



Top of the Rockies National Scenic and Historic Byway

Interpretive Management Plan

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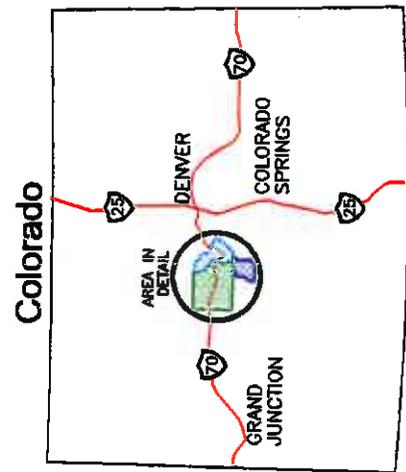
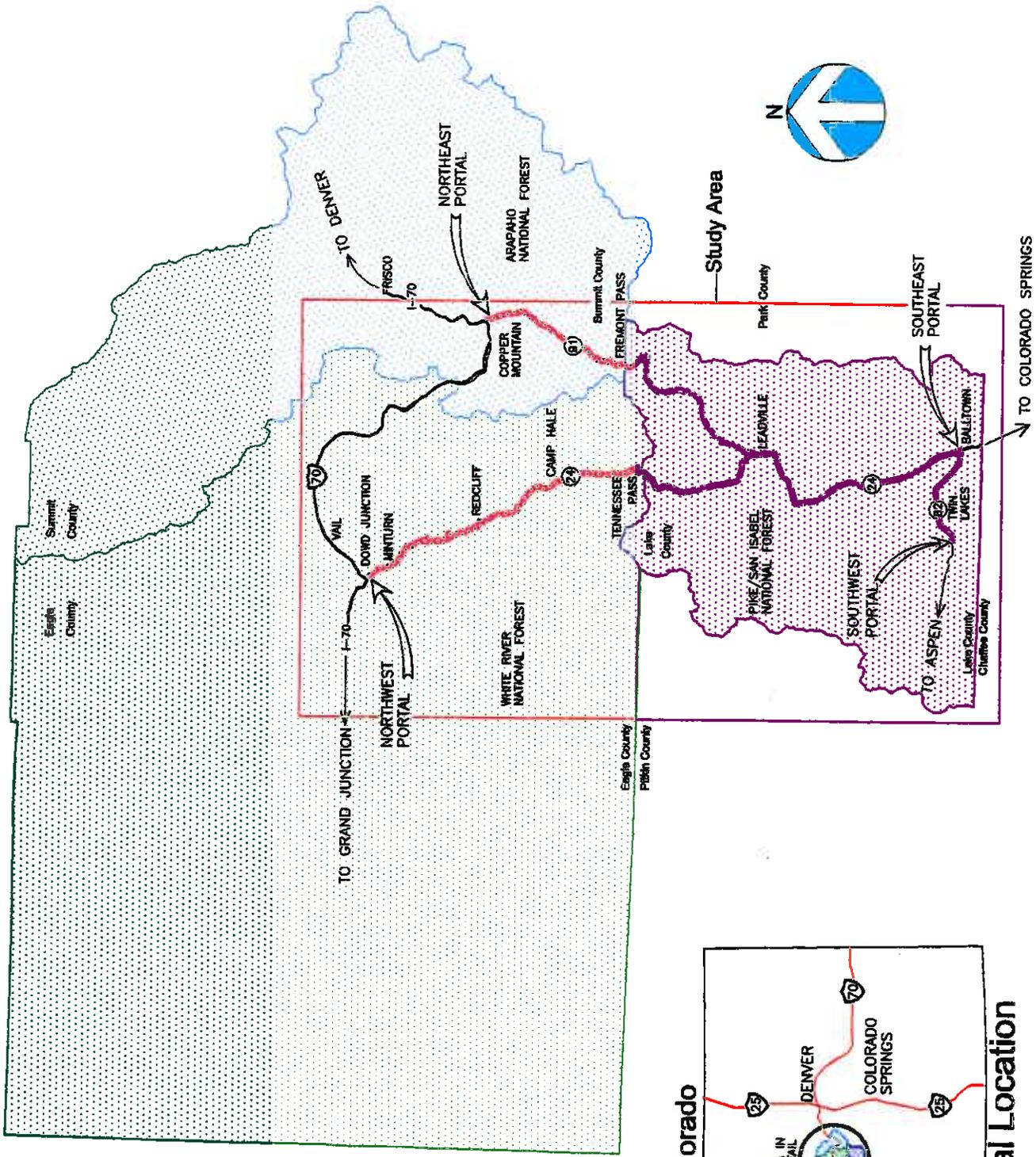
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Top of the Rockies National Scenic and Historic Byway



General Location

Executive Summary

This Interpretive Management Plan (IMP) is the end product of a comprehensive interpretive planning process. It contains strategies and recommendations for bringing the byway to life for the visitor. It identifies the interpretive theme and topics for the byway and contains recommendations on the key sites along the byway at which interpretation should occur. It also describes the most effective interpretive media to use at key sites. These media are intended to enhance visitor understanding of and appreciation for the resources and people of the byway, and the region through which it passes. Additional goals of this IMP are to:

- Showcase the richness of the byway by interpreting a variety of topics and sites.
- Promote overall byway safety, including safe driving practices.
- Develop innovative, diverse, and effective interpretive products and services, helping the visitor connect his or her heart and mind with a particular place, person, time or event on the byway.
- Integrate interpretation with resource management and encourage the protection of byway resources.
- Increase public understanding of the multi-agency administration and management of the byway.
- Encourage self-directed learning by visitors.
- Positively influence visitors at interpretive sites, along the byway and beyond.
- Enhance the visitor experience by assuring the continuity and consistency of interpretive products and services.
- Respond to public interest in the byway and its diverse resources, based on information obtained through visitor surveys and other sources.
- Promote collaborative processes and partnerships among public sector and private sector entities.
- Stimulate local economies by linking byway sites and facilitating visits to multiple sites.
- Integrate interpretive products and services with byway marketing programs.

This IMP meets these goals by creating an integrated framework for telling the byway story. The central idea of that story is the interpretive theme.

The Interpretive Theme

The theme is the essence of the byway story. It is the fundamental thing you want people to know, feel, and understand about the byway. The Byway Committee has adopted the following interpretive theme for the byway:

The Top of the Rockies Byway is where the history of the West and its natural resources are showcased within a living, working landscape.

This theme is the framework within which interpretive topics, sites and techniques have been identified, developed and prioritized in the IMP.

Interpretive Topics

Interpretive topics are the primary information areas or subjects that are used to demonstrate the interpretive theme. The rich and colorful history of the region through which the byway passes lends itself to a variety of interpretive topics.

The following topics have been selected for interpretation:

- The past, present and future importance of mining, including mine reclamation programs.
- The history of the 10th Mountain Division.
- Recreational values and opportunities on public lands.
- The evolution of the ski and resort industry.
- The region's natural resource values and water resources.
- The history and importance of ranching in the region.
- The role of railroads in the region.
- The use of the area by Native Americans.
- Sharing the byway and safe driving practices.

Key Interpretive Sites

The byway contains numerous sites which have significant historic, cultural, scenic, and natural resource value. These potential interpretive sites, places where the byway story will be told, were evaluated and designated one of four types: Gateway, Tier 1, Tier 2 or Tier 3. This IMP focuses on the following sites, at which a majority of byway interpretation will occur:

Executive Summary

Bringing the Byway to Life

Gateway Sites: Arkansas Headwaters Recreation Area: South Portal Rest Area and Interpretive Site (AHRA)
Copper Mountain
Twin Lakes National Historic District (Mount Bump area)
United States Forest Service (USFS) Holy Cross Ranger District Office

Tier 1 Sites: Camp Hale
Climax Mine/Fremont Pass Summit
Crystal Lakes
Hayden Ranch
Holy Cross/Kokomo Overlook
Lake County Interpretive Visitor Center
Minturn Interpretive Railroad Caboose
Ossman Ranch Overlook
10th Mountain Division Memorial/Tennessee Pass Summit

The diversity of topics and sites selected for interpretation and the integrated approach used to develop interpretive strategies, assure that a variety of learning experiences will be made available to visitors. These experiences—intellectual, participatory, contemplative—are designed to connect the visitor to the byway in a manner that is personally meaningful.

- ADA:** The Americans with Disabilities Act. This 1990 federal civil rights law sets standards for making facilities, exhibits and programs available to all visitors. The goal of ADA is to remove physical, communication, policy and procedural barriers.
- Audio Element:** A means of using recorded sound to enhance interpretation, for example, an audio tape activated by a push button on a display. Auto tapes, CDs and radio broadcast can also be considered *audio elements*.
- Develop:** To alter the landscape by adding an interpretive amenity, such as a kiosk or trail. *Develop* does not imply the scale or extent of an alteration, for example, an interpretive site can be *developed* by installing a single sign.
- Interactive Element or Interactive:** Part of an interpretive exhibit that requires the viewer's physical involvement in the exhibit. Examples include pushing buttons to reveal additional information, operating a computer touch-screen, or donning period clothing. *Interactives* enhance learning by involving the viewer in an activity, are especially important for children, and can help meet ADA guidelines.
- Interactive Kiosk:** A touch screen computer exhibit contained in a base or cabinet.
- Interpretive Amenity:** An item designed to enhance the visitor's understanding and appreciation for an interpretive topic or site. *Interpretive Amenities* include kiosks, signs, trails, visitor centers, etc.
- Interpretive Kiosk:** An outdoor structure of variable design supporting more than one interpretive panel.
- Interpretive Panel:** A large format sign containing interpretive information. *Interpretive panels* are often mounted on a kiosk or stanchion. For the purposes of this IMP, *interpretive panels* are envisioned to be 20" x 30" or 30" x 40". It is recommended that panels be made of an anodized aluminum or Novalloy-type medium using a metal micro-etching process. See *Appendix A: Interpretive Sign Media* for additional information.
- Interpretive Site:** A location where some aspect of the byway story will be told, for example, Camp Hale.

Definitions

Interpretive Station: For the purposes of this IMP, an interpretive amenity consisting of an exhibit or display that supplements the information contained on a kiosk. *Interpretive stations* are envisioned to be exhibits that function independent of, but in conjunction with, an outdoor kiosk (e.g., an ecosystem exhibit at Crystal Lakes).

Peak Finder: An interpretive sign or display that enables viewers to identify mountains and other significant landscape features that lie before them.

Stanchion: The frame, base, or support onto which an interpretive panel is mounted and installed in the ground.

Wayside: An interpretive exhibit site located on a road shoulder or right-of-way, or at a roadside pull-out. A *wayside* usually has one or more interpretive kiosks, panels or stations, and vehicle parking space.

The abundant riches of the American West can be found on the Top of the Rockies National Scenic and Historic Byway. The byway offers magnificent scenic vistas and year-round recreational opportunities that are world-class. The area's mineral wealth and mining history are legendary. Native Americans, ranchers, the railroad, and the Army have all left their footprint on the byway. Each has contributed to the wealth of stories to be told about the byway and its people. This IMP is a guide to successfully telling the byway story.

The Byway Committee envisions the Top of the Rockies being the preeminent scenic and historic byway in the nation. The byway's scenic splendor, historic legacy, public land system and recreational amenities certainly justify such a vision. This IMP is correspondingly ambitious and visionary in its intention to make the riches of the byway accessible to the visitor.

This IMP envisions a byway whose interpretive amenities, services and products bring the byway to life for local residents and visitors. It creates a byway whose interpretation consists of more than a series of disconnected wayside kiosks. It proposes interpretive sites and amenities that are linked, enhancing the visitor experience and encouraging visits to multiple sites. It proposes wayside exhibits interwoven in a network of sites that capture the imagination, provoke thought, and inspire the visitor. It features thematic continuity, interactive exhibits, and strategies that combine the best of traditional byway interpretation, state-of-the-art interpretation, and personal creativity.

The IMP identifies the interpretive theme and topics for the byway. It contains recommendations on the key sites along the byway at which interpretation should occur, and describes the most effective interpretive strategies and media to use at these sites. Strategies were selected or developed with the goal of helping the visitor connect his or her heart and mind with a particular place, person, time or event on the byway. The Top of the Rockies byway has the intrinsic qualities and organizational leadership essential to achieve its desired future. This IMP can serve as a roadmap to that future.

The IMP was developed with the assistance and cooperation of numerous individuals, agencies and organizations. Many of these entities are listed in *Appendix B: Individuals, Agencies and Organizations Contacted for Information*. The Byway Committee was particularly helpful in providing information, guidance, and access to resources. Their openness to creative ideas and willingness to stretch the boundaries of byway interpretation will be great assets in implementing the IMP. Special recognition goes to Cathy Patti who administered this project.

Introduction

Telling the Byway Story

Top of the Rockies Byway Committee

| | |
|------------------|--|
| Gloria Cheshier* | Greater Leadville Area Chamber of Commerce |
| Laura Downing | Mount Elbert Lodge |
| Rachel Flood | Summit County Public Information Office |
| Chris Gathman | Town of Minturn |
| Kathy Hardy | United States Forest Service |
| Sharon Iverson | Eagle County |
| Jim Olson | Eagle County |
| Cathy Patti | Lake County |
| Sally Pearce | Colorado Department of Transportation (CDOT) |
| Todd Robertson* | Summit County Open Space and Trails Department |
| Jim Root | Copper Mountain Resort Association (Copper) |
| Don Seppi | ASARCO Incorporated |
| Lynn Skall | Summit County Chamber of Commerce |

* Former member at the time of printing this IMP.

Developing the Interpretive Management Plan

The Process

This IMP is the end product of a comprehensive interpretive planning process that involved numerous agencies, the public, and a variety of resources. The following techniques were used to obtain information on the byway's interpretive theme, topics, and sites and to develop interpretive strategies for the byway:

1. An extensive literature search was conducted. Particularly valuable references include:
 - *The Top of the Rockies Corridor Management Plan* (Conlin Associates, 1996).
 - *The Top of the Rockies Scenic and Historic Byway Nomination*.
 - *Arkansas Headwaters Recreation Area Interpretive Prospectus* (John Veverka & Associates, 1996).
 - *Leadville: Colorado's Magic City* (Blair, 1980)
 - *A Management and Interpretation Plan for the Camp Hale Historic Site in Eagle County, Colorado* (Mehls, 1998).
 - *A History of Eagle County, Colorado*.
 - *Echoes of the Past: Copper Mountain, Colorado* (Clawson, 1986).
 - *Byway Winter Visitor Survey and Summer Visitor Survey* (ARM, 1999).
 - *Numerous, assorted brochures, newspaper articles and publications*.
2. Personal interviews, telephone interviews and site visits were conducted with interested citizens and with representatives of the numerous agencies and organizations involved with managing byway resources. Appendix B contains information on the individuals, agencies and organizations contacted during this process. This list of contacts, and the *Partners and Resources* chapter of the IMP, can serve as guides to existing and potential partners and collaborators.
3. Questionnaires were provided to interested citizens and representatives of the agencies and organizations involved with managing byway resources. Appendix C contains summary information from these questionnaires.
4. Members of the Byway Committee were consulted individually and during committee meetings.

Developing the Interpretive Management Plan

The Process

5. **Members of the Leadville City Council, Lake County Board of County Commissioners and Lake County Open Space Initiative were consulted during their respective meetings.**
6. **Three newsletters were produced and distributed during the course of the project to inform the public and solicit feedback on key topics.**
7. **Three open houses were held to obtain information and feedback from the public. Appendix D contains summary information from the open houses.**
8. **Numerous site visits to the byway were conducted by the consultant alone and with personnel from various byway agencies and organizations.**
9. **A Creative Team was assembled to assist in developing site-specific interpretive strategies. The Creative Team consisted of Carol Beidleman, Jennifer Borum, Debi Dodge, Meegan Flenniken, Alice Guthrie, Brenda Porter, and Leah Quesenberry. Their assistance is greatly appreciated.**
10. **Visitors to the byway were surveyed twice: The 1999 Winter and Summer Visitor Surveys (ARM, 1999).**

Information obtained by this extensive, inclusive process was used to identify an overall byway theme, to prioritize interpretive topics and sites, and to create the site-specific interpretive strategies and techniques presented in this IMP.

The Interpretive Theme

The Essence of the Byway Story

The interpretive theme states the essence of the byway story. It is the fundamental thing you want people to know, feel, and understand about the byway. The theme is the underlying message of all interpretive strategies and activities.

Developing a theme that reflects the character of the byway and resonates for byway visitors is essential to the successful interpreting and marketing of the byway. The theme must generate interest in the public, and just as importantly, motivate the Steering Committee to implement the elements of the IMP. Adhering to the theme helps assure consistency among byway sites and materials, and facilitates involvement by a broad spectrum of public and private sector individuals and entities.

In March, 1999, the Byway Committee adopted the following interpretive theme for the byway:

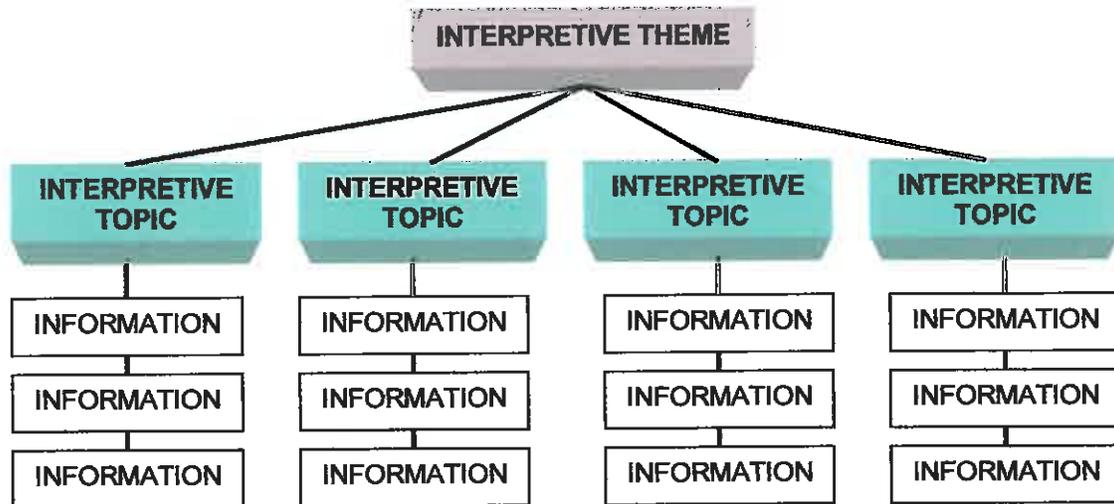
The Top of the Rockies Byway is where the history of the West and its natural resources are showcased within a living, working landscape.

This is a slight modification of an interpretive theme developed by Conlin Associates for the byway *Corridor Management Plan* (1996). This theme is the framework within which interpretive topics have been selected, sites have been identified and prioritized, and strategies have been crafted for the IMP.

Interpretive Topics

Primary Subjects

Interpretive topics are the primary information areas or subjects used to demonstrate the interpretive theme. While an effective interpretive theme is necessarily narrow in focus, interpretive topics can be diverse, as long as they relate to and illustrate the theme. Topics are interpreted for the byway visitor using specific information (e.g., anecdotes, stories, data). The relationship between the interpretive theme, interpretive topics and explanatory information is illustrated below.



The rich and colorful history of the region through which the byway passes lends itself to a variety of interpretive topics. The topics recommended to be interpreted using various media at selected sites along the byway are:

- The past, present and future importance of mining, including mine reclamation programs.
- The history of the 10th Mountain Division.
- Recreational values and opportunities on public lands.
- The evolution of the ski and resort industry.
- The region's natural resource values and water resources.
- The history and importance of ranching in the region.
- The role of railroads in the region.
- The use of the area by Native Americans.
- Sharing the byway and safe driving practices.

Interpretive Topics

Primary Subjects

Each of these topics lends itself to interpretation along the byway. Some topics, like *sharing the byway*, will be interpreted at numerous locations, using a variety of interpretive techniques. Other topics, like *the history and importance of ranching in the region*, are best interpreted at a single location (i.e., the Hayden Ranch). The topics to be interpreted at specific byway sites are outlined in the *Site-specific Strategies and Tools* sections of the IMP.

Interpretive Sites

Where to Tell the Byway Story

Interpretive sites are locations along the byway where the byway story can be told. Interpretive sites have been paired with interpretive topics to enhance the visitor's appreciation and understanding of the byway and its resources. The IMP strives to link byway sites in a cohesive, integrated system. The nature of these linkages and the specific interpretive media selected for each site are described in detail in subsequent chapters of this IMP. This integrated system of interpretive sites has been designed to:

- Deepen visitor understanding of and appreciation for the byway theme, resources, and communities.
- Promote safety on the byway and at interpretive sites.
- Encourage visitors to continue their exploration of the byway by visiting related sites.
- Increase the length of time visitors spend on the byway and in byway communities.
- Provide a more complete interpretive experience.

Site Identification

The byway contains numerous sites which have significant historic, cultural, scenic, and natural resource value. Over 40 potential interpretive sites were identified using the process and resources described in the *Developing the Interpretive Management Plan* chapter of this IMP.

The abundance of potential interpretive sites affords the opportunity to use diverse interpretive media and services along the byway. In order to employ these effectively, however, interpretive sites must be evaluated and prioritized.

Site Evaluation and Prioritization

Because there are more potential interpretive sites than can (and should) be developed, sites were evaluated and prioritized based on their overall interpretive value, which consists of the following diverse factors:

- Site safety.
- The cultural, historic, scenic, natural or recreational value of the site.
- Site sensitivity and the need to protect the site and adjacent public and/or private property.

Interpretive Sites

Where to Tell the Byway Story

- Existing resources and amenities at the site.
- Ease of public access (including the disabled).
- Year-round public accessibility.
- Existing and potential audiences.
- Degree of integration with other sites on the byway.
- Public interest in the site.
- The potential for partnerships and funding.
- The resources of the managing agencies.
- Site marketability.
- The potential for dynamic, innovative interpretation at the site.
- The desire to interpret particular topics on specific sections of the byway and to disperse interpretive topics along the length of the byway.
- The geography of the byway and visitor use patterns.

The Multi-tier System

The large number of potential interpretive sites were classified in a multi-tier system. Each site was evaluated for its interpretive potential and assigned to a tier. The multi-tier system consists of four designations: Gateway, Tier 1, Tier 2 and Tier 3.

Gateway Sites

Gateway sites are high-visibility, main entries to the byway. They help establish the tenor of the byway experience and prepare the visitor for touring the byway. They should serve as focal points for visitation. Gateways are sites where visitors receive byway orientation information. They can review a byway map and acquire literature and information. Ideally, Gateways are accessible year-round, and have adequate parking, flush toilets and running water, have personnel on-site, and have inherent interpretive value.

Interpretive Sites

Where to Tell the Byway Story

Table 1. Gateway site specifications

| Specification | Minimum | Preferred |
|---------------------------------|--|--|
| Accessibility | June 1 – November 1. | Year-round. |
| Vehicle Parking | 12 regular sized vehicles. | Space for 12 regular and 3 oversized vehicles. |
| Space for displays and exhibits | 250 square feet | More than 300 square feet. |
| Restrooms | Well maintained, separate gender vaults. | Flush toilets with sinks. |
| Water | | Running water (obtained through hand pumps or period fixtures where appropriate). |
| Personnel | Summer season | Year-round. |
| Partnership Opportunity | | 2 or more partners. |
| Traffic Volume | | High relative to other sections of the byway. In proximity to a major highway interchange. |
| Interpretive Potential | Can serve as a byway orientation point. | Can serve as a byway orientation point while also having inherent interpretive value. |

The following sites are recommended as Gateways to the byway. Table 2 provides summary information on these four sites.

- Arkansas Headwaters Recreation Area: South Portal Rest Area and Interpretive Site
- Copper Mountain
- Twin Lakes National Historic District (Mount Bump area)
- USFS Holy Cross Ranger District Office

Interpretive Sites

Where to Tell the Byway Story

Table 2. Gateway sites

| Gateway Site | Profile |
|---|--|
| <p>Arkansas Headwaters Recreation Area: South Portal Rest Area and Interpretive Site</p> | <ul style="list-style-type: none"> • Excellent location to target local residents as well as byway visitors. • Multi-agency support and an existing development grant proposal make this the most likely site to be developed in the near future. • This site fills the need for a recreation site on this section of the byway. • The site's proximity to the intersection of Highways 24 and 82 assures a high level of visitation. • The site may remain open and accessible year-round. • Parking, restrooms, water and other amenities may be available. • Essential parts of the site can be made handicapped accessible. • There is currently a high level of cooperation among managing agencies. • The site has high scenic, natural, recreational and historic values. • Numerous marketing, advertising and partnering links exist for the site. |
| <p>Copper Mountain</p> | <ul style="list-style-type: none"> • This is a heavy vehicle traffic area. The site's location at a terminus of the byway and its proximity to an I-70 interchange and major winter recreation area, assure a high level of public use. • Strategically locating the gateway could significantly increase visitation to the byway, particularly in winter. • This site provides an important link to the ski and resort industry. • The property managers are willing to cooperate and partner. • On-going renovations to the resort make this an optimum time to construct a gateway. • The site can remain open and accessible year-round. • Parking, restrooms, water and other amenities will be available. • Essential parts of the site can be made handicapped accessible. • The site has high scenic, natural and recreational values. • Numerous marketing, advertising and partnering links exist for the site. • This site can be included in a Master Plan for all visitor centers, Chambers of Commerce, museums and similar facilities. |
| <p>Twin Lakes National Historic District (Mount Bump area)</p> | <ul style="list-style-type: none"> • Facilities and amenities, including parking and restrooms, currently exist at the site. • Red Rooster can serve as a visitor center. • Byway-related interpretive signs currently exist at the site. • Highway 82 is heavily traveled in the summer and fall. • Appropriate use of the site may mitigate some of the impacts of special events on the Village of Twin Lakes. |
| <p>USFS Holy Cross Ranger District Office</p> | <ul style="list-style-type: none"> • This is a heavy vehicle traffic area. The site's location at a byway terminus, and proximity to an I-70 interchange assure a high level of public use. • Many amenities and resources currently exist at this location, including parking, restrooms and water. • The existing visitor center may be open, accessible and staffed year-round. • The managing agency is willing to cooperate and partner, and is responsible for managing additional byway sites and resources. • Essential parts of the site can be made handicapped accessible. • The site has high scenic, natural and recreational values. • There is high potential for employing innovative interpretive techniques. • This site can be included in a Master Plan for all visitor centers, Chambers of Commerce, museums and similar facilities. |

Interpretive Sites

Tier 1 Sites

Tier 1 sites are major sites situated directly on the byway. Along with Gateways, they are intended to be primary stopping points for visitors and are the highest priority for capital improvement or other development. There may or may not be existing developments and amenities at these sites.

