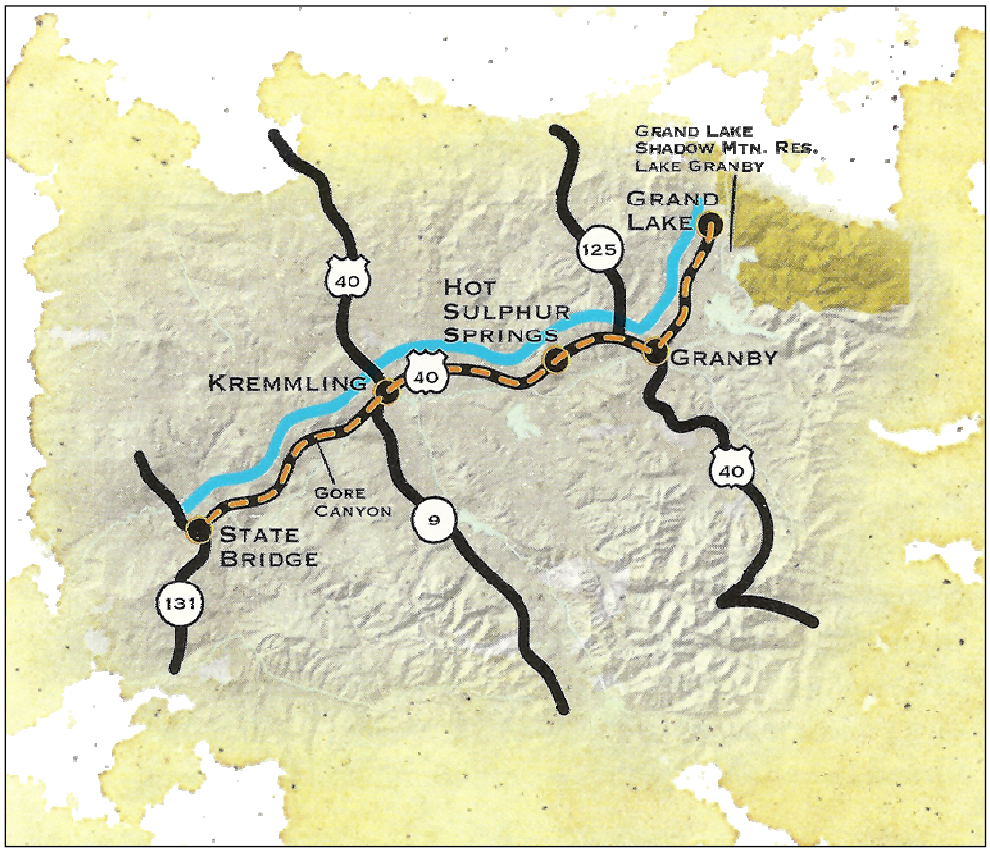
BACK SEAT OBSERVATIONS

- Beautiful Scenery
- We saw bighorn sheep
- Trough Road is well maintained
- Need signage at junction of Trough Road and CO Highway 9
- Brochures could not be found. They should have them available at the store in State Bridge.
- Brochures should contain information on historic, geologic, and economic info and a list of destinations to visit along the byway.
- Interpretive sign in Kremmling is in grass and is not ADA accessible, sidewalk needs to be extended around sign to be ADA compliant
- Wind River Indian reservation has signage for geologic formations in Wind River Canyon
- There is a bigger story to tell that is currently being told
- Mile markers on brochure and map would be helpful to know distances between sites
- If the "i" in a circle icon is being used to indicate visitor centers than the "i" symbol should be labeled on maps and brochures
- Geologic formation markers could be placed at the formation boundaries (i.e., Morrison formation at Mile 220)

COMMENTS FROM LOCAL BYWAY REPRESENTATIVES

- Where / how does technology interface with this byway?
- Trough Road either has byway signs stolen or shot up full of bullet holes
- Trough Road needs theft proof and bulletproof signage
- Headwaters Byway is a gateway to Trail Ridge Road byway
- Signs to Estes Park should indicate seasonality of Trail Ridge Road
- Rocky Mountain National Park signage is needed around Grand Lake Village
- Map of all byways in Colorado and directions to next byway from Headwaters should be available to byway visitors
- Significance of Headwaters Byway is not widely known, Midland Trail was part of the first coast to coast auto road in 1911 and Highway 40 is designated as the 137th Infantry Highway in honor of forces that helped liberate Europe in WWII
- The Transportation History of the Headwaters Byway is a story that is missing from the experience of driving it today

Colorado Headwaters Scenic & Historic Byway (80 miles)
Byway communities include Vail, State Bridge, Kremmling, Hot Sulphur Springs, Granby, and Grand Lake



http://www.coloradodot.info/travel/scenic-byways/assets/scenic-byways-maps