Table 3. Tier 1 site specifications

| Specification | Minimum | Preferred |
|---------------------------------|---|---|
| Accessibility | June 1 – November 1. | Year-round. |
| Vehicle Parking | 8 regular sized vehicles. | Space for 8 regular and 2 oversized vehicles. |
| Space for displays and exhibits | 100 square feet | More than 100 square feet. |
| Restrooms | | Well maintained, separate gender vaults. |
| Water | | Running water (obtained through hand pumps or period fixtures where appropriate). |
| Personnel | | Year-round. |
| Partnership Opportunity | | Two or more partners. |
| Traffic Volume | Moderate relative to other sections of the byway. | High relative to other sections of the byway. |
| Interpretive Potential | Affords an opportunity to address one interpretive topic. | Affords an opportunity to address more than one interpretive topic. |

Nine sites are recommended for Tier 1 designation. Each of these sites has been prioritized for interpretive development based on the factors and criteria described previously in this chapter. These prioritizations are intended to be flexible and fluid. Site priorities may change based on available funding, CDOT road improvements and other factors.

Interpretive Sites

Where to Tell the Byway Story

Table 4. Prioritized Tier 1 sites

| Priority | Tier 1 Site | Profile |
|----------|---|--|
| 1 | Lake County Interpretive Visitor Center | <ul style="list-style-type: none"> • Funding is currently being pursued for this center. • Opportunities exist for indoor and outdoor interpretation. • The site can be included in a Master Plan for all visitor centers, Chambers of Commerce, museums and similar facilities. |
| 2 | Minturn Interpretive Railroad Caboose | <ul style="list-style-type: none"> • Funding is currently being pursued for this caboose. • The site is an excellent opportunity to integrate the town of Minturn into the IMP. • The site can be included in a Master Plan for all visitor centers, Chambers of Commerce, museums and similar facilities. |
| 3 | Climax Mine/ Fremont Pass Summit | <ul style="list-style-type: none"> • This location is a primary point of interest for travelers on Highway 91. • Some interpretive amenities and resources currently exist on-site. • The site can serve as a link to other mining-related sites and resources. • This site provides valuable opportunities for partnering. • The owner/operator is willing to partner. |
| 4 | Hayden Ranch | <ul style="list-style-type: none"> • Numerous partnerships are possible through Lake County Open Space Initiative. |
| 5 | Holy Cross/Kokomo Overlook | <ul style="list-style-type: none"> • Parking and interpretive signs currently exist at this site. |
| 6 | 10th Mountain Division Memorial | <ul style="list-style-type: none"> • Parking and interpretive signs currently exist at the site. • The site is related to the Camp Hale site. • The site provides an opportunity to partner with the ski industry, the 10th Mountain Division and others. |
| 7 | Camp Hale | <ul style="list-style-type: none"> • The USFS is planning to develop Camp Hale as an interpretive site. The recommendations in this IMP are intended to better integrate the wayside with the camp. |
| 8 | Ossman Ranch Overlook | <ul style="list-style-type: none"> • Developing an overlook at this site provides one of the few opportunities to interpret natural and scenic values on this section of the byway. • This site has the potential to be a year-round site. • Partnership with the Colorado Division of Wildlife (CDOW) is possible at this site. |
| 9 | Crystal Lakes | <ul style="list-style-type: none"> • Parking and interpretive signs currently exist at this site. • This site offers exceptional views of Mount Elbert and Mount Massive. |

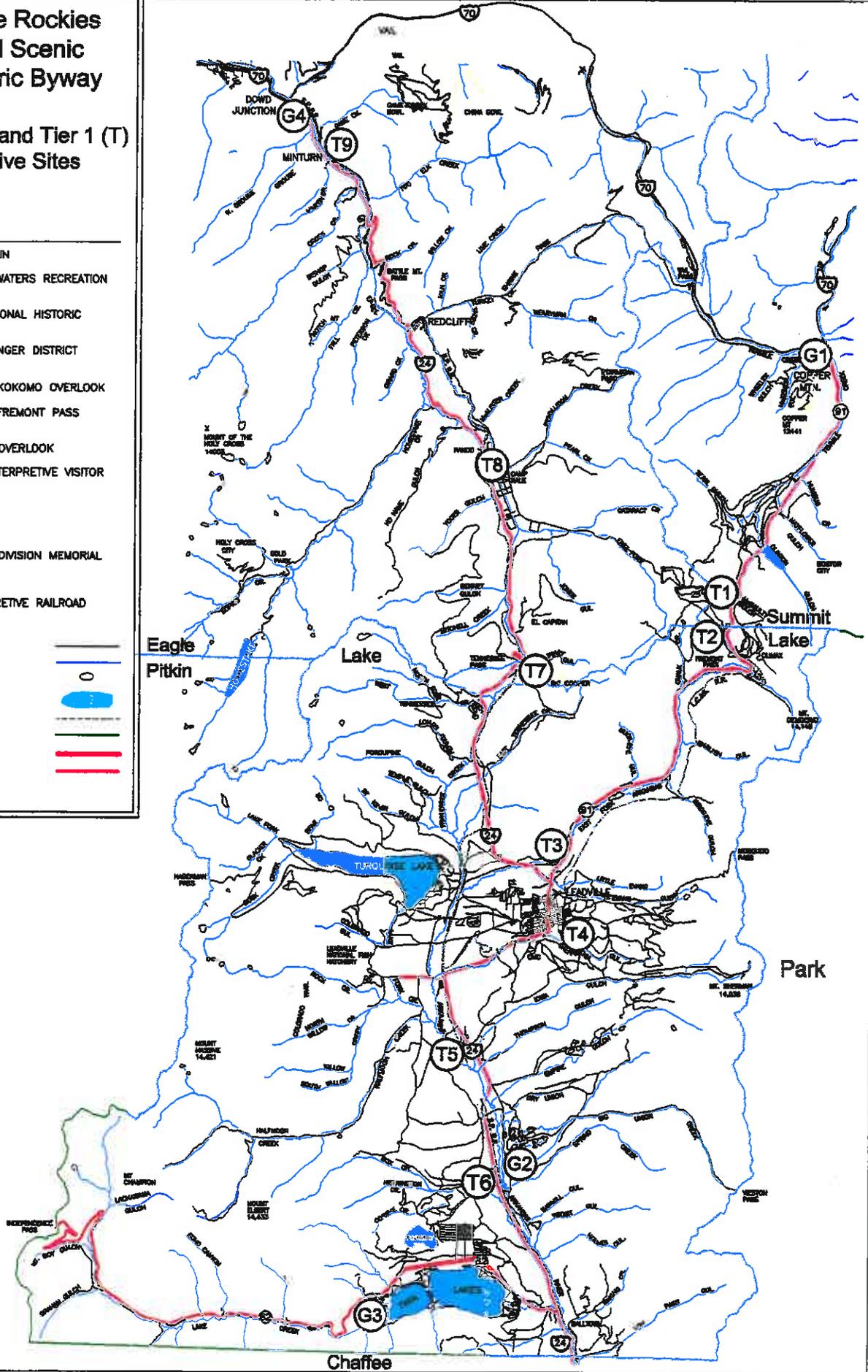
Top of the Rockies National Scenic and Historic Byway

Gateway (G) and Tier 1 (T) Interpretive Sites

Key

- G1 COPPER MOUNTAIN
- G2 ARKANSAS HEADWATERS RECREATION AREA
- G3 TWIN LAKES NATIONAL HISTORIC DISTRICT
- G4 HOLY CROSS RANGER DISTRICT OFFICE
- T1 HOLY CROSS / KOKOMO OVERLOOK
- T2 CLIMAX MINE / FREMONT PASS SUMMIT
- T3 OSSMAN RANCH OVERLOOK
- T4 LAKE COUNTY INTERPRETIVE VISITOR CENTER
- T5 CRYSTAL LAKE
- T6 HAYDEN RANCH
- T7 10TH MOUNTAIN DIVISION MEMORIAL
- T8 CAMP HALE
- T9 MINTURN INTERPRETIVE RAILROAD CABOOSE

- CLASS 3 / 4 ROAD
- WATER COURSE
- WATER BODY
- WATER BODY (MAJOR)
- RAILROAD
- COUNTY LINE
- BYWAY
- STATE HWY



Interpretive Sites

Tier 2 Sites

Tier 2 sites are important components of the region's historic, scenic, natural or cultural landscape. These may be major or minor sites, situated anywhere in the byway corridor. Typically, they are already developed and may be functioning independently of the byway. Tier 2 sites are locations the public can be referred to, and in some respects, may be considered ancillary byway sites. There may be important opportunities for partnering with the agencies responsible for managing Tier 2 sites. Tier 2 sites can be referenced and marketed, however, significant byway resources should not be expended developing Tier 2 sites.

Table 5. Prioritized Tier 2 sites

| Priority | Tier 2 Site | Profile |
|----------|---|---|
| 1 | Steel Arch Bridge / Lover's Leap | <ul style="list-style-type: none"> The bridge can be used as a highly recognizable symbol of the byway. The site is an excellent opportunity to integrate the town of Red Cliff into the IMP. |
| 2 | Numerous greater Leadville sites and attractions that reflect the interpretive theme of the byway * | <ul style="list-style-type: none"> Many of these sites are destination facilities that can be used to disseminate information on the byway. Many of these sites can be included in a Master Plan for all visitor centers, chambers of commerce, museums and similar facilities. Some of these sites have high levels of visitation, year-round staffing, parking, restrooms and other amenities. |
| 3 | Interlaken National Historic District | <ul style="list-style-type: none"> This site serves two target audiences: Byway travelers viewing the site from Highway 82 and visitors to the Historic District. This site is accessible to hikers and bicyclists. |
| 4 | Red Cliff Museum | <ul style="list-style-type: none"> This site can be included in a Master Plan for all visitor centers, chambers of commerce, museums and similar facilities. |
| 5 | Ski Cooper | <ul style="list-style-type: none"> Facilities and amenities currently exist at the site. This site is related to other byway sites. The site provides an opportunity to partner with the ski industry, the 10th Mountain Division and others. |
| 6 | Clinton Gulch Reservoir | <ul style="list-style-type: none"> This site may be used at some time to interpret water-related topics. |
| 7 | Leadville National Fish Hatchery | <ul style="list-style-type: none"> As one of the few destination facilities in the area, the hatchery should be used to disseminate information on the byway. |
| 8 | Mayflower Gulch | <ul style="list-style-type: none"> This site's proximity to the Holy Cross/Kokomo Overlook and the summit of Fremont Pass decrease its priority as an interpretive site. |

* National Mining Hall of Fame and Museum, Heritage Museum, Healy House/Dexter Cabin, Matchless Mine, Route of the Silver Kings, Historic Walking Tour, etc.

Interpretive Sites

Tier 3 Sites

Tier 3 sites are sites that have significant interpretive value, but are not currently developed and should not be developed in the foreseeable future. Private property concerns, resource sensitivity, public safety or other issues make these sites unsuitable for visitation. Although developing Tier 3 sites is not recommended, providing site information through brochures or other media may be appropriate. Prioritizing Tier 3 sites and resources may be of limited value, since most of these sites can be interpreted with minimal investment of or competition for resources.

Table 6. Prioritized Tier 3 sites

| Priority | Tier 3 Site | Profile |
|----------|--|--|
| 1 | Mount Elbert and Mount Massive | <ul style="list-style-type: none"> • These are primary points of visitor interest. • Excellent partnering opportunity with USFS. |
| 2 | Old Leadville Stage Road and Native American petroglyphs | <ul style="list-style-type: none"> • Sensitive resources needing protection. |
| 3 | Gilman townsite | <ul style="list-style-type: none"> • Uncertainty about the future of this site, as well as unsafe road conditions, must be considered when developing interpretive materials. |
| 4 | Battle Mountain and Notch Mountain | <ul style="list-style-type: none"> • Point/story of interest. |
| 5 | Wheeler Flats | <ul style="list-style-type: none"> • Point/story of interest. |
| 6 | Escondido Flats | <ul style="list-style-type: none"> • Point/story of interest. • Uncertainty about the future of this site must be considered when developing interpretive materials. |
| 7 | Smelting site south of Leadville (Stringtown) | <ul style="list-style-type: none"> • Point/story of interest. |
| 8 | Malta School House | <ul style="list-style-type: none"> • Highly visible point of interest. |
| 9 | Climax townsite | <ul style="list-style-type: none"> • Point/story of interest. |
| 10 | Sleeping Indian Mountain | <ul style="list-style-type: none"> • Point/story of interest. |
| 11 | Shore Pretty Drive | <ul style="list-style-type: none"> • This site may increase in priority depending upon the development of the Hayden Ranch complex. |
| 12 | Coking ovens south of Camp Hale | <ul style="list-style-type: none"> • Point/story of interest. |

Interpretive Sites

Where to Tell the Byway Story

Table 7. Interpretive sites by designation

| Gateway Site | Tier 1 Sites | Tier 2 Sites | Tier 3 Sites |
|---|--|--|--|
| Arkansas Headwaters Recreation Area: South Portal Rest Area and Interpretive Site Copper Mountain Twin Lakes National Historic District (Mount Bump area) USFS Holy Cross Ranger District Office | Lake County Interpretive Visitor Center (1) Minturn Interpretive Railroad Caboose Climax Mine/ Fremont Pass Summit Hayden Ranch Holy Cross/Kokomo Overlook 10th Mountain Division Memorial Camp Hale Ossman Ranch Overlook Crystal Lakes | Steel Arch Bridge/Lover's Leap Numerous greater Leadville area sites and attractions that reflect the interpretive theme of the byway. (2) Interlaken National Historic District Red Cliff Museum Ski Cooper Clinton Gulch Reservoir Leadville National Fish Hatchery Mayflower Gulch | Wheeler Flats Climax townsite Sleeping Indian Mountain Gilman townsite Battle Mountain and Notch Mountain Coking ovens south of Camp Hale Escondido Flats Smelting site south of Leadville (Stringtown) Malta School House Mount Elbert and Mount Massive Old Leadville Stage Road and Native American petroglyphs Shore Pretty Drive |

(1) This facility is projected to house a visitor information center, the Greater Leadville Area Chamber of Commerce and the U.S. Forest Service Leadville Ranger District Office.

(2) National Mining Hall of Fame and Museum, Heritage Museum, Healy House/Dexter Cabin, Matchless Mine, Route of the Silver Kings, Historic Walking Tour, etc.

Interpretive Sites

Where to Tell the Byway Story

Table 8. Interpretive sites by designation, Copper Mountain to Leadville

| Gateway Site | Tier 1 Sites | Tier 2 Sites | Tier 3 Sites |
|-----------------|---|--|--|
| Copper Mountain | Holy Cross/Kokomo Overlook Climax Mine/Fremont Pass Summit Ossman Ranch Overlook Lake County Interpretive Visitor Center | Mayflower Gulch Clinton Gulch Reservoir Numerous greater Leadville sites and attractions that reflect the interpretive theme of the byway. | Wheeler Flats Climax townsite Sleeping Indian Mountain |

Table 9. Interpretive sites by designation, Minturn to Leadville

| Gateway Site | Tier 1 Sites | Tier 2 Sites | Tier 3 Sites |
|--|---|--|---|
| USFS Holy Cross Ranger District Office | Minturn Interpretive Railroad Caboose Camp Hale 10th Mountain Division Memorial | Steel Arch Bridge/Lover's Leap Red Cliff Museum Ski Cooper | Gilman townsite Battle Mountain and Notch Mountain Coking ovens south of Camp Hale Escondido Flats |

Table 10. Interpretive sites by designation, Leadville to Twin Lakes.

| Gateway Site | Tier 1 Sites | Tier 2 Sites | Tier 3 Sites |
|--|-----------------------------------|---|---|
| Arkansas Headwaters Recreation Area: South Portal Rest Area and Interpretive Site Twin Lakes National Historic District (Mount Bump area) | Crystal Lakes Hayden Ranch | Leadville National Fish Hatchery Interlaken National Historic District | Smelting site south of Leadville (Stringtown) Malta School House Mount Elbert and Mount Massive Old Leadville Stage Road and Native American petroglyphs Shore Pretty Drive |

General Interpretive Strategies

Assuring Visibility and Uniformity

General interpretive strategies are those tools which can be applied broadly across the byway, at a variety of interpretive sites. Site-specific strategies are contained in the *Site-specific Interpretive Strategies* sections of the IMP. The following general interpretive strategies should be considered for the byway.

- **Strategies for Printed Materials**

Brochures, maps and other printed materials serve multiple purposes. They can be interpretive tools, souvenir items, and marketing tools.

1. **Develop and distribute an official byway brochure.** An initial brochure is scheduled for printing in 1999. This brochure should be updated after significant development of Gateway and Tier 1 sites has occurred (estimated 3-5 years). The updated brochure should reference all Gateway and Tier 1 sites and provide information on the mileage between key sites. Additional sites or amenities to consider highlighting include restrooms; drinking water; gas stations; and main food, lodging and retail areas in byway communities. (It may be possible to obtain funds for brochure production from retailers.) The brochure should be available at Gateways, visitor centers, museums, stores, motels, hotels, bed and breakfasts, campgrounds, RV parks, and appropriate Tier 1, 2 and 3 sites.
2. **Develop and distribute a byway map.** The map should be fun and informal, with a design and layout that are consistent with the theme and character of the byway. The map should contain much of the same information as the official byway brochure, and could, if necessary, be part of the byway brochure. The map could also be used as a template for place mats at restaurants along the byway, as part of a byway treasure map, and for other uses.
3. **Publish a calendar of byway sites and information.** The abundance and diversity of photogenic sites along the byway are conducive to a calendar. A calendar, for sale at Gateways, visitor centers, byway facilities and retail outlets, can stimulate local interest in the byway, while serving as a souvenir for visitors.
4. **Publish a coffee table format book of the byway.** Coffee table books, composed of more photographs than text, are popular souvenir items for many travelers. They can also help generate local pride and interest in the byway. This item can be sold at Gateways, visitor centers, byway facilities and retail outlets.
5. **Create a children's activity book for the byway.** This book can educate children about the byway, stimulate parent-child interactions, give children something to do while touring the byway, and otherwise target a broader

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audience. Activity books can be provided to local schools, and can be used by non-English speaking byway visitors.

6. **Create a Byway Treasure Map.** A treasure map, identifying selected byway sites and features, can be a fun item for children and reinforces the concept of the byway having riches to offer.
7. **Develop Byway Cards** consisting of a photograph and fun facts about byway sites. Byway cards (as well as decals, magnets and bumper stickers) can also be used in the byway marketing campaign.
8. **Publish a byway poster.** In order to reduce cost, the poster could be a collage of images also found on byway cards. Site-specific interpretive information could be provided on the back of the poster.
9. **Produce a byway jigsaw puzzle.** An accompanying guidebook could provide information on sites featured on the puzzle.

Summary of recommendations: Printed Materials

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|--|----------------------------|--|--|
| 1 | Develop a byway brochure. | Byway Committee | Agencies managing byway sites. | \$10,000-\$20,000 including printing. |
| 2 | Develop a byway map. | Byway Committee | Agencies managing byway sites. | \$5,000-\$10,000 including printing. |
| 3 | Publish a calendar of byway sites and information. | Byway Committee | Agencies managing byway sites, Denver Public Library, Historical Societies, etc. | \$15,000-\$20,000 including printing. |
| 4 | Publish a coffee table format book of the byway. | Byway Committee | Agencies managing byway sites, Denver Public Library, Historical Societies, etc. | Varies with source of photos and other factors. Donations and archival material should be pursued. |
| 5 | Create a children's activity book for the byway. | Byway Committee | USFS, local school district | \$5,000-\$15,000 including printing. |
| 6 | Create a Byway Treasure Map. | Byway Committee | Agencies managing byway sites. | \$2,500-\$10,000 including printing. |

General Interpretive Strategies

Assuring Visibility and Uniformity

Summary of recommendations: Printed Materials

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|--------------------------------|----------------------------|---------------------------------|--------------------------------------|
| 7 | Develop Byway Cards. | Byway Committee | USFS, local school district | \$5,000-\$15,000 including printing. |
| 8 | Publish a byway poster. | Byway Committee | | \$5,000-\$7,500 including printing. |
| 9 | Produce a byway jigsaw puzzle. | Byway Committee | | \$10,000-\$20,000 |

* Cost estimates are approximations and should not be used when developing bids, designing site plans and implementing projects. Costs vary based on media and options selected, resources available from the client, quantity and other factors. These cost estimates are perhaps most useful in determining the relative cost and cost range of recommendations.

• Strategies for Audio Elements

The vast majority of byway visitors are in some type of automobile, therefore, auto tour tapes and radio broadcasts are options to consider. Audio elements such as these, and at specific interpretive sites, also provide information to the sight-impaired, and can help meet ADA guidelines.

1. Develop a radio broadcast for the byway. Radio broadcasts, like other audio strategies, can be used to broaden the target audience to include those traveling the byway without stopping. Radio broadcast options include:

- Update and expand the existing radio broadcast from the Climax Mine to include information on the entire byway.
- Create a Top of the Rockies Radio Network, a series of broadcasts emanating from and covering a different section of the byway. For example, the broadcast from Copper Mountain could attract visitors on I-70 and interpret that stretch of the byway between Copper and the Climax Mine broadcast zone. The network could also include broadcasts emanating from the Lake County Interpretive Visitor Center, Arkansas Headwaters Recreation Area, Twin Lakes National Historic District, 10th Mountain Division Memorial/Camp Hale, Red Cliff, the USFS Holy Cross Ranger District Office, and other sites as needed.

Each broadcast should occur on the same radio frequency so travelers can keep their car radios tuned to a single station as they travel the byway. This radio network can substitute for or supplement a byway audiotape or CD. It will not, however, provide the level of site-specific detail of a tape/CD, nor allow the traveler to manage

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his/her own experience. Local terrain, weather and other factors that may interfere with or limit radio broadcasts must also be considered when evaluating this option.

2. **Produce a byway audiotape and/or CD.** Like other audio strategies, tapes and CDs can be used to broaden the target audience to include those traveling the byway without stopping. These media allow each traveler to manage his/her own interpretive experience. CDs are especially effective at allowing the traveler to listen to information on the particular site he/she is visiting. Tapes and CDs also serve as keepsakes, if sold to the public. The expense of producing these media, the logistics of selling, renting, distributing and collecting them, and their overall cost effectiveness must be considered.

Summary of recommendations: Audio Elements

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|--|----------------------------|--|-----------------------------|
| 1 | Develop a radio broadcast for the byway. | Byway Committee | Agencies managing radio broadcast sites. | \$10,000-\$15,000 per site. |
| 2 | Produce a byway audiotape and/or CD. | Byway Committee | Agencies managing byway sites. | \$25,000-\$35,000 |

* Cost estimates are approximations and should not be used when developing bids, designing site plans and implementing projects. Costs vary based on media and options selected, resources available from the client, quantity and other factors. These cost estimates are perhaps most useful in determining the relative cost and cost range of recommendations.

• Strategies for the Internet

An increasing number of people use the Internet to plan their vacations. According to the 1999 Summer Visitor Survey (ARM, 1999), the Internet is the second-most frequently used resource for vacation planning, used by approximately 41% of visitors.

1. **Identify and link to related websites** (e.g., other byways, USFS, historical societies, Climax, Ski Copper and Ski Cooper, other local companies, local governments, schools, travel and tourism, chambers of commerce, museums, visitor centers).
2. **Install kiosks with Internet access at selected facilities.** These kiosks are discussed in the *Gateway Interpretive Sites: General Strategies and Tools* section of the IMP.

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Assuring Visibility and Uniformity

Summary of recommendations: The Internet

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|---|-----------------------------|---------------------------------|-----------------------------|
| 1 | Identify and link to related websites | Byway Committee | Agencies managing facility. | \$5,000-\$10,000 |
| 2 | Install kiosks with Internet access at selected facilities. | Agencies managing facility. | Byway Committee | \$35,000-\$60,000 per kiosk |

* Cost estimates are approximations and should not be used when developing bids, designing site plans and implementing projects. Costs vary based on media and options selected, resources available from the client, quantity and other factors. These cost estimates are perhaps most useful in determining the relative cost and cost range of recommendations.

• Strategies for the Media

Working with the media can be an effective way to inform and educate people about the byway. Many of the strategies recommended here also apply to marketing the byway.

1. **Issue regular media releases and public service announcements to local and Front Range media.**
2. **Develop and distribute a press kit** containing byway literature and promotional material.
3. **Conduct an annual press tour of the byway.**
4. **Identify local freelance writers and photographers** and provide them with story ideas at least annually.
5. **Provide byway information** to governments, schools, civic organizations, private groups, historical societies, employers and other groups with newsletters.

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Summary of recommendations: The Media

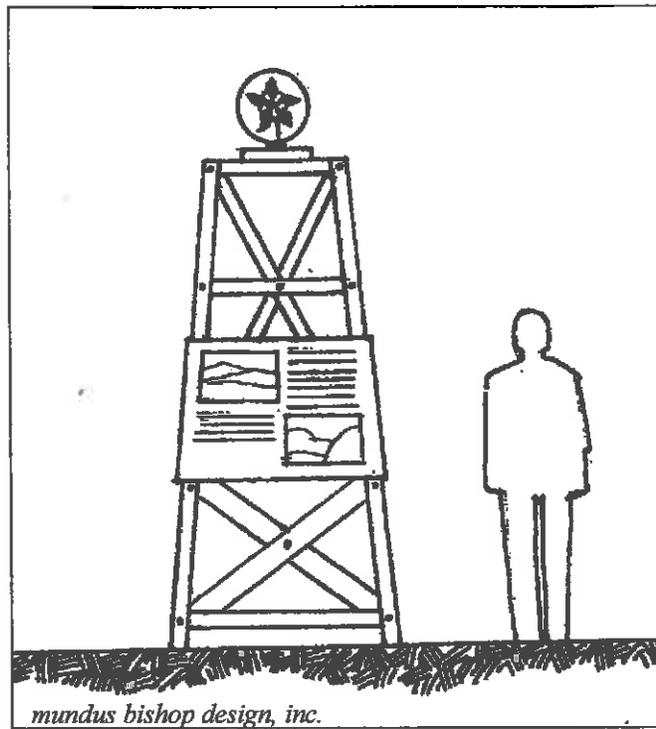
| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|--|----------------------------|---------------------------------|---|
| 1 | Issue regular media releases and public service announcements to local and Front Range media. | Byway Committee | Agencies managing byway sites. | Staff time |
| 2 | Identify local freelance writers and photographers and provide them with story ideas at least annually. | Byway Committee | Agencies managing byway sites. | Staff time |
| 3 | Develop and distribute a press kit containing byway literature and promotional material. | Byway Committee | Agencies managing byway sites. | Staff time, \$1,000-\$2,000 for materials. |
| 4 | Conduct an annual press tour of the byway. | Byway Committee | Agencies managing byway sites. | Staff time, \$2,000-\$5,000 for materials. |
| 5 | Provide byway information to governments, schools, civic organizations, private groups, historical societies, employers and other groups with newsletters. | Byway Committee | | Staff time, \$1,000-\$2,000 for materials (some press kit materials may be duplicated). |

* Cost estimates are approximations and should not be used when developing bids, designing site plans and implementing projects. Costs vary based on media and options selected, resources available from the client, quantity and other factors. These cost estimates are perhaps most useful in determining the relative cost and cost range of recommendations.

• Additional Strategies

1. **Install a standard byway kiosk at each Gateway and Tier 1 site.** The standard byway kiosk should be identifiable from the road, intriguing to the traveler, symbolic of the byway, and functional as an interpretive station. The standard byway kiosk proposed in this IMP is a reduced replica of a mine headframe, as seen in Figure 1. Ideally, each site would feature a kiosk with a headframe from a different mine in the region, however, production costs for individualized headframes might be prohibitive. (Note: This kiosk design may not be eligible for Colorado Historical Society funding).

Figure 1. Standard byway interpretive kiosk



The standard byway kiosk functions as a multi-sided interpretive station. Interpretive panels are mounted on three or four sides of the kiosk, as site safety and interpretive topics warrant. Interpretive panels are arranged in similar fashion and perform similar functions on each kiosk, at each site.

- **At Gateway sites**, Interpretive Panel 1 is an introduction to the byway. This panel should connect the visitor to the byway and set the stage for traveling the byway. A sample Panel 1 orientation text follows.

Why did people come here in the 1800s? The trek was long and dangerous. Many did not survive or make a go of it in the western wilderness. They came in search of the earth's riches. Her scenic splendor and vast expanses. The fur of her creatures. And especially the mineral wealth hidden within her. Follow in their footsteps. Discover the riches of the Top of the Rockies National Scenic and Historic Byway, where the history of the West and its natural resources are showcased in a living, working landscape.

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Panel 2 is a large relief map of the byway corridor. Showing the byway in relief highlights the spectacular terrain and vistas along the byway, and helps meet ADA guidelines.

Panel 3 contains information on connecting to other sites (Bridging the Byway); sharing the Byway and safety; and the kiosk headframe and associated mine. If necessary, site-specific interpretive information is presented on a fourth panel or at a second interpretive station with a site-specific design.

- **At Tier 1 sites**, Panels 1, 2 and 3 (if necessary) contain site-specific information. The final panel (3 or 4) contains information on connecting to other byway sites (Bridging the Byway); byway safety; and the kiosk headframe and associated mine.
2. **Provide advance notice of all Gateway and Tier 1 sites.** Roadside signs indicating *Byway Site 1000 feet* ahead will improve safety and increase visitation. See the *Byway Safety* chapter of this IMP for additional strategies for improving safety.
 3. **Include information on connecting to other byway sites at Gateway and Tier 1 kiosks.** The power and effectiveness of the byway's individual interpretive sites will be enhanced by linking sites in an integrated network. Connecting sites will facilitate learning, encourage multiple site visits and extend the visitor's stay on the byway. The following strategy is proposed for connecting interpretive sites:

Interpretive Panel 3 of each standard byway kiosk should have a section titled, ***Bridging the Byway***. This section will direct the reader to other byway sites that are related to the current site. The logo for the *Bridging the Byway* section should be the steel span bridge at Red Cliff. This bridge is perhaps the most recognizable human-made image of the byway, and is a way to integrate Red Cliff into the byway.

Figures 2 and 3 illustrate the manner in which the *Bridging the Byway* section can link interpretive sites and guide visitors around the byway. As shown in these illustrations, each site is linked to at least two other sites along the byway.

Figure 2. Sample *Bridging the Byway* section of Interpretive Panel 3, Climax Mine/Fremont Pass Summit

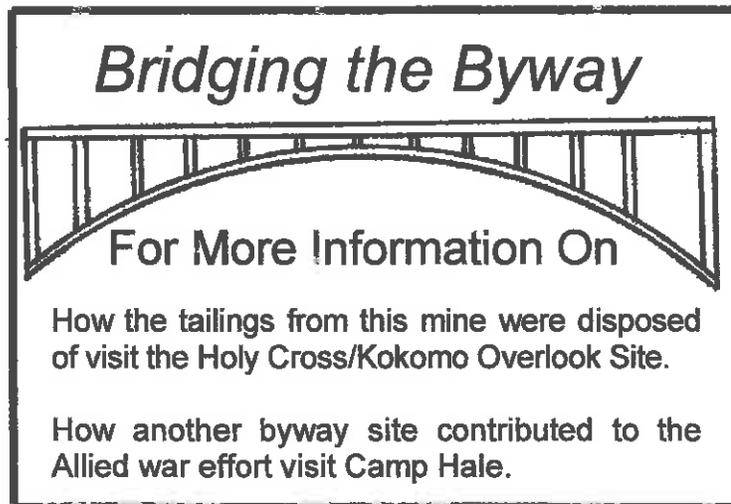
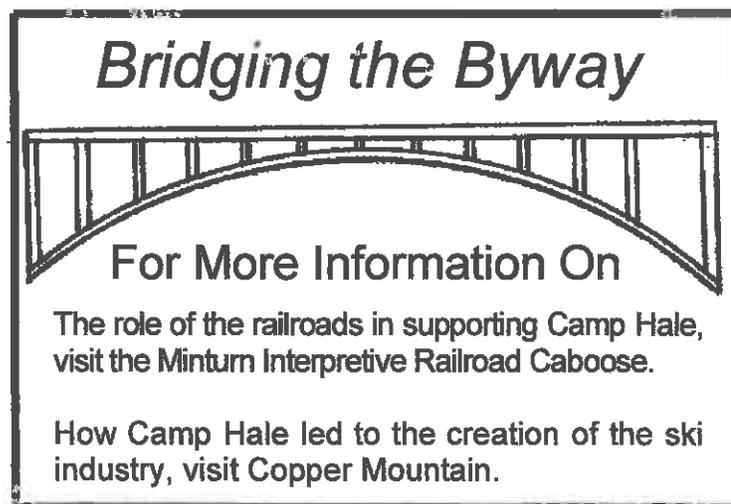


Figure 3. Sample *Bridging the Byway* section of Interpretive Panel 3, Camp Hale



4. **Develop ways to provide personal interpretive services.** Having interpreters on-site can be a valuable tool for bringing the byway to life for visitors. On-site interpreters can help safeguard amenities and artifacts, and help maintain sites. On-site interpretation is also recommended in *Arkansas Headwaters Recreation Area Interpretive Prospectus* (Veverka & Associates, 1996), therefore, this recommendation is consistent with that planning document. Many byway sites are conducive to personal interpretation (e.g., Climax Mine, Hayden Ranch, Twin Lakes, 10th Mountain

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Division Memorial, Camp Hale, Minturn Interpretive Railroad Caboose). Personal interpretation can be provided by volunteers from the community, interns (e.g., Colorado Mountain College, Red Rocks Community College interpretation program), students from local schools, organization members (e.g., 10th Mountain Division, Historical Societies), employees and interns of byway management agencies, and others.

5. **Establish a *Friends of the Byway* non-profit organization.** An organization such as this can be an important source of artifacts, information and other resources. It can also be a valuable way to stimulate local interest in the byway. Since many foundations only award grants to non-profit organizations, a group such as this can be instrumental in obtaining funding.

This type of organization may also be the best source of volunteers to provide personal interpretive services and in other ways assist with byway management. Since there is a limit to the number of available volunteers, creating an umbrella organization like this can maximize the efficiency of recruiting, training and coordinating volunteers. It may also facilitate partnerships, for example, partnering with the USFS on a Camp Host program. Under this program, a volunteer would be provided with a campsite at a USFS campground in return for monitoring the campground in the evening. During the day the host could monitor and provide interpretive services at byway sites.

6. **Work with byway communities to post byway information** at parks, town squares, libraries, government offices and other public sites.
7. **Conduct an annual byway festival.** An annual festival can be an excellent way to stimulate local interest in and support for the byway. Activities, demonstrations and living history could occur at selected byway sites over the course of a weekend. Organized byway tours could reduce vehicle traffic during the festival.
8. **Work with local schools districts.** Working with schools can be an effective way to build local pride in and long-term support for the byway. Teachers can be enlisted to help develop curriculum materials and field trips, and schools can be encouraged to adopt a byway site. Local schools become more important as metro-Denver school districts limit field trips due to financial constraints and liability concerns.
9. **Conduct and record oral history interviews.** Oral histories can be an essential part of bringing the byway to life. They can be used in audio elements, and are the source of much of the personal detail needed for printed materials and other interpretive strategies. Several organizations have done an excellent job of archiving historic documents and photographs. Oral

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histories, however, are generally lacking, and like the rest of us, the subjects are aging.

- 10. Create a byway Passport program.** Interpretive sites could contain a punch, stamp or other way of documenting visitation in a passport. Local merchants would participate in the passport by offering a discount or souvenir item to visitors who have visited a certain number of sites.

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Assuring Visibility and Uniformity

Summary of recommendations: Additional Strategies

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|--|------------------------------------|----------------------------------|---|
| 1 | Install a standard byway kiosk at each Gateway and Tier 1 site. | Agencies managing byway sites. | Byway Committee, CDOT | \$10,000-\$12,000 per site. |
| 2 | Provide advance notice of all Gateway and Tier 1 sites. | CDOT | Byway Committee | \$300-\$500 per site. |
| 3 | Include information on connecting to other byway sites at Gateway and Tier 1 kiosks. | | | Included in cost of producing interpretive panel. |
| 4 | Develop ways to provide personal interpretive services. | Byway Committee | Agencies managing byway sites. | Staff time. \$1,000-\$2,500 for recruiting and training materials. |
| 5 | Establish a <i>Friends of the Byway</i> non-profit organization. | | | "Byway" money should not be used for this purpose. |
| 6 | Conduct and record oral history interviews. | Byway Committee | Local historical societies, etc. | Staff or volunteer time unless professional recording desired (\$2,500-\$10,000). |
| 7 | Work with byway communities to post byway information. | Byway Committee | Agencies managing byway sites. | Staff time |
| 8 | Conduct an annual byway festival. | Byway Committee | Agencies managing byway sites. | Varies with scope of festival and level of community involvement. |
| 9 | Work with local schools districts. | Byway Committee, school districts. | Agencies managing byway sites. | Staff time. \$1,000-\$2,500 for recruiting and training materials. |
| 10 | Create a byway Passport program. | Byway Committee | Agencies managing byway sites. | \$1,000-\$3,000 |

* Cost estimates are approximations and should not be used when developing bids, designing site plans and implementing projects. Costs vary based on media and options selected, resources available from the client, quantity and other factors. These cost estimates are perhaps most useful in determining the relative cost and cost range of recommendations.

This chapter of the IMP contains recommendations on general interpretive strategies and tools that can be used at all Gateway sites. It also identifies the interpretive topics and goals for each Gateway and provides recommendations on strategies and tools which can be used at individual gateway sites.

Recommended interpretive strategies and tools in this chapter are listed in order of priority.

The purpose and standard features of a Gateway site are described in the *Interpretive Sites* chapter of this IMP. Many of the interpretive strategies and tools described in the *General Interpretive Strategies* chapter of the IMP should be employed at Gateway sites. In addition, the following strategies and tools are recommended for all Gateway sites:

1. **Reference Gateways in all byway brochures, maps, literature and other media.** See the *General Interpretive Strategies* chapter for information on byway printed materials.
2. **Install a standard byway kiosk** at a prominent location. See the *General Interpretive Strategies* chapter of the IMP for additional information on this kiosk.
3. **Install an audio information station (AIS) at a prominent location.** An AIS is similar in design and function to the information station currently located at the Greater Leadville Area Chamber of Commerce. Access to recorded information can be obtained by pushing a button and activating a tape, or by using a telephone dialing system. An AIS broadens the audience for interpretation and allows the visitor to gain immediate access to recorded information on a variety of subjects, including:
 - Descriptions of specific byway sites and attractions.
 - Byway activities, including community events.
 - Road conditions and safety (especially important for winter visitors).
 - Food and lodging.
 - Other byway information.
4. **Initiate radio broadcasts from Gateways** if possible. Gateways are important starting points for byway travelers, therefore, a effective broadcast locations. Broadcasting from Copper and USFS Holy Cross Ranger District Office may attract motorists on I-70, and will be instrumental in interpreting the byway from the Interstate to the point where the next broadcast zone begins. (In order to attract motorists on I-70, signs must be placed on the

Interstate informing travelers of the broadcast.) Broadcasting from Twin Lakes will reach travelers entering the byway at Independence Pass. A broadcast from the Arkansas Headwaters Recreation Area will reach travelers entering the byway from the south, and fill the vital broadcast zone between this Gateway and Leadville. See the *General Interpretive Strategies* chapter for additional information on this radio broadcast.

5. **Install a Standard Interactive Kiosk at each Gateway with an indoor facility.** This touch-screen computer kiosk should have information on the byway's scenery, wildlife, history, sites, events, accommodations, and merchants. It should contain a page for visitor comments and link to related sites. Each interactive kiosk can be a self-contained unit, or can be linked through an Internet server, creating a byway Intranet. Additional kiosk features could include:
 - Connection to a printer to allow visitors to print important information.
 - Jacks to allow laptop computers to download information.
 - A feedback loop with the visitor. For example, signing the computer register pulls up a screen asking if he/she would like to receive a byway information packet via mail. Note: If the facility also has a traditional registration book, the kiosk registration page should include the question, *Did you also sign the registration book?* This will prevent double-counting registrants.

Gateway Site Interpretation

General Strategies and Tools

Summary of recommendations: General Strategies and Tools for Gateways

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|---|---|---------------------------------------|---|
| 1 | Reference Gateways in all byway brochures, maps, literature and other media. | Any entity producing these media. | Agencies managing Tier 2 and 3 sites. | See <i>General Interpretive Strategies</i> chapter. |
| 2 | Install a standard byway kiosk. | Agency responsible for site management. | CDOT, Byway Committee | \$12,000-\$20,000 per site. |
| 3 | Install an audio information station (AIS) at a prominent location. | Agency responsible for site management. | Byway Committee | \$5,000-\$12,000 per site. |
| 4 | Initiate radio broadcasts from Gateways. | Agency responsible for site management | Byway Committee | \$10,000-\$15,000 per site. |
| 5 | Install a Standard Interactive Kiosk at each Gateway with an indoor facility. | Agency responsible for site management | Byway Committee | \$25,000-\$50,000 per site. |

* Cost estimates are approximations and should not be used when developing bids, designing site plans and implementing projects. Costs vary based on media and options selected, resources available from the client, quantity and other factors. These cost estimates are perhaps most useful in determining the relative cost and cost range of recommendations.

The remainder of this chapter contains site-specific interpretive strategies and tools for Gateway sites. Site-specific interpretation recognizes that very few people visit a byway site strictly for the interpretive amenities available there. Most visitors are vacationers, commuters or other travelers whose primary purpose is vacationing or locomotion. Interpretation is competing for the visitor's valuable, and sometimes limited, time. To engage this type of visitor, interpretive amenities must be recognizable, accessible, interesting and fun. The site should be captivating, relevant and provocative, serving the dual purpose of informing and entertaining. Several points are critical when developing interpretive sites.

- Visitors should be given advance notice of upcoming interpretive sites.
- Sites must be recognizable, easily accessed and visitor friendly.
- Sites should display continuity of design, theme and tone, while showcasing the site's unique attributes.
- Various, innovative interpretive strategies should be used to reach a diverse audience.
- The visitor's initial impression of the site is critical.
- Sites should be integrated and interpretation should encourage and facilitate visiting other locations along the byway.

Arkansas Headwaters Recreation Area

Comments

Excellent partnering opportunities exist at this site, which has the potential to meet the large demand for public access to the Arkansas River. This site also affords the opportunity to provide byway information to local residents. The future of this site is dependent on the type of railroad crossing required by the PUC. For the purposes of this IMP, the site will be treated as a Gateway. If the railroad crossing precludes the use of this site, the Committee has the option of converting the Hayden Ranch from a Tier 1 site to a Gateway, or simply reducing the number of Gateway's from four to three.

Interpretive Goals

1. Provide information on the byway and the following interpretive topics:
 - The region's natural resource values and water resources.
 - Recreational values and opportunities on public lands.
 - Sharing the byway and safe driving practices.
2. Integrate interpretive amenities with the overall site plan for the Recreation Area.
3. Develop interpretive strategies that protect the Arkansas River and its riparian corridor.
4. Connect to other byway sites.

Standard Kiosk Interpretive Panel Subjects

Panel 1: Introduction to the byway.

Panel 2: Relief map of the byway

Panel 3: Bridging the Byway; sharing the Byway and safety; and kiosk headframe information.

Panel 4: Orientation to the AHRA and referral to the trail and river access.

Interpretive Strategies and Tools

1. **Consolidate byway interpretive amenities** (standard kiosk, trailhead, e.g.) near the main parking area. Interpretation at the kiosk should include directing visitors to a formal river access, interpretive station and interpretive trail.
2. **Construct a formal trail and river access in proximity to the parking area.** These will satisfy the need of a majority of byway travelers to "get to the river" in a relatively safe manner. The trail and access should be built to fit the landscape as much as possible (minimal concrete; natural cobbles and boulders, e.g.). Directing visitors to this single river access will:

Gateway Site Interpretation

Site-Specific Strategies and Tools

- Protect sensitive riverbank elsewhere.
 - Protect the trout fishery by reducing soil erosion and runoff into the river.
 - Safeguard visitors to the river.
 - Reduce conflicts with anglers by separating users.
3. **Develop a riverside interpretive station.** This station could serve as the starting point for an interpretive trail on the natural resources, headwaters, and recreational opportunities on public lands. Trout-shaped interpretive panels might appeal to anglers, an important group to address.

Figure 4. River access, Arkansas Headwaters Recreation Area



Gateway Site Interpretation

Site-Specific Strategies and Tools

Summary of recommendations: Arkansas Headwaters Recreation Area

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|---|---|---------------------------------|---------------------|
| 1 | Consolidate byway interpretive amenities | Agency responsible for site management. | | Not Applicable |
| 2 | Construct a formal parking area, trail and river access in proximity to the parking area. | Agency responsible for site management. | Byway Committee and volunteers | \$225,000-\$250,000 |
| 3 | Develop a riverside interpretive station. | Agency responsible for site management. | | \$10,000-\$25,000 |

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Copper Mountain

Comments

This site has the potential to be the most heavily visited gateway site. It is also an important site for promoting the byway as a year-round destination. This gateway should serve multiple purposes: Orient the visitor to the byway; provide site-specific interpretive information; and provide access to the resort via the internal transit system and gondola. Although the on-going renovation of the resort leads to some uncertainty about the exact nature and location of interpretive amenities and services, this is an opportune time for planning and developing this site. Excellent partnering opportunities exist here.

Interpretive Goals

1. Provide information on the byway and the following interpretive topics:
 - Recreational values and opportunities on public lands.
 - The evolution of the ski and resort industry.
 - The past, present and future importance of mining, including Copper's role in the region's mining history.
 - Sharing the byway and safe driving practices.
2. Integrate the Gateway into the Copper Resort redevelopment.
3. Use the historic cabins currently located near the East Transportation Center as an interpretive amenity.
4. Connect to other byway sites.

Standard Kiosk Interpretive Panel Subjects

Panel 1: Introduction to the byway.

Panel 2: Relief map of the byway

Panel 3: Bridging the Byway; sharing the Byway and safety; and kiosk headframe information.

Panel 4: Copper's role in the region's mining history.

Interpretive Strategies and Tools

Uncertainty about the final location and design of this gateway prevent a high level of specificity in interpretive strategies. Final strategies should be determined based on discussions with the Copper Mountain Resort Chamber, final construction plans, and an inventory and analysis of artifacts and resources available through Copper, Camp Hale and other related sources. The following strategies are recommended for this site.

1. **Work with Copper Mountain to construct the Gateway in the vicinity of the East Lot Transportation Center.** Beautification of the roadway in the vicinity of the byway should be addressed as part of Gateway development.

Federal Highway Administration funding may be available to the Byway Committee for such a beautification program.

2. **incorporate the historic cabins into the gateway site.** These cabins can serve as a visual attraction from Highway 91, and have inherent interpretive value. They can also serve year-round as a starting point for various activities such as byway tours, sleigh rides, hayrides, and other Copper-based activities. The cabins may have to be moved depending on final site plans and development of the East Lot. Two options exist for using the cabins.
 - Convert one cabin into a small visitor/information center. Volunteers, interns, or Copper staff could staff the center.
 - Keep the cabins closed to the public and install signs and/or audio elements to interpret them.
3. **Arrange for indoor space at the Gateway.** Indoor space is essential for displays, audiovisual exhibits, large format materials, literature and personnel. Options for indoor space include:
 - A converted, historic cabin.
 - Dedicated space in the East Lot Transportation Center.
4. **Install an indoor video monitor.** Potential topics include a video of the Top of the Rockies Byway; *Fire on the Mountain*, and other existing byway-related videos; USFS videos on public land and recreation; etc.
5. **Develop a timeline chronology of byway interpretive topics.** This interpretive display could use photographs, illustrations, and artifacts to track the evolution of:
 - Recreation on public lands,
 - Mining.The timeline could be large format, perhaps wrapping around a wall of the facility. Timelines could be developed for numerous locations along the byway, each showing the relationships between site-specific interpretive topics. A sample timeline framework for Copper is shown in Figure 5.
6. The Committee should **discuss with Copper the possibility of providing off-season housing at the resort for interns and/or volunteers.** Providing housing is one of the most effective ways to recruit interns and volunteers.

Gateway Site Interpretation

Site-Specific Strategies and Tools

Figure 5. Sample timeline, Copper Mountain Gateway

| How Did We Get Here? | | | | | | |
|---|----------|----------|----------|----------|-------|--------------|
| A Timeline of Byway People, Places and Events. | | | | | | |
| 1880 | 1900 | 1920 | 1940 | 1960 | 1980 | 2000 |
| The Ski Industry Photo | Artifact | Artifact | Photo | Photo | Photo | Illustration |
| Mining Photo | Artifact | Photo | Artifact | Artifact | Photo | Illustration |
| Recreation on Public Land Photo | Artifact | Photo | Artifact | Photo | Photo | Illustration |
| 1880 | 1900 | 1920 | 1940 | 1960 | 1980 | 2000 |

Summary of recommendations: Copper Mountain

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|--|----------------------------|---------------------------------|-------------------------------|
| 1 | Work with Copper to construct a Gateway in the vicinity of the East Lot Transportation Center. | Copper | CDOT, Byway Committee | Included in renovation costs. |
| 2 | Incorporate the historic cabins into the Gateway site. | Copper | Byway Committee | Included in renovation costs. |
| 3 | Arrange for indoor space at the Gateway. | Copper | Byway Committee | Not Applicable |
| 4 | Install an indoor video monitor. | Copper | Byway Committee | \$1,500-\$5,000 |
| 5 | Develop a timeline or other visual exhibit of the area's history. | Byway Committee | Copper | \$2,500-\$5,000 |
| 6 | Discuss the possibility of providing off-season housing for interns and/or volunteers. | Copper, Byway Committee | | Not Applicable |

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Twin Lakes National Historic District (Mount Bump area)

Comments

Several factors must be considered when developing this Gateway, including restrictions related to the National Historic District; existing interpretive amenities; and resources available in the village of Twin Lakes. Working closely with the USFS and residents of the village is important for the successful development of this site as a Gateway. Conducting interpretive activities at this site on autumn weekends may attract aspen viewers.

Interpretive Goals

1. Provide information on the byway and the following interpretive topics:
 - The region's natural resource values and water resources.
 - The use of the area by Native Americans.
 - Sharing the byway and safe driving practices.
2. Integrate the gateway into the existing National Historic District and its interpretive amenities.
3. Develop interpretive strategies that benefit the village of Twin Lakes.
4. Connect to other byway sites.

Standard Kiosk Interpretive Panel Subjects

Panel 1: Introduction to the byway.

Panel 2: Relief map of the byway

Panel 3: Bridging the Byway; sharing the Byway and safety; and kiosk headframe information.

Panel 4: Orientation to the Twin Lakes National Historic District and referral to the Mount Bump trail and exhibits.

Interpretive Strategies

1. **Print a brochure to serve as a *Walking Tour of the National Historic District and Mount Bump Area*.** The brochure, covering the history and ecology of the area, should be available at the Gateway and at stores, inns, restaurants and other outlets in Twin Lakes.
2. **Convert the Red Rooster into a visitor center.** If it is possible to staff the building, the Red Rooster could be refurbished with artifacts that allow the visitor to experience the period. If staffing is not possible, assuring the security of artifacts is an issue. In this case the building could contain selected exhibits, maps and other free publications. Under this scenario it may be possible to contract with a resident of Twin Lakes to open and close the Red Rooster daily.

3. **Include this site as a featured location for living history and interpretation at an annual byway festival.** See the *General Interpretive Strategies* section of the IMP for additional information on this festival.
4. **Replace the existing interpretive panels over time.** The current panels are in reasonably good condition. As replacement becomes necessary (3-5 years) they should be rewritten and replaced for greater consistency with the rest of the byway.
5. **Develop a timeline or other visual exhibit** showing the progression of human use of the area, from Native Americans to byway traveler. To the extent possible, this exhibit should feature artifacts.
6. **Install audio elements to interpret the buildings in the historic district.** Recorded background sounds, dialogue and narrative could be used to provide information and bring the historic district to life. Recorded elements could include the sounds of a blacksmith at work; haggling over an ore sample at the assay office; and a player piano at the Red Rooster. Recordings could be activated in one of two ways:
 - Intentionally and manually by the visitor (push button).
 - Involuntarily, as with a motion sensor that activates the recording as the visitor approaches the building.
7. **Install a glacier exhibit.** The glacial origin of Twin Lakes can best be demonstrated by an interactive exhibit where the visitor witnesses the scouring of the valley, depositing of moraine and formation of the lakes. This can be depicted in a “virtual” video presentation, allowing viewers to watch the transformation of the landscape from glaciation into the future. This technology, combining stereo, digital sound and 3D animation, is currently available.
8. **Install a *Peak Finder*** to help visitors identify significant features on the landscape.
9. **Extend the current trail system to include a boardwalk** along the shore and wetlands of the upper lake. The boardwalk will facilitate interpreting wetland ecology and natural resources, while managing public access into potentially sensitive areas.

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Summary of recommendations: Twin Lakes National Historic District

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|---|----------------------------|--|---------------------------------------|
| 1 | Print a brochure to serve as a <i>Walking Tour of the National Historic District and Mount Bump Area</i> . | USFS | Byway Committee | \$10,000-\$15,000 including printing. |
| 2 | Convert the Red Rooster into a visitor center. | USFS | Byway Committee, historical societies | \$50,000-\$150,000 |
| 3 | Include this site as a featured location for living history and interpretation at an annual byway festival. | USFS | Byway Committee, historical societies | Not Applicable |
| 4 | Replace the existing interpretive panels over time. | USFS | Byway Committee | \$3,000-\$8,000 per panel |
| 5 | Develop a timeline or other visual exhibit of the area's history. | USFS | Byway Committee, historical societies | \$2,500-\$5,000 |
| 6 | Install audio elements to interpret the buildings in the historic district. | USFS | | \$2,000-\$6,000 per building. |
| 7 | Install a glacier exhibit. | USFS | | \$25,000-\$30,000 |
| 8 | Install a <i>Peak Finder</i> . | USFS | | \$2,000-\$3,500 |
| 9 | Extend the current trail system to include a boardwalk. | USFS | Division of Wildlife, Corps of Engineers | \$50,000-\$150,000 |

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USFS Holy Cross Ranger District Office

Comments

This site currently serves as a de facto Gateway by virtue of its location and existing visitor center. Along with the proposed Lake County Interpretive Visitor Center, this is the only Gateway or Tier 1 site likely to be staffed year-round. Currently, toilets and water are not available evenings and some weekends. Although this site currently functions effectively as a visitor center, a few relatively minor modifications will make the facility more consistent with other byway Gateway sites. The site's winter recreational use contributes to its importance as a year-round site.

Interpretive Goals

1. Provide information on the byway and the following interpretive topics:
 - Recreational values and opportunities on public lands.
 - The region's natural resource values.
 - Sharing the byway and safe driving practices.
2. Integrate the Gateway with the existing facility and amenities.
3. Connect to other byway sites.

Standard Kiosk Interpretive Panel Subjects

Panel 1: Introduction to the byway.

Panel 2: Relief map of the byway.

Panel 3: Bridging the Byway; sharing the Byway and safety; and kiosk headframe information.

Panel 4: Recreational values and opportunities on public lands and referral to indoor exhibits.

Interpretive Strategies

1. **Update the large relief map of the region in the visitor center to highlight the byway.** Interactive elements, such as push buttons, could be used to activate a light and audio recording that isolates, identifies and describes selected features of the landscape. (Note: Headphones or ear cones should be used for audio elements due to the small size of the visitor center). Significant public land holdings and recreational sites can also be shown on the map.
2. **Create a display rack/area for byway brochures, maps and printed materials.**
3. **Develop a timeline of byway interpretive topics.** This interpretive display could use photographs, illustrations, and artifacts to track the evolution of

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public land ownership; humans on the landscape; and recreation on public lands.

The timeline could be large format, perhaps wrapping around a wall of the facility. Timelines could be developed for numerous locations along the byway, each showing the relationships between site-specific interpretive topics. A sample timeline framework for this site is shown in Figure 6.

Figure 6. Sample timeline, USFS Holy Cross Ranger District Office Gateway

| How Did We Get Here? A Timeline of Byway People, Places and Events. | | | | | | |
|--|--------------|----------|----------|----------|-------|--------------|
| 1880 | 1900 | 1920 | 1940 | 1960 | 1980 | 2000 |
| Humans on the Landscape | | | | | | |
| Illustration | Artifact | Photo | Photo | Photo | Photo | Illustration |
| Public Land Ownership | | | | | | |
| Illustration | Illustration | Artifact | Photo | Photo | Photo | Illustration |
| Recreation on Public Land | | | | | | |
| Photo | Artifact | Photo | Artifact | Artifact | Photo | Illustration |
| 1880 | 1900 | 1920 | 1940 | 1960 | 1980 | 2000 |

4. **Install and field test an experimental interpretive sign stanchion with adjustable legs for keeping the sign above snow height.**
5. **Work with the town of Minturn to develop a trail between the Ranger District office and the town.**

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Summary of recommendations: USFS Holy Cross Ranger District Office

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|--|----------------------------|---------------------------------------|---|
| 1 | Update the large relief map of the region in the visitor center to include the byway. | USFS | Byway Committee | \$1,000-\$5,000 depending on interactives. |
| 2 | Create a display rack/area for byway brochures, maps and printed materials. | USFS | | \$250-\$1,000 |
| 3 | Develop a timeline or other visual exhibit of the area's history. | USFS | Byway Committee, historical societies | \$2,500-\$5,000 |
| 4 | Install and field test an experimental interpretive sign stanchion with adjustable legs. | USFS | Byway Committee | Staff time. \$500-\$1,000. |
| 5 | Work with the town of Minturn to develop a connector trail. | USFS, Town of Minturn | Volunteers | Variable depending on location, volunteer involvement, etc. |

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Tier 1 Site Interpretation

General Strategies and Tools

This chapter of the IMP identifies the interpretive topics and goals for each Tier 1 site. It contains recommendations on general interpretive strategies and tools that can be used at all Tier 1 sites. It also provides recommendations on strategies and tools which can be used at individual sites. Tier 1 sites, listed in order of priority for interpretive development, are:

1. Lake County Interpretive Visitor Center
2. Minturn Interpretive Railroad Caboose
3. Climax Mine/ Fremont Pass Summit
4. Hayden Ranch
5. Holy Cross/Kokomo Overlook
6. 10th Mountain Division Memorial
7. Camp Hale
8. Ossman Ranch Overlook
9. Crystal Lakes

The purpose and standard features of a Tier 1 site are described in the *Interpretive Sites* chapter of this IMP. Many of the interpretive strategies and tools described in the *General Interpretive Strategies* chapter of the IMP should be employed at Tier 1 sites. In addition, the following strategies and tools are recommended for all Tier 1 sites:

1. **Reference all Tier 1 sites in all byway brochures, maps, literature and other media.** See the *General Interpretive Strategies* chapter for information on byway printed materials.
2. **Install a standard byway kiosk** at a prominent location. See the *General Interpretive Strategies* chapter of the IMP for additional information on this kiosk.

Summary of Recommendations: General Strategies and Tools for Tier 1 Sites

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|--|---|---------------------------------------|---|
| 1 | Reference all Tier 1 sites in all byway brochures, maps, literature and other media. | Any entity producing these media. | Agencies managing Tier 2 and 3 sites. | See <i>General Interpretive Strategies</i> chapter. |
| 2 | Install a standard byway kiosk | Agency responsible for site management. | CDOT, Byway Committee | \$12,000-\$20,000 per site. |

* Cost estimates are approximations and should not be used when developing bids, designing site plans and implementing projects. Costs vary based on media and options selected, resources available from the client, quantity and other factors. These cost estimates are perhaps most useful in determining the relative cost and cost range of recommendations.

The remainder of this chapter contains site-specific interpretive strategies and tools for Tier 1 sites.

1. Lake County Interpretive Visitor Center

Comments

The Lake County Interpretive Visitor Center has the potential to fill a unique niche in the community and along the byway. The region's mining history and the technical aspects of mining are the focus of several sites and facilities in the area, therefore, it would not be efficient or beneficial for the Interpretive Visitor Center to focus on these topics. The Center, located in the heart of a mining community, can best serve the public by focusing on the effects of mining on the community. This is a unique perspective, not offered at other sites or facilities. What was everyday life like in a mining community? How did mining influence the location, growth and development of the community itself? How did mining influence the roles of women and children in the community? How did mining influence the way government was conducted and public services were provided? How did the community respond to mining accidents and other crises? How is mining activity continuing to shape the life and land use decisions of the community today? How are reclamation programs contributing to the future of the community? These are among the many questions that can be addressed by focusing interpretation at the Center on the relationship between mining and the community.

Interpretive Goals

1. Provide information on the following interpretive topics:
 - The past, present and future importance of mining, including mine reclamation programs.
 - Sharing the byway and safe driving practices.
2. Serve as a focal point for byway visitation and a clearinghouse for byway information.
3. Provide interpretive information and services which are unique and noncompetitive with other mining-related facilities.
4. Connect to other byway sites.

Standard Kiosk Interpretive Panel Subjects

Panel 1: Leadville's history as a mining community. Referral to the Interpretive Visitor Center.

Panel 2: Leadville's mining legacy: Reclamation programs and activities.

Panel 3: Bridging the Byway; sharing the Byway and safety; and kiosk headframe information.

Preliminary Interpretive Strategies and Tools

Uncertainty about the future design and development of the facility prevent providing a detailed description of interpretive strategies and tools at this point. Specific interpretive strategies should be developed as part of the multi-agency goal setting for the facility, as part of the building design process, and after an inventory of artifacts and resources has been completed. Several preliminary

Tier 1 Site Interpretation

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ideas are offered for consideration in planning this facility. It is recommended that a **combination of indoor and outdoor exhibits** be used.

Possible outdoor exhibits include:

1. **A standard byway kiosk**, installed in a prominent location on the grounds.
2. **Artifacts and apparatus positioned on the grounds or along an interpretive trail.** Apparatus used by the community in support of mining operations (e.g., a fire wagon) would be especially consistent with the theme of the mining–community relationship.
3. **A memorial to area miners killed in mining-related accidents.** A memorial will honor miners and reinforce the importance of mining to the region. Modeling the memorial after the 10th Mountain Division memorial will result in visual continuity along the byway (e.g., a stone slab bearing the names of the deceased coupled with a miner sculpture).

Possible indoor exhibits include:

1. **A large, 3-dimensional relief map of the byway.** Push buttons could be used to activate a light and audio recording that identify and describe selected features of the byway and landscape. This display, with or without the interactive element, could also be placed outdoors.
2. **Several interactive video kiosks.** Video kiosks could be used to present the following:
 - A “virtual” computer animated timeline of Leadville's growth and development, from mining camp to present day. (This could also be presented through a series of photographs if necessary.)
 - A cyber-miner interactive program, whereby visitors operate a mine and have to make mining decisions based on real life situations. The effects of these decisions on the mine and the community should be shown.
3. **A diorama/relief map showing mining camps** and numerous mining claims being worked in different gulches.
4. **Various interactive displays and activities which allow visitors to experience a small part of what mining was like** (double jack swinging, etc.). Note: Activities such as this should be reviewed by the appropriate risk managers or legal counsel.
5. **A computer terminal linked to related sites.**

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6. **The byway route recreated on the floor of the facility.** This would help guide visitors through the facility and prepare them for traveling the byway.

Additional interpretive strategies could include:

1. **Broadcast a segment of the byway radio network from the Center.**
2. **Use the Center as a starting point for guided tours** of the town and historic mining district. The Center can also be featured prominently in an annual byway celebration.
3. **Co-sponsor a series of lectures, presentation and field exercises** with the Colorado School of Mines, Colorado Mountain College, the National Mining Hall of Fame and Museum, and others.

Summary of recommendations: Lake County Interpretive Visitor Center

| Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|---|--------------------------------|--|---|
| Install a standard Tier 1 kiosk. | Agencies sharing the facility. | Byway Committee | \$10,000-\$15,000 |
| Artifacts and apparatus positioned on the grounds or along an interpretive trail. | Agencies sharing the facility. | Byway Committee, historical societies, mining organizations. | Loans and/or donations should be pursued. |
| A memorial to area miners killed in mining-related accidents. | Agencies sharing the facility. | Byway Committee, historical societies, mining organizations. | Depends on size, medium, donations, etc. |
| A large, 3-dimensional relief map of the byway. | Agencies sharing the facility. | | \$9,000-20,000 |
| A cyber-miner interactive program. | Agencies sharing the facility. | National Mining Hall of Fame and Museum, Colorado School of Mines. | \$30,000-\$45,000 |
| Various interactive video kiosks. | Agencies sharing the facility. | Byway Committee | \$25,000-\$50,000 per kiosk |
| A diorama/relief map showing mining camps | Agencies sharing the facility. | Byway Committee, historical societies, mining organizations. | \$5,000-\$15,000 |

Tier 1 Site Interpretation

Site Specific Strategies and Tools

Summary of recommendations: Lake County Interpretive Visitor Center

| Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|---|--------------------------------|---|--|
| Various interactive displays and activities. | Agencies sharing the facility. | Byway Committee | Varies with interactive. |
| A computer terminal linked to related sites. | Agencies sharing the facility. | Byway Committee | Varies with networking selected. |
| The byway route recreated on the floor of the facility. | Agencies sharing the facility. | Byway Committee | Incorporate into facility design and construction. |
| Broadcast a segment of the byway radio network from the Center. | Agencies sharing the facility. | Byway Committee | \$10,000-\$15,000 |
| Use the Center as a starting point for guided tours and in an annual byway celebration. | Agencies sharing the facility. | Byway Committee, Managers of selected Tier 2 and 3 sites. | Not Applicable. |
| Co-sponsor a series of lectures, presentation and field exercises. | Agencies sharing the facility. | | Not Applicable. |

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2. Minturn Interpretive Railroad Caboose

Comments

The Minturn Caboose provides the best opportunity to interpret the history of railroads in the region. It will serve byway travelers, while also generating the local support necessary to sustain byway programs and activities. Several options for interpretive displays and exhibits are presented, however, size and space constraints must be considered when designing the interpretive caboose.

Interpretive Goals

1. Provide information on the following interpretive topics:
 - The role of railroads in the region.
 - Sharing the byway and safe driving practices.
2. Connect to other byway sites.

Standard Kiosk Interpretive Panel Subjects

Panel 1: The region's railroad history. Referral to the caboose.

Panel 2: Minturn's role in the region's railroad and mining history.

Panel 3: Bridging the Byway; sharing the Byway and safety; and kiosk headframe information.

Interpretive Strategies and Tools

1. **Create an exhibit of the various train engines and cars used at different times and for different purposes.** Scale models are the recommended medium for this display, and may attract a new audience, model train enthusiasts. Over time, Minturn could develop a related marketing program, such as, "The Model Train Capital of Colorado," "Colorado's Model City," etc.
2. **Create an exhibit of various railroading artifacts and memorabilia.** Many such items may be available from citizens, historical societies, museums and railroad organizations.
3. **Build an operating scale model of the turnaround,** with functioning trains. Trains could be run on tracks throughout the caboose, terminating at the turnaround.
4. **Install a track and railroad handcar for use by visitors.** A loop track around the caboose would maximize the use of space and generate interest in the caboose, and help visitors experience byway history.
5. **Create an indoor display on the difficulties of maintaining the tracks in winter.** Illustrations, photos and stories of the hardships faced during severe storms should be used. This display will be especially valuable in targeting winter visitors.

Tier 1 Site Interpretation

Site-Specific Strategies and Tools

6. **Install a touch screen computer with programs on various topics including:**
 - Types of train engines and their uses.
 - The men and women of the railroads.
 - The Great Storm of 1899, where massive snowstorms blocked the tracks for 57 days.
 - Links to related sites.

6. **Broadcast a segment of the byway radio network from the caboose.**

7. **In the future, link the caboose to other interpretive and recreational amenities** such as the railyard and trail system in and around Minturn.

8. **Develop and install an interactive video of a train ride through Tennessee Pass.** This interactive would allow visitors to engineer a train from Leadville to Minturn, making decisions based on real life situations. This exhibit may appeal to younger byway travelers, including winter snowboarders and skiers.

Summary of recommendations: Minturn Interpretive Railroad Caboose

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|---|----------------------------|--|--|
| 1 | Install a standard Tier 1 kiosk. | Town of Minturn | Byway Committee | \$10,000-\$15,000 |
| 2 | Create an exhibit of train engines and cars. | Town of Minturn | Byway Committee, historical societies, railroad organizations. | Loans and donations should be pursued. |
| 3 | Build an operating scale model of the turnaround. | Town of Minturn | Railroad organizations. | \$15,000-\$20,000 |
| 4 | Install a track and railroad handcar for use by visitors. | Town of Minturn | Railroad organizations. | Loans and donations should be pursued. |
| 5 | Create an indoor display on the difficulties of maintaining the tracks in winter. | Town of Minturn | Historical societies, railroad organizations. | \$2,000-\$5,000 |
| 6 | Install a touch screen computer. | Town of Minturn | Byway Committee | \$25,000-\$50,000 |
| 7 | Broadcast a segment of the byway radio network from the caboose. | Town of Minturn | Byway Committee | \$10,000-\$15,000 |
| 8 | Develop and install a video game of a train ride through Tennessee Pass. | Town of Minturn | Railroad organizations. | \$30,000-\$45,000 |

* Cost estimates are approximations and should not be used when developing bids, designing site plans and implementing projects. These cost estimates are perhaps most useful in determining the relative cost and cost range of recommendations.

3. Climax Mine/Fremont Pass Summit

Comments

This site has the potential to be a heavily-visited, innovative, interpretive site. The Climax Mine is a major point of interest for byway visitors. Electricity, artifacts and historic resources are available through Climax Molybdenum Company. Existing interpretive media are due for replacement, making this an opportune time to update the site.

Interpretive Goals

1. Provide information on the following interpretive topics:
 - The past, present and future importance of mining, including mine reclamation programs.
 - Sharing the byway and safe driving practices.
2. Provide information on the end products of the mine and mining process.
3. Provide information on the mine reclamation, including water treatment.
4. Interpret the mine site, including existing facilities and the town of Climax.
5. Connect to other byway sites.

Standard Kiosk Interpretive Panel Subjects

See #3 below, Interpretive Station 1.

Interpretive Strategies and Tools

1. **Continue the radio broadcast from Climax Mine.** This broadcast is well done and functioning effectively as of this writing. In order to stay current and integrate more fully into the byway, the broadcast will have to be updated within the next three years. See the *General Interpretive Strategies* section of the IMP for additional information on this radio broadcast.
2. **Reconfigure and update the existing interpretive site**, as illustrated in Figures 7 and 8. Reconfiguring and updating the site consists of the following:
 - **Move apparatus and interpretive panels away from the Sanolets** in the parking area.
 - **Upgrade the fence between the parking area and the interpretive site.** This will improve access to the site and enhance its attractiveness from the roadway. An aesthetically pleasing fence, made of end products from the mine, could be installed and interpreted with a small placard.
 - The summit of the pass is a good location for a rest area. **Three picnic tables, concentrated in the center of the site**, are sufficient for current

and near-term visitation levels. Since stopping and “refueling” are encouraged (and will happen regardless), trash cans should be provided.

- **Place trash cans at the entrances to the site.** This will improve site attractiveness and sanitation, and reduce the instances of trash being deposited in the apparatus on site. It must be noted that placing trash cans requires a commitment to frequent and thorough trash pickup. Regulations prohibit Climax from receiving trash in its landfill, so another entity must be responsible for trash services. Climax is interested in partnerships to help meet trash service needs. Trash service can be facilitated by placing trash cans at entrances rather than on the interior of the site.
 - **Relocate artifacts/apparatus to the western half of the site.** Apparatus should be arranged according to its order of use in the mining/milling process. Following the trail, therefore, will better enable the visitor to experience the operational sequence of the mining/milling process. Small placards should be used to identify apparatus and its use. Existing apparatus may have to be supplemented by apparatus that illustrates the full range of operations. The number of apparatus should be determined after an assessment of available artifacts is made. Additional artifacts, such as a large dump truck and tires may be available from Climax.
 - **Fill ore carts used as interpretive apparatus with ore samples,** preferably illustrating different steps of the mining and milling process. This will enhance interpretation and reduce the instances of trash being deposited in the carts.
 - **Supplement apparatus with large-format depictions of workers engaged in various mining/milling tasks.** Sculptures or fiberglass cutouts derived from historic photos can be used for this purpose.
3. **Replace the nine existing interpretive panels with three interpretive stations.** These stations should be clustered and oriented so that, to the extent possible, the visitor is facing the mine when reading the interpretive information. The three interpretive stations are described below.

Interpretive Station 1 is a standard byway kiosk.

- **Panel 1** interprets the Climax Mine site. It contains a detailed site plan of the mine and all existing structures and facilities. It provides information on the mining/milling process, including the processing and transporting of tailings (In this respect, the panel is similar to the *Mining and Milling* panel currently at the site). Panel 1 is oriented so that readers are facing the mine.

Tier 1 Site Interpretation

Site-Specific Strategies and Tools

- Panel 2 covers the town of Climax, and the human/social element of the Mine. It also links the site to Leadville, via the town's relocation.
- Panel 3 is the standard Tier 1 kiosk panel 3, containing *Bridging the Byway* information, a byway map, information on safely sharing the byway, and headframe information.

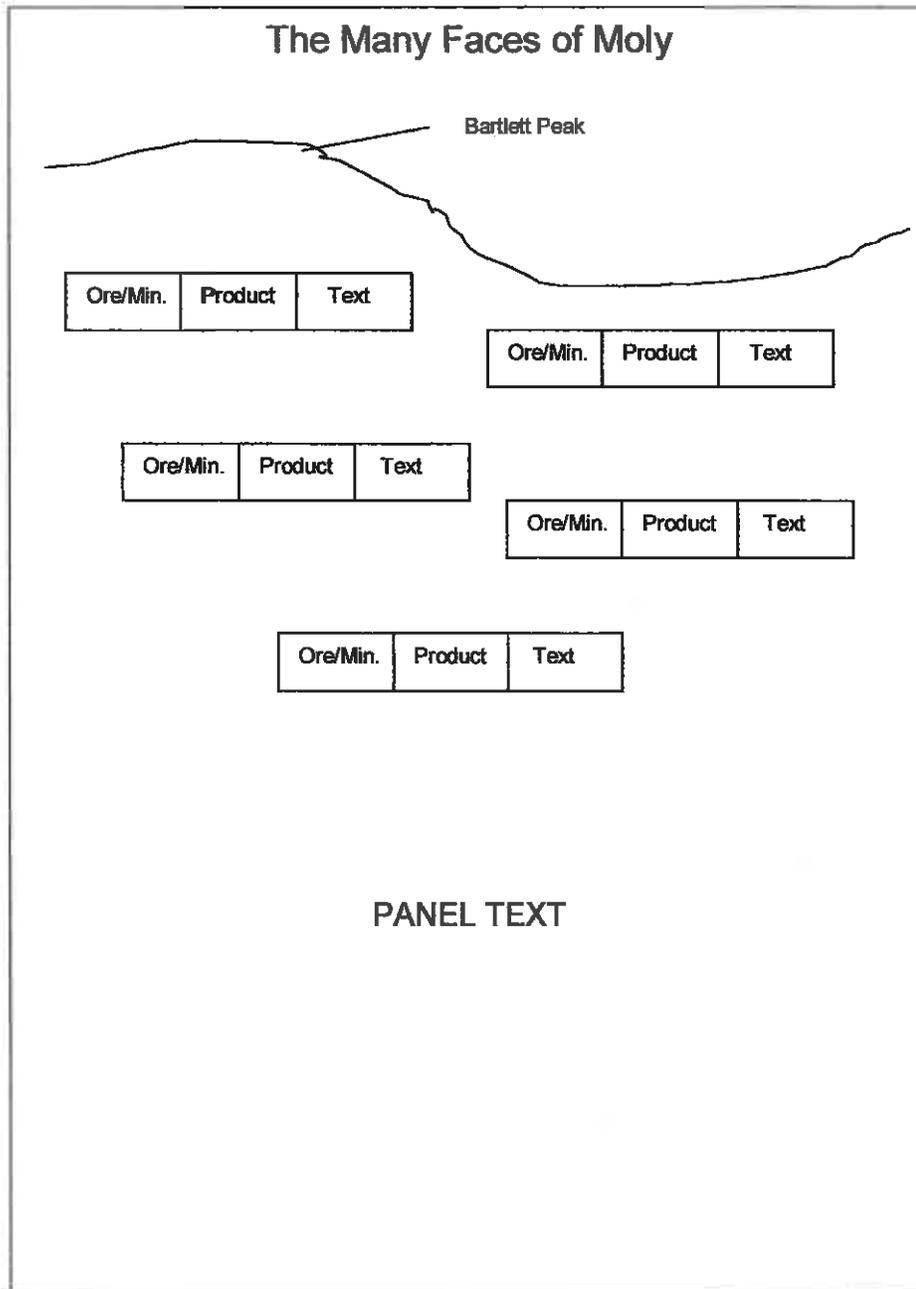
Interpretive Station 2 is an exhibit on the evolution of the Climax Mine and surrounding landscape. It graphically depicts the mine and Bartlett Mountain, from pre-mining to post-reclamation. The GIS work that Climax has been involved with is an excellent foundation for generating images of the mine's reclamation. Ideally, this exhibit would be a virtual video presentation, allowing viewers to watch the transformation of the landscape over time. Recorded sound elements at this station could include oral histories obtained from people who worked at the mine and lived in Climax.

Interpretive Station 3 is an exhibit that makes the mine's end products real for the visitor. Many engineering options are possible for this exhibit. One option is described here and illustrated in Figure 7.

The exhibit panel shows a graphic depiction of the Climax Mine. Several three-section, Lexan-fronted chambers are cut into the panel. The chambers are positioned on the display to coincide with a location in the mine where molybdenum, tin or tungsten was extracted. Several cutouts can be used to show molybdenum in its various forms. One section of each cutout contains an ore and/or mineral sample. The second section contains a sample or depiction of an end product of that ore/mineral. The third section contains text on the product, and how the reader might encounter it in his/her life.

4. **Make a Climax Mine dump truck operable.** This impressive vehicle could be used in byway and community events, and be a link to recent and on-going mining activities.
5. **Recruit volunteers to serve as on-site interpreters.** This site is especially conducive to personal interpretation. Using former mine workers and residents of Climax as interpreters will do more to bring this site to life than any other single strategy. See the *General Interpretive Strategies* chapter of this IMP for additional information on volunteer interpreters.

Figure 7. Interpretive Station 3, Climax Mine/Fremont Pass Summit



Tier 1 Site Interpretation

Site-Specific Strategies and Tools

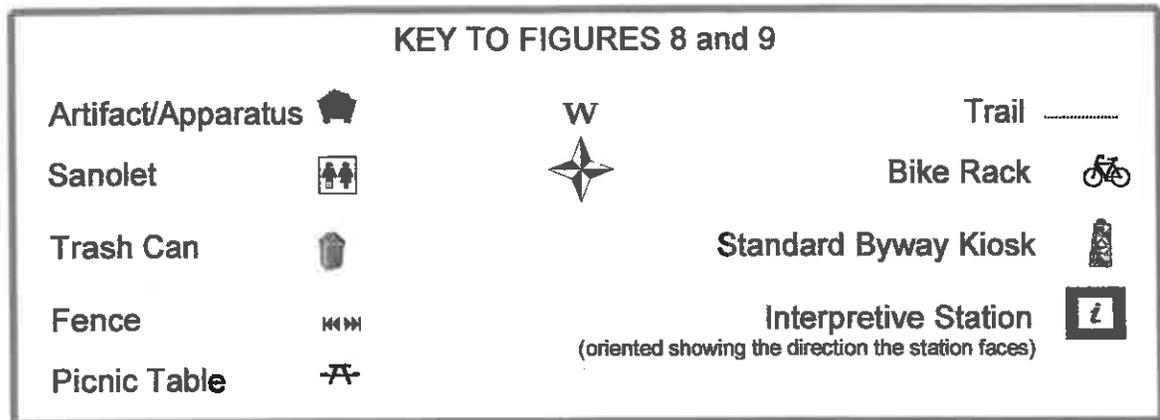


Figure 8. Existing Interpretive Site, Climax Mine/Fremont Pass Summit

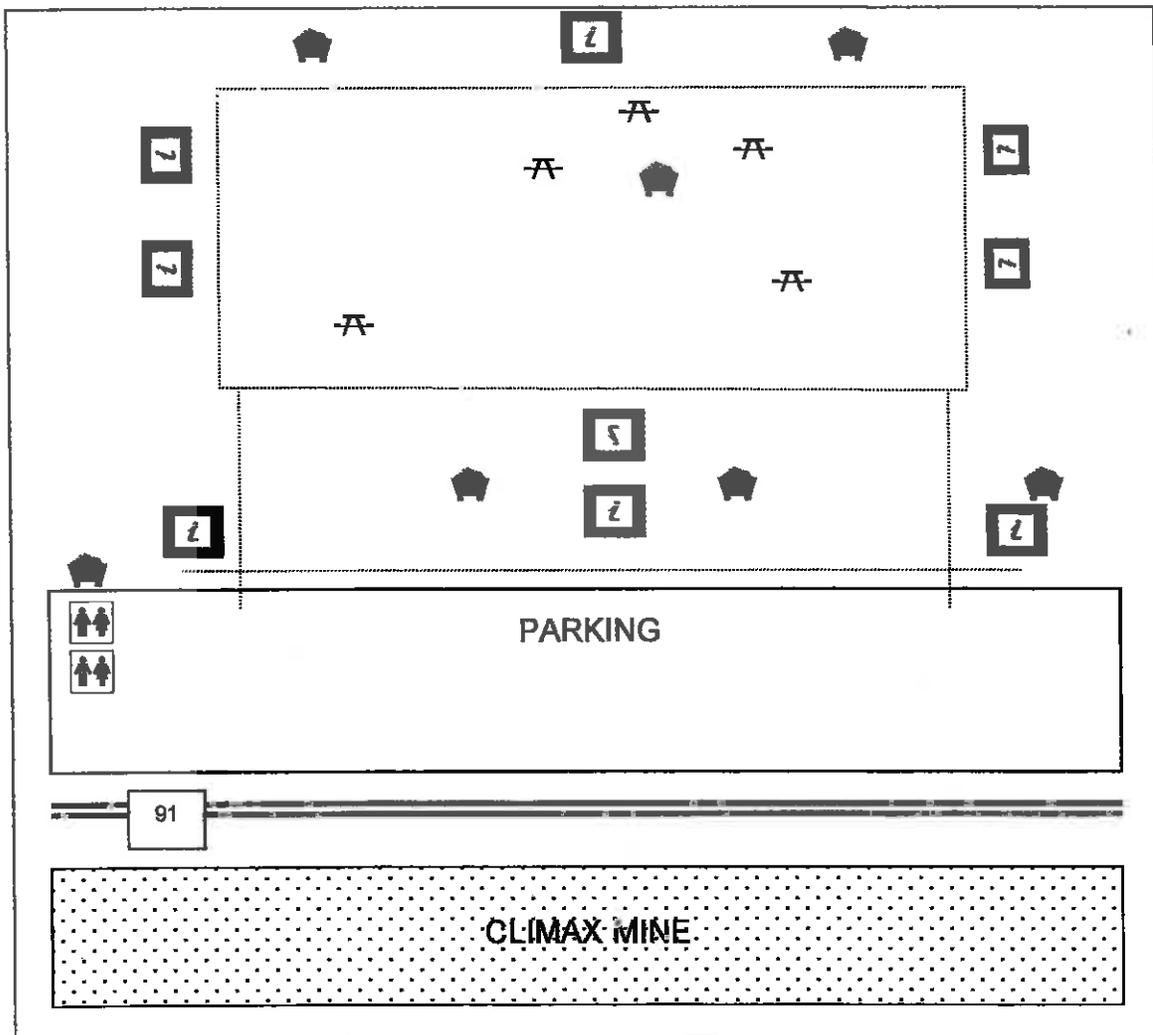
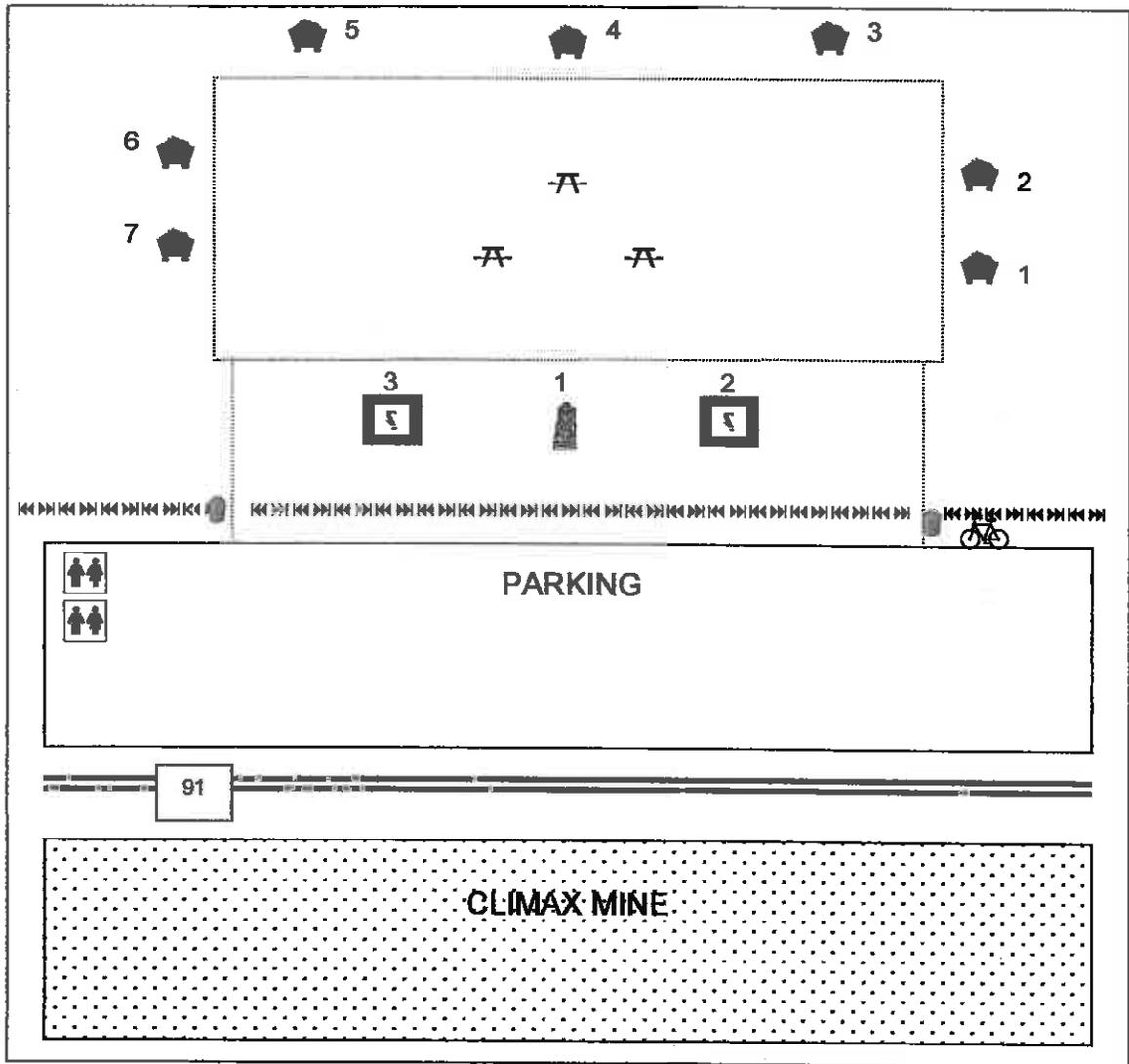


Figure 9. Proposed Interpretive Site, Climax Mine/Fremont Pass Summit



Tier 1 Site Interpretation

Site-Specific Strategies and Tools

Summary of recommendations: Climax Mine/Fremont Pass Summit

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|--|----------------------------|--|---|
| 1 | Continue the radio broadcast from Climax Mine. | Climax | Byway Committee | Current operating budget. |
| 2 | Move apparatus and interpretive panels away from the Sanolets. | Climax | | Staff Time |
| 3 | Upgrade the fence between the parking area and the interpretive site. | Climax | | \$500-\$2,500 |
| 4 | Install three picnic tables. | Climax | | \$300-\$1,000 |
| 5 | Install a standard Tier 1 kiosk. | Climax | CDOT, Byway Committee | \$10,000-\$15,000 |
| 6 | Install an exhibit on the evolution of the Climax Mine and surrounding landscape. | Climax | Byway Committee | \$25,000-\$30,000 |
| 7 | Install an exhibit on the mine's end products. | Climax | Byway Committee | \$3,500-\$7,500 |
| 8 | Relocate artifacts/apparatus to the western half of the site. | Climax | | Staff time |
| 9 | Fill ore carts used as interpretive apparatus with ore samples. | Climax | | Staff time |
| 10 | Place trash cans at the entrances to the site. | Climax | Agency responsible for trash pick-up. | Staff time |
| 11 | Recruit volunteers to serve as on-site interpreters. | Climax, Byway Committee | | Staff time. \$500-\$1,000 for materials. |
| 12 | Make a Climax Mine dump truck operable. | Climax | | Staff time. |
| 13 | Supplement apparatus with depictions of workers engaged in various mining/milling tasks. | Climax | Byway Committee, mining organizations. | Depends on size, medium, donations, etc. |

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4. Hayden Ranch

Comments

The Hayden Ranch has the potential to be a showcase property on the byway. It is the best site on the byway to interpret ranching. It has scenic vistas, valuable wildlife habitat, recreational potential, and numerous opportunities for partnerships. It is also the best site for interpreting open space acquisition and management.

Interpretive Goals

1. Provide information on the following interpretive topics:
 - The history and importance of ranching in the region.
 - Open space acquisition and management.
 - Sharing the byway and safe driving practices.
2. Interpretive and recreational activities and amenities should be developed within the context of protecting cultural resources, wildlife habitat and other natural resource values.
3. Connect to other byway sites.

Standard Kiosk Interpretive Panel Subjects

Panel 1: Orientation map to the property and interpretive area.

Panel 2: History of the ranch and property complex, including its acquisition and management.

Panel 3: Bridging the Byway; sharing the Byway and safety; and kiosk headframe information.

Preliminary Interpretive Strategies and Tools

Uncertainty about the future development of this site and the Arkansas Headwaters Recreation Area Gateway site prevents providing a detailed description of interpretive strategies and tools at this point. Specific interpretive strategies should be developed after a management plan has been adopted for the property. To aid interpretive planning, the management plan should contain the following information:

- A cultural resource inventory, including an assessment of the historical significance of existing buildings and artifacts.
- An assessment of the structural integrity of buildings.
- A building demolition/restoration/use plan.
- A public utilities assessment.

Tier 1 Site Interpretation

Site-Specific Strategies and Tools

- A public access plan including parking, trails and other visitor amenities and services.
- The overall interpretive philosophy for the site. For example, it may be decided to keep the site low-tech and relatively undeveloped in an attempt to depict historic ranch operations. In this case, touch screen computer kiosks would not be appropriate. Such kiosks would be appropriate, however, if the focus of the ranch is to compare and contrast historic and modern ranching practices.
- Visitation projections. Before investing heavily in this site, target audiences should be identified and assessed. For example, if metro-Denver schools are a target, the school district's transportation policies should be evaluated to determine if visitation will be feasible and sustainable.

For the purposes of this IMP, the site will be treated as a Tier 1 site. The strategies and tools listed in this section should be re-evaluated if the Hayden Ranch is developed as a Gateway site. The following strategies and tools are not prioritized, but rather, are a listing of ideas that should be considered when finalizing plans for the Hayden Ranch:

1. **Restore as many of the ranch buildings as possible.** Restored buildings can be used for a variety of purposes, including:
 - Recreating the ranch at a particular point in time.
 - Housing exhibits, artifacts and displays.
 - Serving as a staging area for activities and events.
2. **Furnish selected buildings for the historic period being interpreted.** These could be made accessible to the public in a variety of ways, depending upon budget and security considerations. When closed, windows could allow public viewing of building interiors.
3. **Hire a caretaker to manage the ranch and interact with the public.** The caretaker could provide basic interpretive and security functions while performing some ranch maintenance.
4. **Develop and conduct living history programs.** It must be realized that living history is perhaps the most difficult and expensive form of interpretation. It may not be possible to generate sufficient funds and recruit enough volunteers from the region to support full time living history at the ranch. Occasional living history can be offered in a variety of ways:

Tier 1 Site Interpretation

Site-Specific Strategies and Tools

- **Demonstrations, seminars and classes** (smithing, candle making, cooking, roping, branding, etc.).
 - **An annual byway festival.** See the *General Interpretive Strategies* chapter of the IMP for additional information on this festival.
 - **A weekend or summer “ranch camp”** for youths and/or adults.
 - **Special events such as hay rides and sleigh rides** (encouraging winter visitation).
 - **Melodramas** offered in conjunction with community theater groups, the Tabor Opera House, etc.
5. **Develop a timeline or other visual exhibit** showing the human use of the ranch area, from Native Americans to byway traveler. To the extent possible, this exhibit should feature artifacts.
6. **Install audio elements to interpret the buildings.** Recorded background sounds, dialogue and narrative could be used to provide information and bring the ranch to life. Recorded elements could include the sounds of a blacksmith at work; conversation while dipping candles or churning butter; discussions of feed costs, weather and other concerns. Recordings could be activated in one of two ways:
- Intentionally and manually by the visitor (push button).
 - Involuntarily, as with a motion sensor that activates the recording as the visitor approaches the building.
7. **Retain as much wood as possible from demolished buildings and fences.** This wood can be used for ongoing maintenance, in exhibits and displays, to screen contemporary objects from view, and other purposes.

Tier 1 Site Interpretation

Site-Specific Strategies and Tools

Summary of recommendations: Hayden Ranch

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|---|----------------------------|---|--|
| 1 | Restore as many of the ranch buildings as possible. | Managing agency | Byway Committee, LOCOSI | Unknown at this time. |
| 2 | Retain as much wood as possible from demolished buildings and fences. | Managing agency | | Not applicable |
| 3 | Install a standard Tier 1 kiosk. | Managing agency | Byway Committee | \$10,000-\$15,000 |
| 4 | Furnish buildings for the historic period being interpreted. | Managing agency | Byway Committee, LOCOSI, historical societies, museums, citizens. | Unknown at this time. Loans and donations should be pursued. |
| 5 | Hire a caretaker to manage the ranch and interact with the public. | Managing agency | Byway Committee, LOCOSI | Depends on job classification and grade of hiring agency. |
| 6 | Develop and conduct living history programs. | Managing agency | Byway Committee, LOCOSI, historical societies, museums, citizens. | Unknown at this time. |
| 7 | Develop a timeline of human use. | Managing agency | Byway Committee, LOCOSI. | \$2,500-\$5,000 |
| 8 | Install audio elements to interpret the buildings. | Managing agency | Byway Committee, LOCOSI. | \$2,000-\$6,000 per building. |

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5. Holy Cross / Kokomo Overlook

Comments

This site offers the byway's best view of the Mount of the Holy Cross. The history of Kokomo, Robinson and Recen lends itself to innovative interpretation. The importance of the reclamation and water programs at this site to residents of the metro-Denver area should be emphasized. (Twenty percent of all byway visitors and 55% of visitors residing in Colorado are metro-Denver residents.) Existing interpretive media are due for replacement, making this an opportune time for development of this site.

Interpretive Goals

1. Provide information on the following interpretive topics:
 - The past, present and future importance of mining, including mine reclamation programs.
 - The region's natural resource values.
 - Sharing the byway and safe driving practices.
2. Provide information on the mining process, reclamation, and water treatment.
3. Interpret the history of Kokomo, Robinson and Recen.
4. Provide information on the Mount of the Holy Cross and its early visitors.
5. Connect to the Climax Mine and other byway sites.

Standard Kiosk Interpretive Panel Subjects

See #2 below, Interpretive Station 1.

Interpretive Strategies and Tools

1. **Replace the existing interpretive panels with two interpretive stations.** These stations should be oriented so that the visitor is facing west when reading the interpretive information. The two interpretive stations are described below.

Interpretive Station 1 is a standard Tier 1 kiosk.

- Panel 1 connects the site to the Climax mine and interprets the tailings ponds, reclamation of the valley, and uses of the site's treated water.
- Panel 2 interprets the Mount of the Holy Cross, the Holy Cross Wilderness Area, and the natural resources of the region.
- Panel 3 discusses the townsites of Kokomo, Robinson and Recen, and refers visitors to Interpretive Station 2.
- Panel 4 contains *Bridging the Byway* information, a byway map, information on safely sharing the byway, and headframe information.

Tier 1 Site Interpretation

Site-Specific Strategies and Tools

Interpretive Station 2 is an interactive exhibit detailing the history of the valley and former townsites of Kokomo, Robinson and Recen. Several engineering options exist for this exhibit, including:

- The evolution of the valley can be depicted in a virtual program, as described for the Climax Mine/Fremont Pass Summit site, Interpretive Station 2. This is the preferred option.
- Visitors manipulate a series of buttons or levers, each activating a mylar screen that stretches across the valley showing the fill level at different points in time. Data on the tonnage and volume of tailings are printed on the screens. This information should be supplemented by information on the wealth and value of the minerals and end products extracted from the mine.

Summary of recommendations: Holy Cross / Kokomo Overlook

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|---|----------------------------|--|-------------------|
| 1 | Install a standard Tier 1 kiosk. | Climax | CDOT, Byway Committee. | \$10,000-\$15,000 |
| 2 | Install an interactive exhibit on the history of the valley and former townsites. | Climax | Byway Committee, historical societies. | \$4,000-\$30,000 |

* Cost estimates are approximations and should not be used when developing bids, designing site plans and implementing projects. Costs vary based on media and options selected, resources available from the client, quantity and other factors. These cost estimates are perhaps most useful in determining the relative cost and cost range of recommendations.

6. 10th Mountain Division Memorial

Comments

This site's primary function should be to serve as a memorial to the soldiers of the 10th Mountain Division who were killed in action. The current arrangement of interpretive panels functions well. The panels guide the visitor and set the stage for the memorial. The panels are in need of replacement, however, which affords the opportunity to make them more consistent with the overall byway topics and format. This site's configuration and its status as a memorial may justify modifications to the standard byway kiosk. Kiosk options include:

- Install a standard byway kiosk without interpretive panels at a prominent location visible from the roadway but not intrusive into the memorial site. In this case interpretive panels would be positioned along the walk to the memorial, as is currently the case. Three interpretive panels should be used to convey the history of the 10th Mountain Division and to refer visitors to Camp Hale. This is the recommended option.
- Install a standard byway kiosk, with interpretive panels, at a prominent location visible from the roadway but not intrusive into the memorial site. Interpretive panels would also be placed along the walk to the memorial, as described above.
- Do not install a byway interpretive kiosk at the site.

Interpretive Goals

1. Respect the sanctity of the memorial site.
2. Provide information on the following interpretive topics:
 - The history of the 10th Mountain Division.
 - The evolution of the ski and resort industry.
 - Sharing the byway and safe driving practices.
3. Connect to other byway sites.

Standard Kiosk Interpretive Panel Subjects (If a kiosk is installed)

Panel 1: Explanation of the memorial, brief history of the 10th Mountain Division, and referral to Camp Hale.

Panel 2: Evolution of the ski industry.

Panel 3: Bridging the Byway; sharing the Byway and safety; and kiosk headframe information.

Interpretive Strategies and Tools

1. **Replace the existing interpretive panels** for improved aesthetics and greater continuity with other byway sites. If interpretive panels are placed

Tier 1 Site Interpretation

Site-Specific Strategies and Tools

along the walk to the memorial, **install stanchions that are compatible with the site** (e.g., sandstone color, granite veneer).

2. **Evaluate the need for a Trail Register at this location.** If a register is deemed necessary for trails in the area, it should be located in a less intrusive spot. If tracking visitation at the memorial is necessary, a registration book using 10th Mountain Division duty rosters or other forms would be more appropriate.

Summary of recommendations: 10th Mountain Division Memorial

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|--|----------------------------|--|-------------------|
| 1 | Replace existing interpretive panels. | USFS | Byway Committee, 10 th Mountain Division organizations. | \$12,000-\$18,000 |
| 2 | Install stanchions that are compatible with the site. | USFS | Byway Committee, 10 th Mountain Division organizations. | \$2,000-\$5,000 |
| 3 | Evaluate the need for a Trail Register at this location. | USFS | | Staff Time |
| 4 | Install a standard Tier 1 kiosk (optional). | USFS | CDOT, Byway Committee, 10 th Mountain Division organizations. | \$12,000-\$20,000 |

* Cost estimates are approximations and should not be used when developing bids, designing site plans and implementing projects. Costs vary based on media and options selected, resources available from the client, quantity and other factors. These cost estimates are perhaps most useful in determining the relative cost and cost range of recommendations.

7. Camp Hale

Comments

The USFS and Western Cultural Resource Management, Inc. completed a management and interpretation plan for Camp Hale in 1999. This plan is intended to guide the development of Camp Hale as an interpretive site, an action that will benefit byway travelers. The plan covers the Camp Hale site in the Pando Valley, but does not consider roadside interpretation along the byway. For this reason, this section of the IMP will focus on the wayside on Highway 24.

Since the bulk of the camp's interpretation will now occur on the valley floor, the wayside no longer has to function as the sole source of information on the camp. The purpose of a wayside on Highway 24 should shift to encouraging visitors to drive, bike or walk the auto tour. Wayside exhibits should provide Camp Hale information to visitors not wishing to tour the camp, but not be redundant with the auto tour. The wayside must enhance and not compete with the auto tour. The wayside and the camp must function as an integrated interpretive amenity and experience.

Interpretive Goals

1. Provide basic information on the following interpretive topics:
 - The history of the 10th Mountain Division.
 - The evolution of the ski and resort industry.
 - Sharing the byway and safe driving practices.
2. Encourage visitors to take the Camp Hale auto tour.
3. Provide an attractive entrance to the camp and auto tour.
4. Integrate with the provisions of *A Management and Interpretation Plan for Camp Hale* (Western Cultural Resource Management, Inc., 1999).
5. Connect to other byway sites.

Standard Kiosk Interpretive Panel Subjects

Panel 1: The history of the 10th Mountain Division.

Panel 2: The history of the 10th Mountain Division.

Panel 3: The history of the 10th Mountain Division and the evolution of the ski and resort industry.

Panel 4: Bridging the Byway; sharing the Byway and safety; and kiosk headframe information.

Interpretive Strategies and Tools

1. Three options for wayside interpretation on Highway 24 are provided. Option 1 involves relocating and abandoning the existing wayside. Option 2 involves retaining a modified wayside at the current location. Option 3 is a combination of Options 1 and 2.

Option 1 (preferred)

Relocate the existing wayside interpretive area to the entry to the camp. This will allow the wayside to serve as the starting point of the auto tour. It will also increase visitation by making the wayside accessible to campers, bicyclists and others who currently enter the camp without visiting the wayside. Relocating the wayside will also consolidate amenities, concentrate public use, and reduce maintenance costs. (Note: One sign should remain at the former wayside, directing visitors to the camp entry, relocated wayside, and auto tour.)

1. **Install a Tier 1 kiosk at the entry to the camp.**
2. **Place large artifacts in proximity to the Tier 1 kiosk.** These will attract travelers on the highway and serve as valuable interpretive tools. A track vehicle for use on snow or other Camp Hale artifact would be appropriate.
3. **Place signs on Highway 24** notifying travelers of when they have entered the Camp Hale National Historic Site.
4. **Mark the official entry into the camp (and start of the auto tour) with a commemorative marker that ties the site to the 10th Mountain Memorial** (e.g., a large, vertical stone slab being scaled by a soldier in relief.)
5. **Erect a Quonset hut at the wayside and entry to the camp.** The hut could be a full- or scale-size hut similar to those used when the camp was operating. The hut could serve as a year-round facility for exhibits and artifacts, and provide a place for visitors and interpreters to interact. The hut could also serve as a distribution point for auto tour maps, pamphlets and other support material. Numerous exhibits and interactive displays can be developed for the hut, including:
 - **Furnish part of the hut as troop barracks** so visitors could experience living conditions at the camp.
 - **An audio/visual exhibit on “A Day in the Life of a Camp Hale Soldier.”** Recorded oral histories, letters to home from soldiers, diaries and other narratives could be used to increase the power and effectiveness of this exhibit.
 - **A large, 3-dimensional relief map of the camp.** Push buttons could be used to activate a light and audio recording that identify and describe selected features of the camp and landscape. This display, with or without the interactive element, could also be placed outdoors. If placed outdoors, **an accompanying “site finder” similar in format and function to a peak finder,** could be used to help visitors locate selected features.

Tier 1 Site Interpretation

Site-Specific Strategies and Tools

- **A large video monitor** for showing *Fire On The Mountain* and other Camp Hale related videos.
- **Replicas of the skis used by troops mounted to the floor along with ski poles.** Visitors could step into the skis as a learning experience and/or photo opportunity. This exhibit could also be an outdoor exhibit, and could be expanded to show the evolution of skis, boots and bindings.
- **A full duty pack mounted on a harness** that allows the visitor to control the amount of weight he/she bears. This could be used in conjunction with the ski exhibit.
- **Samples of the ropes used by climbing soldiers displayed alongside modern climbing rope and gear.** If engineering and liability concerns can be adequately addressed, a small-scale rope climbing area can be installed indoors or outside. **Historic ropes can also be used to cordon off displays and to guide visitors around the site.**

Option 2

This option recognizes that relocating the existing wayside, built in 1992, may not be practical. This option retains the existing wayside and uses it to direct visitors to the camp entrance and auto tour.

1. **Install a Tier 1 kiosk at the existing wayside.**
2. **Place a large artifact in proximity to the Tier 1 kiosk.** This will attract travelers on the highway and serve as a valuable interpretive tool. A track vehicle for use on snow or other Camp Hale artifact would be appropriate.
3. **Replace the five existing interpretive panels.** Four of the panels should be used to interpret Camp Hale. The fifth panel should direct readers to the entrance to the camp and the auto tour.
4. **Place signs on Highway 24** notifying travelers of when they have entered the Camp Hale National Historic Site.

Option 3

This option combines Options 1 and 2. In this scenario, Option 2 is adopted in its entirety, along with selected provisions of Option 1 (e.g., Quonset hut, commemorative marker).

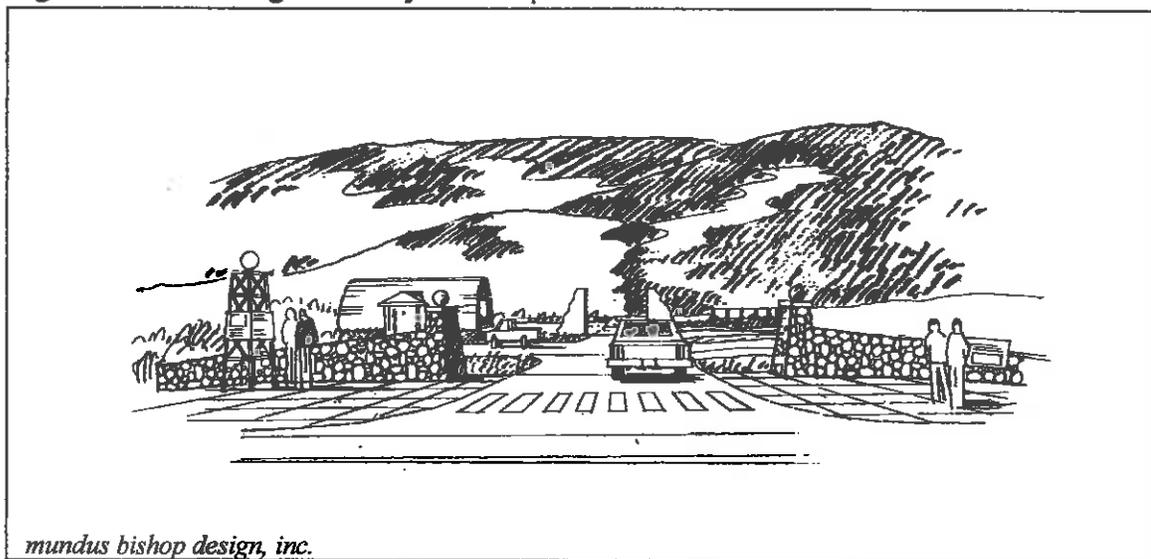
Tier 1 Site Interpretation

Site-Specific Strategies and Tools

Regardless of the option selected, the following strategies and tools should be employed at Camp Hale:

1. **Improve the aesthetics of the entry** to the camp and auto tour by removing the large notice board and removing the trash can. If campers need these items they should be located at the campground. **Road improvements**, as seen in Figure 10, would improve the safety and aesthetics of the entry.
2. **Develop a corps of 10th Mountain Division volunteers** who can give oral histories, staff the camp, lead auto tours, and participate in events and activities.
3. **Refurbish and make operable a Camp Hale vehicle** to be used in byway and community events.
4. **Develop a brochure for the camp**, focusing on the auto tour.
5. **Create a poster for the camp and auto tour for posting at the campground.**
6. **The camp should be a featured site at an annual byway festival and at events specifically commemorating the camp.**
7. **Work with Jeep Division of Chrysler Corporation** to include Camp Hale activities in the annual Camp Jeep.

Figure 10. Redesigned entry to Camp Hale



Tier 1 Site Interpretation

Site-Specific Strategies and Tools

Summary of recommendations: Camp Hale

| Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|--|----------------------------|--|--|
| Install a standard Tier 1 kiosk. | USFS | CDOT, Byway Committee | \$10,000-\$15,000 |
| Place signs on Highway 24. | USFS, CDOT | Byway Committee | \$250-\$500 |
| Remove the large notice board. | USFS | | Staff Time |
| Remove the trash can. | USFS | | Staff Time |
| Replace the five existing interpretive panels. | USFS | Byway Committee, 10 th Mountain Division organizations. | \$15,000-\$20,000 |
| Develop a corps of 10 th Mountain Division volunteers | Byway Committee | 10 th Mountain Division organizations. | Staff Time, \$500-\$1,000 for materials. |
| Refurbish and make operable a Camp Hale vehicle. | USFS | 10 th Mountain Division organizations, U.S. Army. | Donation or loan should be pursued. |
| Develop a brochure for the camp, focusing on the auto tour. | USFS | 10 th Mountain Division organizations. | \$10,000-\$20,000 |
| Create a poster for the camp and auto tour. | USFS | 10 th Mountain Division organizations. | \$1,000-\$2,500 |
| Work with Jeep Division of Chrysler Corporation to include Camp Hale activities in the annual Camp Jeep. | USFS | Byway Committee, 10 th Mountain Division organizations. | Staff Time. |
| Feature the camp at an annual byway festival and events specifically commemorating the camp. | Byway Committee, USFS | Byway management agencies, 10 th Mountain Division organizations. | Staff Time |
| Place large artifacts at appropriate locations. | USFS | 10 th Mountain Division organizations, U.S. Army. | Donations or loans should be pursued. |
| Place a commemorative marker. | USFS | 10 th Mountain Division organizations. | Depends on medium, size, donations. |
| Road improvements | USFS, CDOT | | \$40,000-\$50,000 |
| Erect a Quonset hut/visitor center at the wayside and entry to the camp. | USFS | 10 th Mountain Division organizations, U.S. Army. | Donation or loan should be pursued. |
| Furnish part of the hut as a troop barracks. | USFS | 10 th Mountain Division organizations, U.S. Army, historical societies, citizens. | Donations or loans should be pursued. |

Tier 1 Site Interpretation

Site-Specific Strategies and Tools

Summary of recommendations: Camp Hale

| Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|---|----------------------------|--|-------------------|
| Install a standard Tier 1 kiosk. | Byway Committee, CDOT | | \$10,000-\$15,000 |
| Create an audio/visual exhibit on "A Day In the Life of a Camp Hale Soldier." | USFS | 10 th Mountain Division organizations, U.S. Army, historical societies. | \$25,000-\$50,000 |
| Install a large, 3-dimensional relief map of the camp. | USFS | 10 th Mountain Division organizations. | \$9,000-\$20,000 |
| Install a large video monitor. | USFS | | \$1,000-\$5,000 |
| Mount replicas of skis and poles. | USFS | 10 th Mountain Division organizations. | \$500-\$2,000 |
| Mount a full duty pack on a harness. | USFS | 10 th Mountain Division organizations. | \$500-\$2,500 |
| Create a display of climbing ropes/gear. | USFS | 10 th Mountain Division organizations. | \$500-\$2,500 |

* Cost estimates are approximations and should not be used when developing bids, designing site plans and implementing projects. Costs vary based on media and options selected, resources available from the client, quantity and other factors. These cost estimates are perhaps most useful in determining the relative cost and cost range of recommendations.

8. Ossman Ranch Overlook

Comments

This site features one of the best views of Mount Massive on the Highway 91 section of the byway. More importantly, it is one of the best locations for viewing wildlife on the byway. Wildlife viewing is among the three most popular byway activities year-round. Throughout Colorado and across the nation, wildlife viewing is among the fastest growing forms of outdoor recreation. The Ossman Ranch (private property) supports numerous wildlife species, notably elk in winter. As such, this can be an important site for promoting winter visitation to the byway. Developing this site as a Watchable Wildlife site creates partnerships with the Colorado Division of Wildlife, the ranch owner, and CDOT.

In order to function as a Watchable Wildlife site in winter the site must be kept accessible and safe. This will require a significant commitment to maintenance. It may also be necessary to discuss supplemental feeding and other strategies to encourage wildlife use with the Division of Wildlife. It must also be noted that developing this site as a Watchable Wildlife viewing area will require removing trees to improve the view of the ranch and Mount Massive.

Interpretive Goals

1. Provide information on the following interpretive topics:
 - The region's natural resource values.
 - The history and importance of ranching in the region.
 - Sharing the byway and safe driving practices.
2. Provide information on the importance of ranching and private property for wildlife.
3. Interpret the view of Mount Massive and the Sawatch Range.
4. Provide an opportunity to view wildlife while protecting wildlife and its habitat.
5. Provide information on elk and other wildlife species.
6. Develop a year-round interpretive site.
7. Connect to other byway sites.

Standard Kiosk Interpretive Panel Subjects

Panel 1: The wildlife of the area.

Panel 2: The importance of ranching and private property for wildlife.

Panel 3: Bridging the Byway; sharing the Byway and safety; and kiosk headframe information.

Interpretive Strategies and Tools

1. Work with the ranch owner, the Division of Wildlife, and CDOT to **develop the site as a Watchable Wildlife viewing area**. The location proposed here is approximately 0.9 mile north of the intersection of Highways 91 and 24, and south of the location formerly considered for a viewing area. Relocating the

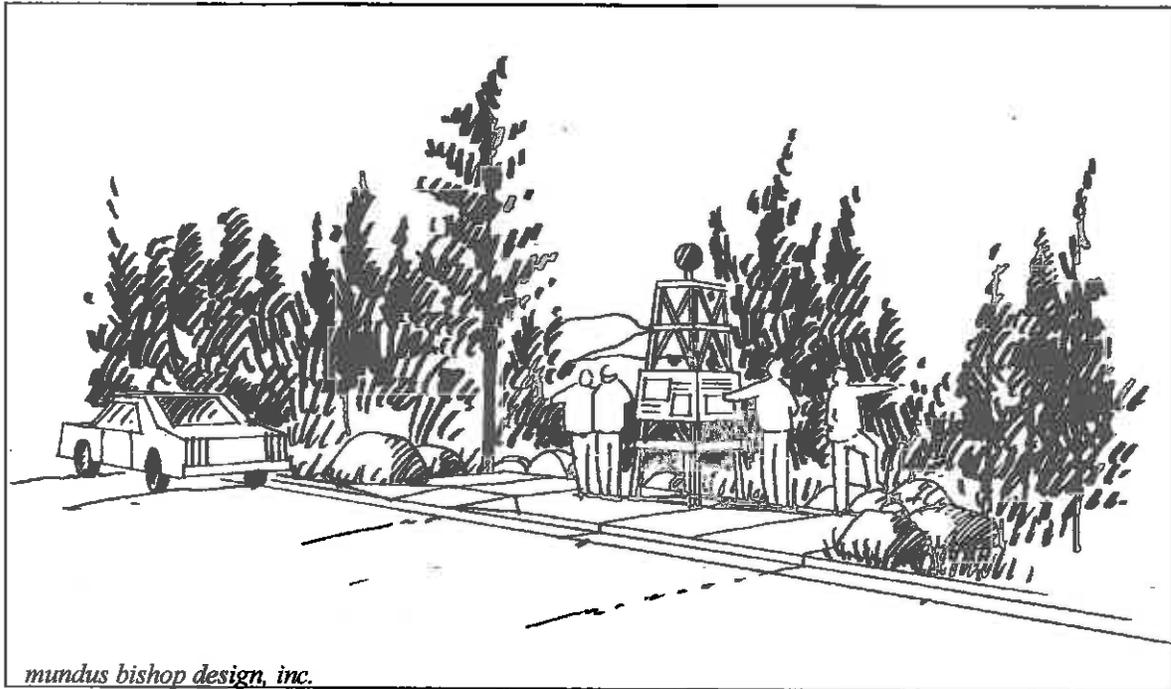
Tier 1 Site Interpretation

Site-Specific Strategies and Tools

viewing area improves highway safety, enhances the view, and minimizes impacts to wildlife habitat and the East Arkansas River riparian corridor.

2. **Construct a wildlife viewing area at the site.** Figure 11 illustrates a possible site design for the area.
3. **Install interpretive panels at the viewing area.** These panels would supplement the information contained on the standard byway kiosk.
4. **Install spotting scopes at the viewing area.** Coin-operated spotting scopes could be installed to generate revenue for site maintenance.
5. **Work with the Colorado Division of Wildlife to incorporate this site into a Winter Wildlife Wonderland viewing tour** (elk, bighorn sheep, pronghorn, eagles, hawks).

Figure 11. Wildlife viewing area at Ossman Ranch Overlook



Tier 1 Site Interpretation

Site-Specific Strategies and Tools

Summary of recommendations: Ossman Ranch Overlook

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|---|----------------------------|---------------------------------|---|
| 1 | Construct a wildlife viewing area. | Division of Wildlife, CDOT | Byway Committee | \$40,000-\$50,000 for paving, clearing, road signs. |
| 2 | Install a standard Tier 1 kiosk. | Byway Committee, CDOT | | \$10,000-\$15,000 |
| 3 | Install interpretive panels at the viewing area. | Division of Wildlife | Byway Committee | \$10,000-\$15,000 |
| 4 | Install spotting scopes at the viewing area. | Division of Wildlife | | \$2,000-\$3,500 per scope. |
| 5 | Incorporate this site into a Winter Wildlife Wonderland viewing tour. | Division of Wildlife | Byway Committee | Staff time. \$1,000-\$5,000 in materials. |

* Cost estimates are approximations and should not be used when developing bids, designing site plans and implementing projects. Costs vary based on media and options selected, resources available from the client, quantity and other factors. These cost estimates are perhaps most useful in determining the relative cost and cost range of recommendations.

9. Crystal Lakes

Comments

Summer or winter, viewing scenery is the most popular activity among byway visitors. This site's spectacular view of Mount Elbert, Mount Massive and the Sawatch Range should be used to full advantage. The byway's scenic vistas are inspiring, however, there is no sanctioned place on the byway for personal reflection and quiet contemplation. The extensive area available for interpretation at this site lends itself to segregating uses: Formal interpretation in proximity to the parking lot, and a contemplative area at a distance from the lot.

Interpretive Goals

1. Provide information on the following interpretive topics:
 - The region's natural resource values and water resources.
 - Recreational values and opportunities on public lands.
 - Sharing the byway and safe driving practices.
2. Provide information on Sawatch Range ecology, regional hydrology, and recreation.
3. Provide a spot for contemplative enjoyment of the byway.
4. Connect to other byway sites.

Standard Kiosk Interpretive Panel Subjects

Panel 1: Ecology and natural resources of the Sawatch Range, including water resources.

Panel 2: Responsible and safe recreational use of public lands.

Panel 3: Bridging the Byway; sharing the Byway and safety; and kiosk headframe information.

Interpretive Strategies and Tools

1. **Replace and relocate the existing interpretive exhibits.** Replacing the existing exhibits with interpretive panels that are more consistent with the byway theme, topics and design will increase continuity. The information currently appearing on interpretive panels can be consolidated and presented on a standard byway kiosk. Consolidating all interpretive materials and stations near the parking lot will increase the audience while decreasing visual intrusion into the scenic vista. Existing and reconfigured site plans are shown in Figures 13 and 14.
2. **Install a peak finder in the vicinity of the parking lot.** This will permit the removal of the large signs used to identify Mount Elbert and Mount Massive. These signs are intrusive on the landscape, difficult to maintain and subject to vandalism and theft.
3. **Refurbish the large entry sign on Highway 24.** Currently this sign is one-sided, readable only by southbound traffic. The sign should either be double-

- sided and readable from both traffic lanes, or two, one-sided signs should be placed before the entrance.
- 4. Create a contemplative area away from the parking lot.** People wishing to view the mountains in solitude, away from the highway and parking lot could use this small seating area. It could also serve as a site for star gazing. The contemplative area can be built at the site of the existing interpretive panels, since this ground is already disturbed. It should be bermed or otherwise fit into the landscape for minimal intrusion into the scenic vista enjoyed by people at the parking lot. A site design for a low profile contemplative area is shown in Figure 12.
 - 5. Install an ecosystem interpretive station.** This can be used to interpret Sawatch Range ecology and prepare visitors for outdoor recreation. The station consists of several separate sets of data. One data set shows current environmental conditions at Crystal Lakes: Temperature, wind speed, wind chill, etc. A second data set is generated by a computer program. Based on current conditions at Crystal Lakes, it provides the current environmental conditions on the Alpine tundra atop Mount Elbert. Other data sets can be used to show conditions in selected life zones between Crystal Lakes and Mount Elbert.
 - 6. Install a telescope near the peak finder.** This scope can be used for viewing elk and other wildlife, scanning the Sawatch Range, and watching hikers ascend Mount Elbert.

Figure 12. Crystal Lakes Contemplative Area



Figure 13. Existing site plan, Crystal Lakes

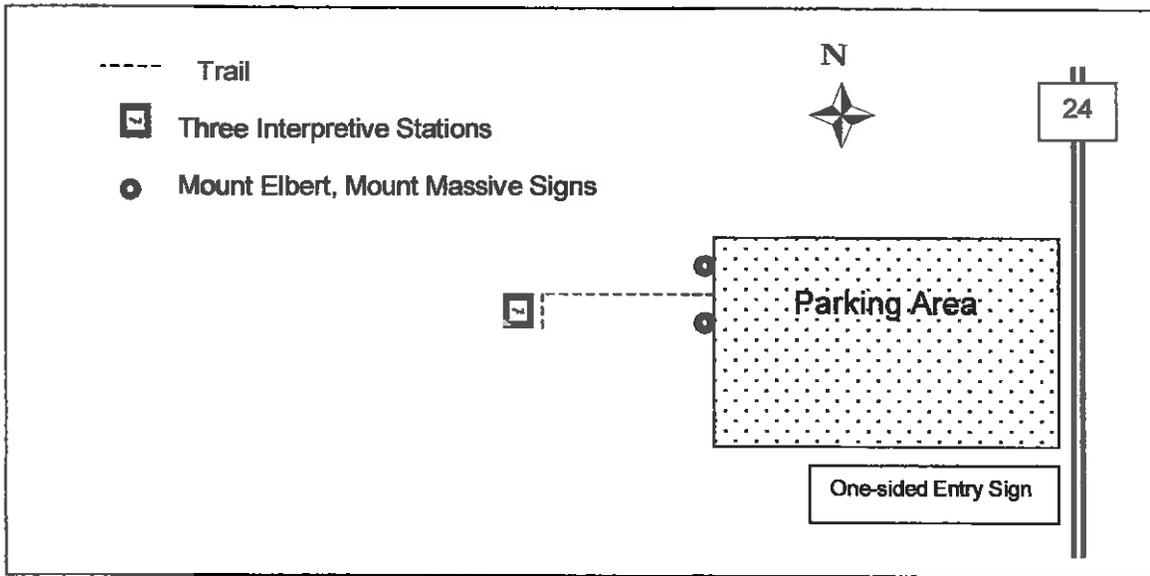
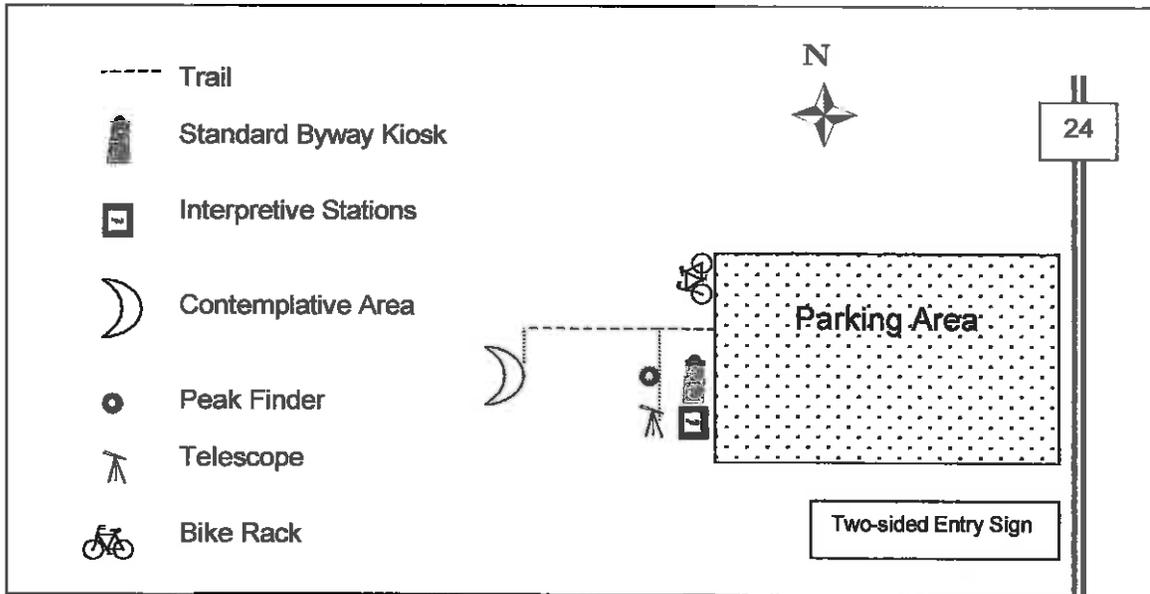


Figure 14. Proposed site plan, Crystal Lakes



Tier 1 Site Interpretation

Site-Specific Strategies and Tools

Summary of recommendations: Crystal Lakes

| Priority | Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|----------|--|----------------------------|---------------------------------|--|
| 1 | Install a standard Tier 1 kiosk. | USFS, CDOT | Byway Committee | \$10,000-\$15,000 |
| 2 | Refurbish the entry sign(s). | USFS | | \$2,500-\$5,000 |
| 3 | Replace and relocate the existing interpretive exhibits. | USFS | | Staff time. \$12,000-\$15,000 |
| 4 | Install a peak finder. | USFS | | \$2,000-\$3,500 |
| 5 | Create a contemplative area. | USFS | | \$40,000-\$50,000 for parking improvements, trail, seating area. |
| 6 | Install an ecosystem interpretive station. | USFS | | \$10,000-\$25,000 |
| 7 | Install a telescope near the peak finder. | USFS | | \$2,000-\$3,500 |

* Cost estimates are approximations and should not be used when developing bids, designing site plans and implementing projects. Costs vary based on media and options selected, resources available from the client, quantity and other factors. These cost estimates are perhaps most useful in determining the relative cost and cost range of recommendations.

Tier 2 and 3 sites are important components of the region's historic, scenic, natural or cultural landscape. If interpreted sensitively and appropriately, they can contribute to the telling of the byway story. Significant byway resources should not be expended developing these sites, however, because of site sensitivity, private property concerns, limited interpretive potential, public safety concerns, limited management resources, distance from the byway, and other factors. There may, however, be important opportunities for partnering with the agencies responsible for managing and interpreting these sites. These sites can be interpreted, referenced, and promoted in a variety of ways.

1. Reference and interpret the following sites in byway brochures, books, calendars and other print media:

- Steel Arch Bridge/Lover's Leap.
- Battle Mountain and Notch Mountain.
- Gilman townsite.
- Escondido Flats.
- Mount Elbert and Mount Massive.
- Old Leadville Stage Road and Native American petroglyphs.
- Interlaken National Historic District.
- Smelting site south of Leadville.
- Wheeler Flats.

2. Consider showing the following sites on byway maps:

- Steel Arch Bridge/Lover's Leap.
- Red Cliff Museum.
- Interlaken National Historic District.
- Mount Elbert and Mount Massive.
- Leadville National Fish Hatchery.
- Smelting site south of Leadville.
- Numerous greater Leadville sites and attractions.

3. Reference and interpret the following sites on the appropriate byway radio network broadcast:
 - Steel Arch Bridge/Lover's Leap, Gilman townsite, Battle Mountain and Notch Mountain from the Minturn Railroad Caboose.
 - Interlaken National Historic District from Twin Lakes National Historic District.
 - Numerous greater Leadville sites and attractions from the Leadville Interpretive Visitor Center.
 - Mayflower Gulch, Clinton Gulch Reservoir, and the Climax townsite from Climax Mine.
 - Mount Elbert and Mount Massive from the Arkansas Headwaters Recreation Area.
 - Wheeler Flats from Copper Mountain.

4. Reference and interpret the following sites on audio tapes/CDs:
 - Steel Arch Bridge/Lover's Leap.
 - Battle Mountain and Notch Mountain.
 - Gilman townsite.
 - Escondido Flats.
 - Ski Cooper.
 - Mount Elbert and Mount Massive.
 - Old Leadville Stage Road and Native American petroglyphs.
 - Interlaken National Historic District.
 - Malta School House.
 - Smelting site south of Leadville.
 - Clinton Gulch Reservoir.
 - Wheeler Flats.

Byway Safety

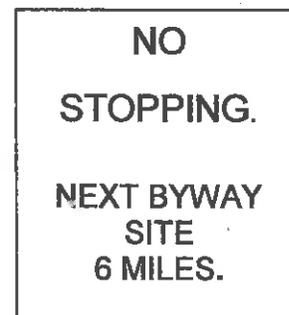
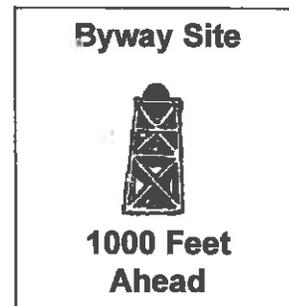
Increasing Safety and Reducing Conflict

Increasing safety and reducing motorist conflicts are of paramount importance on any scenic and historic byway. Factors that contribute to safety concerns on the Top of the Rockies byway include:

- Periodically heavy vehicle volume.
- Mixed vehicle types.
- Narrow shoulders.
- Winding roads with poor sight lines.
- Occasionally severe weather.

The interpretive sites discussed in this IMP have been selected, in part, because of the safety they afford visitors and all those traveling the byway. Similarly, numerous potential interpretive sites were rejected due to safety concerns. Since the Byway Committee has little control over road design and construction, its primary role may be to work in partnership with CDOT to assure byway sites and interests are factored into CDOT operations. The following activities are recommended to improve byway safety.

1. **Motorists should receive advance notice of upcoming byway sites.** A sign indicating an upcoming byway site should be located on the road at a distance from the site approved by CDOT. The sign should include an image of the standard byway kiosk to help travelers identify the site (the official byway columbine may also have to be included).
2. **Install *NO STOPPING* signs** prohibiting pulling off the road where it is unsafe to do so.
3. **Install emergency call boxes** at selected, Gateway and Tier 1 sites.
4. **Identify sections of road shoulder that can be developed into pullouts** for slow moving traffic. Giving these pullouts a positive name (e.g., *Courtesy Pullout*) may encourage use.



Byway Safety

Increasing Safety and Reducing Conflict

5. **Include information on byway safety and sharing the road on interpretive panels on standard byway kiosks.** Topics could include,
 - Courteous driving.
 - High altitude car maintenance.
 - Mountain driving tips.
 - Rules for bicycles and motorcycles.
 - Driving in adverse weather.
 - Personal safety at high altitude (dehydration, weather, e.g.).
6. **Include information on byway safety and sharing the road on byway radio network broadcasts.** Safety tips can also be provided to local radio stations to be broadcast as public service announcements. See #5 above for potential topics.
7. **Include information on byway safety and sharing the road on byway audio tapes/CDs, maps, brochures and printed materials.**
8. **Provide safety information to the publishers of local newspapers, summer and winter guides, and other marketing publications.**
9. **Provide safety information to employers with a significant number of employees using the byway to commute to work.**

The 1999 Summer and Winter Visitor Surveys (ARM, 1999) suggested that the profile of the typical byway traveler does not change considerably from summer to winter. This simplifies developing and providing interpretive materials and services, and allows this IMP to function as a year-round document. This good news is tempered by the fact that environmental conditions will continue to limit winter visitation to some extent. In addition, maintaining outdoor interpretive sites under the byway's winter conditions will be difficult. Some sites may have to be partially dismantled for winter storage. Maintaining interpretive sites in winter will require coordination and cooperation among numerous partners. It will require commitments of equipment, personnel, and funding. Its effectiveness will increase if integrated with the byway-marketing program.

Providing byway interpretation in winter involves more than practical considerations. The liability associated with maintaining outdoor interpretive sites, under the winter conditions experienced on the byway, must be considered. Winter interpretation can be done, however. Numerous year-round interpretive strategies are described throughout this IMP (e.g., a Quonset hut at Camp Hale). This chapter offers additional recommendations for winter interpretation on the byway.

1. **Work with CDOT and other agencies responsible for snow removal, to identify selected interpretive sites to remain open and free of snow plow drifts.** The locations of artifacts and other sensitive sites, and the duties and responsibilities of each agency should also be included in a Winter Maintenance Assistance Agreement. It is recommended that the following sites remain open year-round:

- All Gateways: Arkansas Headwaters Recreation Area (parking area only)
Copper Mountain
Twin Lakes National Historic District (parking area only)
USFS Holy Cross Ranger District Office
- Lake County Interpretive Visitor Center.
- Minturn Interpretive Railroad Caboose.
- 10th Mountain Division Memorial.
- Camp Hale (wayside only).
- Ossman Ranch Overlook.
- Crystal Lakes (parking area only).
- Hayden Ranch (if determined in the master planning process)

2. **Develop winterization schedules and agreements** with the agencies responsible for managing byway sites. For example, to the extent possible, the winter removal and storing of interpretive amenities, and their reinstallation in spring, should occur simultaneously across the byway.
3. **Shift limited resources to those facilities that will continue to operate through the winter.** For example, volunteers, artifacts, displays and other limited resources should be rotated to winter-operating facilities, regardless of jurisdiction.
4. **Work with local museums, historical societies, agencies, and others to coordinate winter hours of operation, consolidate programs, reduce competition and share resources.** For maximum effectiveness, these types of facilities should be open on weekends.
5. **include winter-related information at year-round interpretive sites** (e.g., The winter of 1899 at the Minturn Interpretive Caboose). This will remind the traveler that the byway exists year-round and may encourage winter visitation.
6. **Develop seasonal displays for facilities.** In addition to providing topical information, rotating displays may also increase repeat visits by local residents, schools and groups.
7. **Provide byway orientation to business owners during winter.** Conducting a byway session as part of a business or marketing seminar should be considered. Generating local, private sector support for the byway is critical. Business owners may have more time available for such a seminar in winter than summer. The direct economic benefits of the byway should be emphasized at the seminar, as well as the importance of word-of-mouth advertising by satisfied customers. (Forty-nine percent of respondents to the 1999 Summer Survey relied on information from family and friends when vacation planning.) Conducting a byway seminar immediately prior to summer tourist season, when the seasonal work force has been hired, should also be considered.
8. **Integrate the interpretive theme, sites and amenities into the byway marketing program.** Marketing programs that include interpretive sites and marketing slogans that reflect the interpretive theme should be developed (e.g., *Black Diamond Excitement on the Top of The Rockies Byway*).
9. **Design and field test an experimental interpretive sign stanchion** with adjustable legs for keeping the sign above snow height.

On-going monitoring of the byway's interpretive sites and amenities is important for several reasons:

- Identifying and mitigating use patterns and behaviors which might threaten sensitive sites or resources, or result in visitor conflicts.
- Identifying the cumulative impacts of visitation.
- Keeping abreast of shifting demographics and changing interpretive and marketing needs.
- Evaluating the effectiveness of interpretive products, services and amenities.
- Evaluating the effectiveness of byway management programs and activities.
- Assessing the cost effectiveness of interpretive and management activities.

The following strategies reflect a sustained and long-term commitment to making the Top of the Rockies the preeminent scenic and historic byway in the nation.

1. **Conduct a visitor survey every 3-5 years.** Continuing surveys are an effective way to monitor visitor demographics and preferences and monitor the effectiveness of some aspects of the IMP. Tracking changes to the following Visitor Survey questions would be especially helpful:

- What is your level of knowledge of this Byway?
 High Medium Low None
- What indicators of this byway have you seen in your travels?
 None Signs Brochures Maps Other
- What is your level of interest in the following:

| | | | | |
|-----------------------------|-------------------------------|---------------------------------|------------------------------|-------------------------------|
| Skiing | <input type="checkbox"/> High | <input type="checkbox"/> Medium | <input type="checkbox"/> Low | <input type="checkbox"/> None |
| Scenery | <input type="checkbox"/> High | <input type="checkbox"/> Medium | <input type="checkbox"/> Low | <input type="checkbox"/> None |
| Wildlife | <input type="checkbox"/> High | <input type="checkbox"/> Medium | <input type="checkbox"/> Low | <input type="checkbox"/> None |
| Mining history | <input type="checkbox"/> High | <input type="checkbox"/> Medium | <input type="checkbox"/> Low | <input type="checkbox"/> None |
| Military history | <input type="checkbox"/> High | <input type="checkbox"/> Medium | <input type="checkbox"/> Low | <input type="checkbox"/> None |
| Railroad history | <input type="checkbox"/> High | <input type="checkbox"/> Medium | <input type="checkbox"/> Low | <input type="checkbox"/> None |
| Ranching/Farming history | <input type="checkbox"/> High | <input type="checkbox"/> Medium | <input type="checkbox"/> Low | <input type="checkbox"/> None |
| Native American history | <input type="checkbox"/> High | <input type="checkbox"/> Medium | <input type="checkbox"/> Low | <input type="checkbox"/> None |
| General history of the area | <input type="checkbox"/> High | <input type="checkbox"/> Medium | <input type="checkbox"/> Low | <input type="checkbox"/> None |

- Which of the following would encourage you to visit sites along the byway?
 - Highway signs Roadside exhibits/displays Activities at sites
 - On-site personnel Restrooms Indoor facilities
 - Other

 - Check all the activities you did or will do while in this area.
 - View scenery Shop View wildlife Take photographs
 - Hunt/fish Visit museums/historic sites Other

 - Please enter the approximate amount of money your party has spent in the last 24 hours on the following:
 - Lodging _____ Food/Drink _____ Gas/Automotive Service _____
 - Retail Purchases _____ Entertainment _____ Other _____
2. **Conduct a license plate survey at Gateway and Tier 1 sites.** This can help identify the visiting audience and indicate the percentage of local resident visitation. An increase in local resident visitation is desired.
3. **Evaluate the effectiveness of interpretive amenities.** Effectiveness can be determined in a number of ways, including:
- Time how long visitors remain at the site. Baseline data collected in summer, 1999 indicates visitors spent an average of 5 minutes and 16 seconds (5:16) at surveyed sites (Holy Cross/Kokomo Overlook, Crystal Lakes, Twin Lakes National Historic District, Camp Hale).
 - Measure the number of people who visit multiple byway sites. This may indicate the effectiveness of the Bridging the Byway element of standard kiosks.
 - Time how long it takes visitors to read an interpretive panel. Compare their results with a control group.
 - Measure the percentage of visitors who use interactive exhibits and whether those people visit non-interactive exhibits.
 - Measure the percentage of vehicles that visit an interpretive site during a given time period. Ideally, the percentage of vehicles stopping at a site will increase as the site is made more identifiable and attractive to passing motorists.
 - Interview visitors after they have visited a site to determine the main ideas and information they learned at the site.

- Pre-test and post-test visitors on the byway theme and significant interpretive information.
4. **Collect and evaluate baseline data on environmental conditions at sensitive sites.** For example, a widening trail may indicate increased use and the need for additional measures to protect the site. Some of these data may be collected photographically at established photo points. Photo monitoring is especially valuable at sites with significant management concerns (erosion, habitat degradation, vandalism, e.g.).
 5. **Conduct attitudinal surveys** to assess changes in attitudes on mining, reclamation, ranching, railroads, resource management, and other byway topics.
 6. **Install Visitor Feedback boxes** at key facilities and sites and on computer kiosks.
 7. **Maintain visitor counts** at selected indoor and outdoor sites. This information will be helpful in assessing the cost effectiveness of programs and activities, particularly the winter maintenance program. A variety of counting methods should be used, including:
 - Visitor registration books at facilities.
 - Visitor registration pages on touch screen kiosks.
 - Counters on Web sites.
 - Infrared counters.
 8. **Work with CDOT, the State patrol, and/or the County Sheriff Departments to evaluate annual accident report data** to determine the safety of byway sites.

On-going Monitoring

Assuring Continued Success

Summary of recommendations: Ongoing Monitoring

| Task | Suggested Lead Entity(ies) | Suggested Assisting Entity(ies) | Estimated Cost * |
|--|----------------------------|---------------------------------|--|
| Conduct a visitor survey every 3-5 years. | Byway Committee. | Agency managing the site. | \$5,000-\$7,500 per survey. |
| Conduct a license plate survey at Gateway and Tier 1 sites. | Agency managing the site. | Byway Committee | Staff, volunteer, intern time. |
| Evaluate the effectiveness of interpretive amenities. | Byway Committee. | Agency managing the site. | \$2,500-\$5,000 |
| Collect and evaluate baseline data on environmental conditions at sensitive sites. | Agency managing the site. | Byway Committee | \$2,500-\$5,000 |
| Conduct attitudinal surveys. | Byway Committee. | Agency managing the site. | Staff, volunteer, intern time, or \$2,500-\$5,000. |
| Install Visitor Feedback boxes. | Agency managing the site. | Byway Committee | Staff, volunteer, intern time. |
| Maintain visitor counts. | Agency managing the site. | Byway Committee | Staff time. \$100-\$1,500 per site. |
| Evaluate annual accident report data. | Byway Committee | CDOT, State Patrol, Sheriff | Staff time. |

* Cost estimates are approximations and should not be used when developing bids, designing site plans and implementing projects. Costs vary based on media and options selected, resources available from the client, quantity and other factors. These cost estimates are perhaps most useful in determining the relative cost and cost range of recommendations.

Partners and Resources

Working Together to Achieve Success

Numerous government agencies, private entities and non-profit organizations are currently involved with planning for and managing the byway. Many of these are members of the Byway Committee or the Lake County Open Space Initiative, or are listed in Appendix B. Additional potential resources and partners include:

- American Association of Museums
1575 Eye Street, NW, Suite 400
Washington, D.C. 20005
- Arkansas River Guides and Outfitters
Various, concentrated in Buena Vista, Salida and Pueblo.
- Arkansas Headwaters Recreation Area
P.O. Box 126
Salida, CO 81201
(719) 539-7289
- Buena Vista Heritage Museum
Salida, Colorado
- Campgrounds and RV Parks
Numerous private sites in Chaffee, Eagle, Lake and Summit counties, and west metro-Denver (55% of the Colorado resident visiting the byway in summer, 1999 were from the metro-Denver area [ARM, 1999]).
- Colorado Foundation for Agriculture
28276 WCR 15
Windsor, CO 80550
(970) 686-7806
- Colorado Heritage Partnership
University of Colorado at Denver
Campus Box 128 P.O. Box 173364
Denver, CO 80217
- Colorado History Museum
1300 Broadway
Denver, CO 80203
(303) 866-2361
- Colorado Mining Association
(303) 894-0536

Partners and Resources

Working Together to Achieve Success

- **Colorado Mountain College**
Leadville, CO
- **Colorado Preservation Inc.**
910 16th Street #1100
Denver, CO 80202
(303) 893-4260
- **Colorado Railroad Association**
1600 Sherman Street #1200
Denver, CO 80203
(303) 866-2305
- **Colorado Railroad Museum**
17155 W. 44th Avenue
Golden, CO 80402
- **Colorado School of Mines**
Golden, CO
- **Colorado State Historical Society**
1300 Broadway
Denver, CO 80203
(303) 866-2305
- **Colorado Trail Foundation**
P.O. Box 260876
Lakewood, CO 80226
(303) 526-0809
- **Colorado Wildlife Heritage Foundation**
P.O. Box 211512
Denver, CO 80221
- **Continental Divide Trail Alliance**
P.O. Box 628
Pine, CO 80470
- **Denver Public Library**
10th Mountain Division Resource Center
10 W. Fourteenth Avenue Parkway
Denver, CO 80204
(303) 640-6287

Partners and Resources

Working Together to Achieve Success

- **Greater Arkansas River Nature Association**
P.O. Box 1522
Salida, CO 81201
- **Heart of the Rockies Trail groups**
- **International Molybdenum Association**
Unit 7 Hackford Walk
119-123 Hackford Road
London SW9 0QT
England
- **Jeep ® Division of Daimler Chrysler Corporation**
<http://jeepdestinations.com/>
- **Leadville Rod & Gun Club**
- **Mineral Information Institute**
1125 17th Street
Denver, CO 80202
(303) 297-3226
- **National Association for Interpretation**
P.O. Box 2246
Fort Collins, CO 80522
(888) 900-8283
- **National Mining Association**
1130 17th Street N.W.
Washington, D.C. 20036
(202) 463-2625
- **National Mining Hall of Fame and Museum**
P.O. Box 981
Leadville, CO 80461
(719) 486-1229
- **National Model Railroad Association**
Rocky Mountain Region
Rich Kohl
(303) 747-2917

Partners and Resources

Working Together to Achieve Success

- **National Railroad Historical Society**
Intermountain Region
Gerry Lemons
(303) 298-0377
- **National Railway Historical Society**
Intermountain Union Station
(303) 623-6747
- **Nature Watch**
740 Simms
P.O. Box 25127
Denver, CO 80225
(303) 275-5064
- **Red Rocks Community College**
13300 West 6th Avenue
Lakewood, CO 80228
(303) 914-6462
- **10th Mountain Division Association**
Rocky Mountain Chapter
P.O. Box 1381
Monument, CO 80132
- **10th Mountain Division Living History Display Unit**
547 E. Bexley Lane
Highlands Ranch, CO 80226
(303) 470-6921
www.members.aol.com/TenthA86Tenthmtn.html
- **Trout Unlimited**
- **Tourism groups, tour operators, bus companies, etc.**
Numerous in Colorado, particularly metro-Denver, Colorado Springs and Pueblo. Also, Cheyenne, Nebraska and Texas.

The most important factor to consider in selecting a sign medium for the byway is the harsh environmental conditions, especially the extreme UV light exposure. Extreme UV light rapidly fades and distorts the inks used in signs. Colors are particularly susceptible to fading. For this byway, the subject matter being interpreted is the second most important consideration. Evaluating both these factors leads to a recommendation that anodized aluminum or Novalloy (metal micro-etching process) signs be used for the byway. The advantages of this sign medium include:

- It has the longest life expectancy and is virtually unaffected by extreme environmental conditions.
- Its "character" is especially appropriate for historic interpretation, which is the primary focus of this byway.
- Initial fabrication is relatively inexpensive.
- The signs are relatively easy to install.

The major disadvantage of this medium is that color selection is generally limited to two colors from a muted palette of about six colors (e.g., black letters on a bronze sign).

Other options include:

- Porcelain. Color reproduction on porcelain is first rate, and it is nearly impervious to fading. Porcelain chips and scratches more easily than metal, and rusts when damaged. It is also significantly more expensive than any other medium.
- Fiberglass embedded, fused PVC, or digital imaging. These media allow for the introduction of color and are relatively inexpensive. They do not have longevity, however, especially under harsh environmental conditions. For example, life expectancy of a fiberglass embedded sign on the byway may be 3-7 years. These signs are among the least expensive to reproduce and replace, however.

This section contains information on potential sources of grants and funding for the byway. The following information is provided for each foundation:

GRANT INFORMATION: This section includes the name and address of the grantor(s). If available, the grantor's Employee Identification Number is listed as well as the contact for grant information and correspondence. Members of the Environmental Grantmakers Association are identified by "EGA". The grantmaker is classified as one of the following:

Independent: A private foundation generally supported by individual or family endowments.

Community: Publicly supported 501(c)(3) making grants to a specific region.

Company: A private foundation generally supported by corporate assets.

Operating: A private foundation that makes grants to organizations carrying out its charter mission.

Public: A fund generally supported by public sources, including state and federal government.

TOTAL GRANTS DISBURSED: The total of all new grants authorized for all categories of giving for the fiscal year of interest.

AWARD CATEGORIES/EMPHASES: The categories, issues and emphases preferred by the grantmaker.

APPLICATION PROCESS: Information on how to apply for a grant.

RESTRICTIONS: Information on the types of activities, applicants, etc. that are generally considered ineligible by the grantor.

Grantmaking foundations are listed in alphabetical order. The following index cross-references grantors by their area of emphasis.

Grants for Audiovisual Materials

Norcross Wildlife Foundation
Recreation Equipment Inc.
The Dean Witter Foundation

Grants for Citizen Participation

ARCO Foundation
L.L. Bean Inc.
National Fish and Wildlife Foundation
Shell Oil Company Foundation

Grants for Education

ARCO Foundation
AT&T Foundation
Toyota USA Foundation

Grants for Exhibits

AT&T Foundation
The Chevron Companies
The Ford Foundation
Gates Family Foundation
Shell Oil Company Foundation
The Winslow Foundation

Grants for Publications

The Jennifer Altman Foundation
Anheuser-Busch Foundation
ARCO Chemical Company
The Chevron Companies
Norcross Wildlife Foundation Inc.
WMX Environmental Grants Program

Grants and Funding

Building New Partnerships

GRANT INFORMATION: The Jennifer Altman Foundation
P. O. Box 1080 Mesa Road
Bolinás, CA 94924
Tel: 415-868-0821 Fax: 415-868-2230
email: altman123@aol.com website: www.jaf.org
EIN: 943146675 Type: Independent
EGA Member
Contacts: Michael Lerner, President
John Stansbury, Executive Director

TOTAL GRANTS DISBURSED: In 1996--\$878,930

AWARD CATEGORIES/EMPHASES: Seed money and leveraging funds; environmental health projects; collaborative efforts; social and environmental activism; education of citizens on the policy implications of environmental issues. Direct services, innovative programs, publications. Nonprofit organizations.

APPLICATION PROCESS: Can apply anytime. Visit website. Letter of inquiry requesting application materials. Proposal no longer than 5 pages.

RESTRICTIONS: None listed.

• • •

GRANT INFORMATION: Anheuser-Busch Foundation
c/o Anheuser-Busch Companies, Inc.
One Busch Place
St. Louis, MO 63118
Tel: 314-577-2453
EIN: 510168084 Type: Company
Contact: Linda Salava, Contributions Specialist

TOTAL GRANTS DISBURSED: In 1996--\$9,646,319.

AWARD CATEGORIES/EMPHASES: Publications, education, facilities construction and renovation. Educational institutions and nonprofit organizations.

APPLICATION PROCESS: Can apply anytime. Initial letter requesting application form and guidelines.

RESTRICTIONS: Individuals, research.

• • •

GRANT INFORMATION: ARCO Foundation
515 South Flower Road
Los Angeles, CA 90071-2256
Tel: 213-486-3342 Fax: 213-486-0113
Website:
www.arco.com/corporate/reports/foundation
EIN: 953222292 Type: Company
EGA Member
Contact: Russell G. Sakaguchi, Executive Director

TOTAL GRANTS DISBURSED: In 1997--\$7,826,212.

AWARD CATEGORIES/EMPHASES: Colorado. Balanced environmental organizations that support rational land use and natural resources policies. Programs where relationship between economic cost and public benefit of environmental decisions is articulated. Preserve land for open space with public access. Citizen participation, collaborative efforts, education, matching and leveraging funds. Nonprofit organizations.

APPLICATION PROCESS: May apply anytime. Board meets in June and December. Decisions four to six months after meeting. Write for application procedures.

RESTRICTIONS: Individuals, public agencies.



Grants and Funding

Building New Partnerships

GRANT INFORMATION: AT&T Foundation
32 Avenue of The Americas, 24th Floor
New York, NY 10013
Tel: 212-387-4801 Fax: 212-841-4683
Email: attfound@attmail.com
Website: www.att.com/foundation
EIN: 133166495 Type: Company
Contact: Gary E. Doran, Program Officer

TOTAL GRANTS DISBURSED: In 1997--\$26,792,479.

AWARD CATEGORIES/EMPHASES: Non-profit organizations; direct services; exhibits; innovative programs; collaborative efforts; Colorado.

APPLICATION PROCESS: May apply anytime but the foundation prefers to receive proposals by the end of January, April, July and September. Phone or write for application.

RESTRICTIONS: Individuals; local chapters of national organizations; audiovisual materials.

• • •

GRANT INFORMATION: W.M.B. Berger Foundation
c/o The Denver Foundation
455 Sherman Street, Suite 550
Denver, CO 80203
Tel: 303-778-7587 Fax: 303-778-0124
Email: bergerfound@denverfoundation.org
Type: Independent
EGA Member
Contact: Thomas A. Gougeon, Executive Director

TOTAL GRANTS DISBURSED: In 1998--\$1,361,500.

AWARD CATEGORIES/EMPHASES: "Connecting kids with nature."
Collaborative efforts, nonprofit organizations, capital expenses. Colorado.

APPLICATION PROCESS: Colorado Common Grant Application can be obtained from the Foundation. Applications are accepted anytime and reviewed quarterly.

RESTRICTIONS: Research.

• • •

Grants and Funding

Building New Partnerships

GRANT INFORMATION: The Brainerd Foundation
1601 Second Avenue, Suite 610
Seattle, WA 98101-1541
Tel: 206-448-0676 Fax: 206-448-7222
Email: info@brainerd.org
EIN: 911675591 Type: Independent
EGA Member
Contact: Anne Krumboltz, Executive Director

TOTAL GRANTS DISBURSED: In 1998--\$1,814,225.

AWARD CATEGORIES/EMPHASES: Toxics and communities, endangered ecosystems, nonprofit organizations, matching funds, seed money, computer hardware/software.

APPLICATION PROCESS: Letter of inquiry (1-3 pages) describing project focus, activities and requested \$ amount. Full proposal required if invited.

RESTRICTIONS: Governmental organizations, education.



GRANT INFORMATION: The Chevron Companies
Public Affairs Department
P.O.Box 7753
San Francisco, CA 94105-7753
Tel: 415-894-6083 Fax: 415-894-5447
Website: www.chevron.com/community
EIN: 940890210 Type: Company
Contact: David McMurry, Contributions Counsel

TOTAL GRANTS DISBURSED: In 1997--\$22,366,021.

AWARD CATEGORIES/EMPHASES: Wildlife and habitat preservation, conservation, environmental education, citizen participation, exhibits, publications, seed money, innovative programs, museums, exhibits, publications. Nonprofit organizations.

APPLICATION PROCESS: Apply anytime. Write or phone for application.

RESTRICTIONS: Individuals, public agencies.



Grants and Funding

Building New Partnerships

GRANT INFORMATION: Ford Foundation
320 east 43rd Street
New York, NY 10017
Tel: 212-573-5000 Fax: 212-490-7168
Email: office-secretary@fordfound.org
Website: www.fordfound.org
EIN: 131684331 Type: Independent
EGA Member
Contact: Elizabeth C. Campbell, Director,
Community And Resource Development

TOTAL GRANTS DISBURSED: In 1997--\$411,600,000.

AWARD CATEGORIES/EMPHASES: Museums and nonprofit organizations;
citizen participation; collaborative efforts; education; volunteerism; exhibits;
publications; seed money.

APPLICATION PROCESS: Can apply anytime. No grant application form. Call
or write for application guidelines.

RESTRICTIONS: Land acquisition; political activities.



GRANT INFORMATION: Gates Family Foundation
3200 Cherry Creek South Drive, Suite 630
Denver, CO 80209-3247
Tel: 303-722-1881 Fax: 303-698-9031
Email: gatesfdn@aol.com
Website: members.aol.com/gatesfnd/index.html
EIN: 840474837 Type: Independent
Contact: C. Thomas Kaesemeyer, Executive Director

TOTAL GRANTS DISBURSED: In 1997--\$5,988,756

AWARD CATEGORIES/EMPHASES: Trail systems in US National Forests.
Grants in Colorado.

APPLICATION PROCESS: Telephone call to program officer to review proposal
and obtain a Common Grant Application. Deadlines are January 15, April 1, July
15 and October 1.

RESTRICTIONS: Individuals, planning, inventories.



GRANT INFORMATION: L.L. Bean, Inc.
Public Affairs Office
Casco Street
Freeport, ME 04033
Tel: 207-865-4716
Website: www.llbean.com
Type: Company
Contact: Janet Wyper, Community Relations Manager

TOTAL GRANTS DISBURSED: In 1998--\$975,000

AWARD CATEGORIES/EMPHASES: Conservation and recreation, citizen participation, volunteerism.

APPLICATION PROCESS: Deadline is June 30th for consideration in December. Initial contact should be a short letter including the following:

1. Organization's goals and accomplishments.
2. Purpose of project, description of target population, and a time frame.
3. Amount requested and how grant funds will be used.
4. Itemized budget, including all sources of funding.
5. Statement of 501(c)(3) status.

RESTRICTIONS: Individuals, advocacy.



Grants and Funding

Building New Partnerships

GRANT INFORMATION: National Fish and Wildlife Foundation
Bender Building, Suite 900
1120 Connecticut Avenue N.W.
Washington, DC 20036
Tel: 202-857-0166 Fax: 202-857-0162
Email: info@nfwf.org
Website: www.nfwf.org
EIN: 521384139 Type: Independent
EGA Member
Contact: John R. Fritts, Deputy Director, Development
and Marketing

TOTAL GRANTS DISBURSED: In 1996--\$37,520,300

AWARD CATEGORIES/EMPHASES: Protecting wetlands, fisheries, wildlife and wildlife habitat. Public agencies, innovative programs, seed money, collaborative efforts, education.

APPLICATION PROCESS: Pre-proposal deadlines are July 15 and November 30. If requested by Foundation, proposals are due August 1 and December 15. Grant guidelines are available in Partners In Flight (quarterly newsletter.)

RESTRICTIONS: Museums, audiovisual equipment.

Grants and Funding

Building New Partnerships

GRANT INFORMATION: Norcross Wildlife Foundation, Inc.
Caller Box 611, P.O. Box 0414
Planetarium Station
New York, NY 10024-0414
Tel: 212-362-4831 Fax: 212-362-4783
EIN: 132041622 Type: Operating
Contact: Richard S. Reagan, President
Application Address: Grants Administrator
Norcross Wildlife Foundation
P. O. Box 269
Wales, MA 01081

TOTAL GRANTS DISBURSED: In 1996--\$800,000

AWARD CATEGORIES/EMPHASES: Land and habitat conservation, nonprofit organizations, audiovisual materials, computer hardware and software, publications, direct services.

APPLICATION PROCESS: Apply anytime. Board generally makes decisions quarterly. Do not send fancy brochures. Use regular first class mail only. All other forms of delivery will be refused and returned. Write or call for grant application.

RESTRICTIONS: Individuals, research.



Grants and Funding

Building New Partnerships

GRANT INFORMATION: Recreational Equipment, Inc (REI)
P.O. Box 1938
Summer, WA 98390-0800
Tel: 253-395-7100 (grant line)
EIN: 910656890 Type: Company
EGA Member
Contact: Barry Devenney, Grants Administrator

TOTAL GRANTS DISBURSED: In 1995--\$716,170

AWARD CATEGORIES/EMPHASES: Preservation, recreation, advocacy, education, direct citizen action on specific public land and water recreation sites, trail projects, improving rivers. Nonprofit organizations.

APPLICATION PROCESS: Call grant line for application. Do not fax.
Proposals accepted January 10, February 10, March 10, April 10, May 9, June 10, July 10, August 8, September 10, October 10.

RESTRICTIONS: Individuals, public agencies, equipment, facilities.



GRANT INFORMATION: The Rose Foundation for Communities and the Environment
6008 College Avenue, Suite 10
Oakland, CA 94618
Tel: 510-658-07802 Fax: 510-658-0732
E-mail: rosefdn@earthlink.net
Type: Independent
Contact: Tim Little, Executive Director

TOTAL GRANTS DISBURSED: In 1998--\$510,341.

AWARD CATEGORIES/EMPHASES: Cooperation between business and community; taking responsibility for environmental consequences of actions; government efforts to control pollution through community involvement. Collaborative efforts, nonprofit organizations.

APPLICATION PROCESS: Apply anytime. Letter of inquiry (2 pages maximum) including:

1. Concise project description.
2. Project goals and timeline.
3. Funding need.
4. Brief description of organization and mission.
Full proposal required if invited.

RESTRICTIONS: Individuals, public agencies.



Grants and Funding

Building New Partnerships

GRANT INFORMATION: Shell Oil Company Foundation
One Shell Plaza
910 Louisiana, Suite 4137
P.O.Box 2099
Houston, TX 77252
Tel: 713-241-3616 Fax: 713-241-3329
EIN: 1366066583 Type: Company
Contact: Jack N. Doherty, Senior Vice President

TOTAL GRANTS DISBURSED: In 1997--\$20,601,890

AWARD CATEGORIES/EMPHASES: Citizen participation, educational exhibits, equipment, operating costs, innovative projects, collaborative efforts.

APPLICATION PROCESS: Deadline is August 31 for funding for the following year. Call 713-241-0515 for application.

RESTRICTIONS: Individuals, audiovisual materials, publications.



GRANT INFORMATION: Toyota USA Foundation
19001 South Western Avenue
Torrance, CA 90509
Tel: 310-618-6766
Website:
www.toyota.com/inside_toyota/toyota_foundation
EIN: 953255038 Type: Company
Contact: William Pauli, Foundation Manager

TOTAL GRANTS DISBURSED: In 1998--\$1,700,000

AWARD CATEGORIES/EMPHASES: Environmental education, direct services, innovative programs, collaborative efforts. Nonprofit organizations.

APPLICATION PROCESS: Can apply anytime. Send letter of intent (1 page) summarizing proposed project and requesting an application form.

RESTRICTIONS: Research, land acquisition.



Grants and Funding

Building New Partnerships

GRANT INFORMATION: The Winslow Foundation
c/o Drinker Biddle & Reath
P.O.Box 627
Princeton, NJ 08542-0672
EIN: 222778703 Type: Independent
EGA Member
Contact: Loraine Hutchins, Grants Administrator

TOTAL GRANTS DISBURSED: In 1997--\$1,118,250

AWARD CATEGORIES/EMPHASES: Citizen participation, collaborative efforts, direct services, education, exhibits, publications, media projects, matching funds, seed money, operating costs. Nonprofit organizations.

APPLICATION PROCESS: Submit a letter of inquiry (2 pages maximum). Must include one paragraph describing the project and its budget. If interested, Foundation will send an application. Can apply anytime.

RESTRICTIONS: Individuals.



GRANT INFORMATION: WMX Environmental Grants Program
601 Pennsylvania Avenue, N. W.
North Building, Suite 300
Washington, DC
Tel: 202-628-3500 Fax: 202-628-0400
Website: www.wm.com
EGA Member
Contact: Leah V. Haygood, Director, Environmental Planning

TOTAL GRANTS DISBURSED: 1996--\$626,340

AWARD CATEGORIES/EMPHASES: Land and nature conservation, land restoration, citizen participation, collaborative efforts, education, innovative programs, publications.

APPLICATION PROCESS: Contact the Foundation.

RESTRICTIONS: Individuals.

Appendix B

Individuals, Agencies and Organizations Contacted for Information

| Individual | Agency | Phone |
|------------------------|--|----------------|
| Kimberly Anderson | USFS | (303) 275-5064 |
| Andrew Archuleta | USFWS | (303) 275-2353 |
| Mike Baumgart | Bureau of Reclamation | (719) 486-2325 |
| Barbara Beck | | |
| Jenn Brown | Avon Chamber of Commerce | (970) 949-5189 |
| Mark Burnell | Copper Mountain Resort | (970) 968-6142 |
| Bill Burnett | Minturn Town Council | (970) 827-4162 |
| Don Carlson | 10 th Mountain Division | (970) 453-5454 |
| Gloria Cheshier | Byway Steering Committee Greater Leadville Area Chamber of Commerce | (719) 486-0430 |
| Ken Chlouber | Colorado State Representative | (719) 486-0008 |
| Scott Chomiak | Intrawest Resort Development | (970) 513-3347 |
| Dennis Christenson | Bureau of Reclamation | (719) 486-2325 |
| Jeff Clark | LCOSI City of Aurora | (303) 739-7533 |
| Sid Clemmer | Byway Steering Committee | (719) 486-0300 |
| Mike Conlin | LCOSI Conlin Associates | (719) 486-2772 |
| Jay Cupp | Climax Mining Company | (719) 486-2150 |
| Jim Curnette | Ten Mile Planning Commission Summit County | (970) 668-4203 |
| Rachel Flood | Byway Steering Committee Summit County | (970) 453-3406 |
| Henry Florshutz | Colorado Outward Bound | (719) 486-9454 |
| Linda Fox | USFS | (719) 486-0749 |
| Larry Frank | Healy House | (719) 486-3273 |
| Eric Fronk | Littleton Historical Museum | (303) 795-3950 |
| Chris Gathman | Byway Steering Committee Town of Minturn | (970) 827-5645 |
| Ralph Gosch | Bureau of Reclamation | Retired |
| Sean Griffith | | (719) 486-1517 |
| Dave Hallock | LCOSI BLM | (719) 269-8536 |
| John Hardaway | Cripple Creek & Victor Mining Company | (719) 689-4029 |
| Kathy Hardy | Byway Steering Committee USFS | (719) 486-0749 |
| June Hevert | | (719) 486-8175 |
| Laura Higgins | USFWS | (303) 275-2354 |
| Diana Humphreys | Army Corp of Engineers | (719) 543-9459 |
| Wenda Huseman | Copper Mountain Resort | (970) 968-6142 |
| Jack Ingstad | Eagle County Commission | (970) 328-8605 |
| Sharon Iverson | Byway Steering Committee | (970) 827-5291 |
| Bruce Kaiser | National Park Service | (304) 535-6436 |
| Bill Kight | USFS | (970) 945-2521 |
| John Koshak | Colorado Division of Wildlife | (719) 227-5221 |
| Claire Lang | Summit County Historical Society | (970) 453-9022 |
| Alan Lanning | Minturn Town Council | (970) 827-5645 |
| Leadville City Council | City of Leadville | |
| Jim Martin | Lake County Commission | |
| Tom Martin | Colorado Division of Wildlife | (719) 486-1074 |
| Individual | Agency | Phone |

Appendix B

Individuals, Agencies and Organizations Contacted for Information

| | | |
|----------------------|--|----------------|
| Vicky McClure | USFS | (719) 486-0749 |
| Steve Mehls | Western Cultural Resource Management, Inc. | (303) 449-1151 |
| Monica Mellacci | USFS | (719) 486-0749 |
| Jennifer Pratt Miles | Shaping Our Summit | (970) 668-2766 |
| Carl Miller | National Mining Hall of Fame and Museum Colorado State Representative | (719) 486-0636 |
| Jim Morrison | Lake County Commission | |
| Bill Nelson | Colorado Department of Transportation | (979) 328-6325 |
| Mary Ruth Nivens | Main Street Board | |
| John Nahornenk | AHRA | (719) 539-7289 |
| Kirk Navo | Colorado Division of Wildlife | (719) 587-6906 |
| Jodi O'Connell | Eagle Chamber of Commerce | (970) 328-5220 |
| Jim Olson | Byway Steering Committee | (719) 486-0311 |
| Dick Ostergaard | San Juan Skyway Scenic and Historic Byway | (970) 385-1217 |
| Cathy Patti | Byway Steering Committee Lake County | (719) 486-4118 |
| Barbara Paul | National Trust for Historic Preservation | (303) 623-1504 |
| Sally Pearce | Colorado Department of Transportation | (303) 757-9786 |
| Leah Quesenberry | BLM Gold Belt Scenic and Historic Byway | (719) 269-8547 |
| Suzy Randolph | Copper Mountain Resort | (970) 968-2882 |
| Todd Robertson | Byway Steering Committee Summit County Open Space and Trails Department | (970) 668-4061 |
| Bryce Romick | Climax Mining Company | (719) 486-2150 |
| Jim Root | Byway Steering Committee Copper Mountain Resort Association | (970) 968-6477 |
| Peter Siegel | Copper Mountain Resort | (970) 968-6142 |
| Don Seppi | Byway Steering Committee ASARCO | (719) 486-4016 |
| Lynn Skall | Byway Steering Committee Summit County Chamber of Commerce | (970) 668-2051 |
| Robert Slagle | Red Cliff Town Council | (970) 827-5303 |
| Tom Spezze | Colorado Division of Wildlife | (719) 539-3529 |
| John Steinle | Hiwan Homestead Museum | (303) 674-6262 |
| Larry Stone | Minturn Business Association | (970) 827-9208 |
| Cliff Taylor | 10 th Mountain Division | (970) 968-2320 |
| Howard Tritz | | (719) 486-4110 |
| Mark Truckey | Summit County | (970) 668-4211 |
| Jack Vayhinger | Colorado Division of Wildlife | (719) 687-3380 |
| Bill Wallace | Summit County Commission | (970) 453-3413 |
| Bill Wood | USFS | (970) 827-5715 |
| Ruth Zirkle | Southern Teller County Focus Group Gold Belt Scenic and Historic Byway | (719) 689-2675 |
| Various Members | Leadville City Council | |

Appendix C

Summary of Byway Interpretive Site Questionnaire Responses

Eight people responded to a questionnaire evaluating potential interpretive sites. Questionnaire results were tabulated, resulting in the following ranking of sites. Sites are ranked from most suitable for interpretation (1) to least suitable for interpretation (22). Brackets indicate the designation each site has been assigned in this IMP.

1. Camp Hale [Tier 1]
2. National Mining Hall of Fame and Museum [Tier 2]
3. Malta schoolhouse [Tier 3]
4. Arkansas Headwaters Recreation Area [Gateway]
5. Hayden Ranch [Tier 1]
6. Interlaken National Historic District [Tier 2]
7. Mount Elbert Power Plant [Not being considered as a byway site due to security concerns and the uncertainty of future public access.]
8. Old Stagecoach Road to Leadville [Tier 3]
9. Leadville National Historic District walking tour [Tier 2]
10. Smelter sites south of Leadville [Tier 3]
11. Leadville Heritage Museum [Tier 2]
12. Steel Arch Bridge at Red Cliff [Tier 2. Featured prominently in the Bridging the Byway program.]
13. Climax Mine/Fremont Pass Summit [Tier 1]
14. Gilman Townsite [Tier 3]
15. Escondido Flats [Tier 3]
16. Clinton Gulch Reservoir [Tier 2]
17. Holy Cross Ranger District Office [Gateway]
18. Mayflower Gulch [Tier 2]

Appendix C

Summary of Byway Interpretive Site Questionnaire Responses

19. Crane Park [Not being considered as a byway site]

20. Red Cliff Museum [Tier 2]

21. Leadville National Fish Hatchery [Tier 2]

22. Holy Cross/Kokomo Overlook [Tier 1]

Appendix D

Responses to Comments Received at Open Houses

(Note: Comments have been transcribed as written by citizens.)

Responses to comments on the *Interpretive Plan Objectives*

| COMMENT | RESPONSE |
|---|--|
| <p>The county has been involved with the scenic byway for at least 5 years—yet they refuse to encourage business—tourist opportunities along the route unless they personally have something at stake—What will be done to mitigate this—how will land owners be compensated for their theft of lands.—Who stands to benefit—and what encouragement to private enterprise is planned.</p> | <p>The byway is part of the State Byway program administered by the Colorado Dept. of Transportation. The byway Corridor Management Plan is referenced in the zoning ordinances of the three byway counties, however, the byway is not involved with zoning, overlays, and other local planning and land use issues. Questions about these topics should be addressed by the appropriate local agency.</p> <p>The three byway counties are actively involved in the scenic byway. The Byway Committee is composed of representatives of Lake County, Greater Leadville Chamber of Commerce, Mt. Elbert Lodge, town of Minturn, U.S. Forest Service, town of Red Cliff, Colorado Dept. of Transportation, Summit County, Copper Mountain Resort, ASARCO, and Summit County Chamber of Commerce. The Interpretive Master Plan is one part of the Committee's program to manage the byway in a way that provides numerous, quality business—tourist opportunities, while protecting important byway resources and values. The Committee will also be conducting a Visitor Survey and developing a Marketing Plan.</p> |
| Ditto | See above. |
| Objectives good! | |

Responses to comments on *Important Information to Convey*

| COMMENT | RESPONSE |
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| <p>Most important info: –History of mining and railroading. Sites to convey this: R.R.—Minturn Railyard (information kiosk) Mining—Gilman (sign, plaque), Climax (kiosk), Leadville (signs, visitor center) –Recreation Sites to convey this: Holy Cross Ranger District (Exhibit)</p> | <p>The region's important mining and railroading history will be included among the recommended interpretive topics. Each of the sites mentioned is a potential interpretive site. Potential interpretive sites are evaluated in the following areas: cultural, historic, scenic, natural or recreational value; site safety; site sensitivity and the need to protect the site; year-round public accessibility, ease of public access (including the disabled), site marketability; degree of integration with the entire byway; public interest in the site; and the potential for dynamic, innovative interpretive techniques at the site.</p> |
| Copper Mountain (visitors center, sign) | Copper Mountain Resort is very interested in working with the byway. They hosted a public meeting and have been involved with developing the Interpretive Management Plan (IMP). Long- |

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Responses to Comments Received at Open House

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| | range plans for Copper Mountain will be considered when developing the IMP. |
| What about the Tabor &/or Molly Brown sagas? | These are two of the innumerable stories that keep the character and legacy of the byway alive. These two stories fall under the topic, <i>Mining History</i> , which will be addressed in the IMP. |
| 1 st Quincy Hotel telephones—telegraph offices Mosquito Pass wagon trains O Give Me a Home originated here Home on the Range? | The IMP will recommend the major topics for interpretation along the byway. Selecting and writing the stories to tell under each topic is outside the scope of the IMP. The selected stories and sites must fall within the corridor defined for the byway. Unfortunately, this means that some important stories and interesting sites might not be selected. Many of these stories and site are being handled by other agencies and organizations. |
| i.e. People stories, humor, anecdotes. Get Ned Blair's book on Leadville Get Griwald set of books <u>Lake Co</u> | People stories, humor and anecdotes will help bring the byway to life. They are ideally suited to several types of interpretive situations and media. Blair's book has been very informative and enjoyable. |
| Current economy, also, consider "connective tissue"—Relation to how economies & recreation are interconnected to the S, N, E & W. | The connection between recreation and economics is an important one. It is one of the many connections that exist along the byway. Economics are also connected to byway historic, cultural, scenic, and natural resources. This complexity fosters the interagency cooperation and public/private sector partnerships that are essential to the success of the byway. |
| Looks good | |

Responses to comments on the *Interpretive Theme*

| COMMENT | RESPONSE |
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| I like the idea, but a catchier phrase is needed, such as: "Where the Old West meets the new West," for example. | Developing an interpretive theme that reflects the character of the byway and resonates for byway visitors is essential to the successful interpreting and marketing of the byway. The interpretive theme is the overall statement that characterizes the byway. An effective interpretive theme states the essence of what it is the visitor should know, feel and understand about the byway. An interpretive theme reflecting this comment was developed and presented to the Byway Committee at its March 29 meeting. At this meeting the Committee adopted the following interpretive theme: <i>The Top of the Rockies Byway is where the history of the west and its natural resources are showcased within a living, working landscape.</i> Alternatives, like the one suggested in the comment, will also be considered in the byway marketing plan. |
| Theme "OK"—only OK | See above and below responses. |

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| More marketing impact. This sounds like a sentence in a history book. "Landscape is limiting. Maybe "environment." | An effective interpretive theme will be useful not only in the IMP, but in marketing activities. A good theme statement will address these first three comments. |
| West = Yellowstone and Tombstone & Santa Fe trail, etc... Theme does not pull out the unique nature that "Top of the Rockies" portrays—that is, high elevation central west at the top of the watersheds. | Definitions of <i>the West</i> vary among individuals, and may never be agreed upon. See responses above for additional comment. |

Responses to comments on *Interpretive Sites: Leadville to Twin Lakes*

| COMMENT | RESPONSE |
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| Hours (Comment regarding the National Mining Hall of Fame and Museum) | The IMP will make reference to the operating hours of significant facilities along the byway. Each such facility currently operates to the level permitted by staffing, budget, and visitation levels. |
| Original Oro City site (Comment regarding the Leadville Visitor Center) | Oro City has a fascinating history, including the fact that its borders were never clearly defined. The city "moved" throughout California Gulch as the population moved in search of ore. Edward Blair writes, "The official site of Oro City was wherever the post office was located." Several agencies and organizations are working on acquiring land and planning the proposed Lake County Interpretive Center. The Center, to be located at Harrison and Monroe, will be an important part of the byway's interpretive and marketing programs. |
| Old race track & Town of Malta Cemetery (Comment regarding the Malta schoolhouse) | Different strategies and techniques will be used to interpret different sites along the byway. Some sites will be destinations for people to visit. Others, which may not be suitable for visitation, may be referenced in byway materials and media. Other interesting sites and events may not be covered at all since they fall outside the defined corridor of the byway. |
| Hotel at Top Lake (Evergreen Hotel?) (Comment regarding the Leadville National Fish Hatchery) | The Hatchery is outside the defined byway corridor and therefore will not be included in the IMP. It is, however, an important site in the region that can be referenced in other interpretive and marketing materials. |
| Derry Ranch (Comment regarding the Hayden Ranch) | The Lake County Open Space Initiative has been working to acquire and protect land in the vicinity of the Hayden and Derry ranches. A grant has been received from the Colorado Historical Society, which will be used for surveying, planning and a cultural resource inventory of the ranch. Although uncertainty exists about the future ownership, management and land use designation of the ranches, their resources and history will be |

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| | considered to the extent possible in the IMP. |
| From Hiway 24 & McWethy to Twin Lakes Midland Railroad now high 24 S. | This section of the byway contains several important interpretive sites and visitor services amenities. The area around the village of Twin Lakes also serves as one of main gateways to the byway. This section of the byway will be given careful consideration in the IMP. |
| Oven/Kilns (coke) to northwest of 24 overpass | This area will be considered for site-specific interpretation in the IMP. Different strategies and techniques will be used to interpret different sites along the byway. Some sites will be destinations for people to visit. Others, which may not be suitable for visitation, may be referenced in byway materials and media. |
| Indian petroglyphs on old stage road | Certain sites, including those containing petroglyphs, may not be suitable for public visitation. The decision on whether to promote such sites must ultimately be made by the property owner. The IMP will contain recommendations on interpreting the old stage road. |
| The Twin Lakes should be mentioned. The original lakes were natural and were there since the beginning of time. | Opportunities exist for interpreting Twin Lakes at several sites and with diverse media. Information on the lakes can currently be found along the Mount Bump Trail. The IMP will contain recommendations on ways to supplement and enhance the existing interpretation of the lakes. |
| Good ideal | |
| Signage—Mt. Elbert—14,633—Highest. Trail 100 Rt. Mt. Elbert trailhead Colo Trail Trailhead | Mount Elbert is an important landmark on the byway and for all of Colorado. It will be included in the IMP. The U.S. Forest Service is supportive of including the interpretation of Mt. Elbert in the IMP. Certain trails and trailheads, although an important part of the regional landscape, fall outside the defined byway corridor or scope of the IMP. |
| Effects of glaciation in ½ Moon Valley | Different strategies and techniques will be used to interpret different sites along the byway. Some sites will be destinations for people to visit. Others, which may not be suitable for visitation, may be referenced in byway materials and media. Other interesting sites and events may not be covered at all since they fall outside the defined corridor of the byway. |
| Turquoise Lake Water Conservation 100 mile across the sky | Water resources, and their conservation, are among the topics being considered for inclusion in the IMP. While Turquoise Lake falls outside the defined byway corridor, other sites exist where the water resources of the region can be interpreted. |
| California Gulch—Route of the Silver Kings | This area has a rich and important history that is currently being told in diverse ways at a variety of locations. Because these areas fall outside the defined byway corridor, they will not be covered in depth in the IMP. These areas, however, may be referenced in byway materials and should be |

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| | included in partnerships and regional marketing campaigns. |
| Importance of water routing and conveyance in the upper ARK | Water resources, and their conservation, are among the topics being considered for inclusion in the IMP. The Arkansas Headwaters Recreation Area, Bureau of Reclamation, and other organizations responsible for managing the upper Arkansas River drainage are involved with developing the IMP. |
| 10 th Mountain Huts | The history of the 10 th Mountain Division is an important part of the byway. All aspects of this history will be given careful consideration in the IMP. |

Responses to comments on *Interpretive Sites: Minturn to Leadville*

| COMMENT | RESPONSE |
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| And town (Comment regarding the Red Cliff Museum) | Each community defines its relationship with the byway based upon its resources and the desires of its citizens. Community representation on the Byway Committee is critical to effective byway management. The Byway Committee is composed of representatives of town of Red Cliff, town of Minturn, Lake County, Summit County, Greater Leadville Chamber of Commerce, Mt. Elbert Lodge, U.S. Forest Service, Colorado Dept. of Transportation, Copper Mountain Resort, ASARCO, and Summit County Chamber of Commerce. |
| Pando—Perry Eberhardt in his book <u>Ghost Towns of Colo</u> says this is named after ponds in the area. Probably not true. <u>Pando</u> is the Spanish word for something that is <u>bent</u> or <u>bowed</u> . (Comment regarding Camp Hale) | Conflicting accounts such as this can contribute to the richness of an area's history and enhance its mystique. This level of detail is beyond the scope of the IMP, but may be important when it comes time to research and relate the history of Camp Hale. |
| Coking ovens south of Camp Hale | Different strategies and techniques will be used to interpret different sites along the byway. Some sites will be destinations for people to visit. Others, such as these coking ovens, may not be suitable for visitation but may be referenced in byway materials and media. |
| History of Shrine Pass | This interesting aspect of the region's history falls outside the defined byway corridor and scope of the IMP. There may, however, be other outlets for relating this history. |
| Hut to Hut | This topic falls outside the defined byway corridor and scope of the IMP. |

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Responses to comments on *Interpretive Sites: Copper Mountain to Leadville*

| COMMENT | RESPONSE |
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| Wheeler Flats to Climax—site of 10 small towns | This is an important section of the byway and will be given full consideration in the IMP. |
| Ten might be a little high | This level of detail is beyond the scope of the IMP, but will be important when it comes time to research and relate the history of Wheeler Flats. |
| Facing south top of Fremont Pass, mountain across valley is known as Sleeping Indian—View from top of Fremont. | Numerous interpretive opportunities exist at the summit of Fremont Pass. Climax currently maintains interpretive sites at the summit and elsewhere on the pass. They are interested in working with the byway, and have been involved in developing the IMP. This important area will be given careful consideration in the IMP. |
| Climax: Ski area, company store, observatory | See above. |
| Boston—north of Fremont Pass—ghost town up Mayflower Gulch. X-country ski tour | This ghost town falls outside the defined byway corridor, but may be appropriate to include in marketing and supplemental materials. |