

Pawnee Pioneer Trails Scenic and Historic Byway



Corridor Management Plan

Prepared for
**Pawnee Pioneer Trails
Scenic and Historic Byway Council, Inc.**

July 1999

Prepared by
**Shapins Associates
Boulder, Colorado**

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Myth of the Piedmont

"Time on the Piedmont is measured in millions of years. A few thousand years of man's presence has yet only superficially impacted it.

The Pawnee Pioneer Trails Byway offers the discerning visitor a chance to strip off layers of civilization and for a few moments to imagine oneself back in the cowboy west, or back in the time of the explorers and fur trappers, or back in the time of ancient mammoth hunters, or even back to times before mankind when creatures long extinct inhabited it.

So, as you drive further into the Piedmont let the quiet aura of this timeless landscape guide your thoughts. Imagine yourself as the first people to enter this big land of rock, sky, and living things."

Vision Statement

"Realizing northeastern Colorado's landscape is becoming increasingly impacted by visitors and a growing population, it is a major goal of the Byway Council to mitigate this impact by guiding the visitor to a better understanding and appreciation for the treasure we have in the land, rock, sky and living things that make up the Colorado Piedmont. The Council will work to accomplish this through interpretation, education, and preservation efforts. The publicizing of the byway will stress preservation and respect for private property owners. The Council hopes to be regarded as a friend of the Piedmont and its people and does not intend to create a roadmap for development or a guidebook for exploitation."

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Section 1 Introduction

Pawnee Pioneer Trails Scenic and Historic Byway (PPTSHB) was designated as a Colorado Scenic and Historic Byway on February 20, 1992. The byway nomination was the result of a local initiative partnership involving the byway communities of Ault, Briggsdale, New Raymer, Grover, Stoneham, Sterling, and Fort Morgan, as well as Weld, Morgan, and Logan Counties. Though not directly on the byway, Greeley and Brush also are active participants.

Location and Route

Along with the South Platte River Trail and the Santa Fe Trail, PPTSHB is one of the three plains byways in Colorado. Located in northeast Colorado, PPTSHB is a 125-mile route comprised of State Highway (SH) 14 between Ault and Sterling, State Highway 52 Between Fort Morgan and SH 14 near New Raymer and Weld County Roads (CR) 129, 110, 112, 390, 120, and 77 provide byway access to Grover and the Pawnee National Grassland.

Purpose of Plan

A Memorandum of Understanding and Organization between byway partners adopted by the Pawnee Pioneer Trails Scenic and Historic Byway Council (PPTSHBC) on December 11, 1992 identifies the need for the preparation of a corridor management plan. The memorandum indicates that the plan should:

- Document PPTSHBC's initial vision and purpose in nominating the byway.
- Clearly and accurately summarize byway resources, goals, and objectives for byway management and provide continuity and an educational tool for new participants.
- Include a flexible management strategy that allows for informed decision-making regarding byway resources, visitor information and services, resource protection.
- Assist PPTSHBC in seeking funding.

Desired Benefits and Outcomes

As described in Section 4, both the vision and mission statements for PPTSHB indicate the desired benefits and outcomes of byway designation. These benefits and outcomes include:

- Developing a proactive approach to managing increasing numbers of visitors and a growing resident population.
- Mitigating visitor impacts through public education and awareness.
- Publicizing the byway in a manner that engenders preservation and stewardship for sensitive byway resources and respect for the rights of adjacent private property owners.
- Preparing quality interpretive and educational materials that allow PPTSHBC to promote, maintain, and enhance the byway visitor's experience.

- Successfully raising funds to support the preparation of interpretive materials and land stewardship efforts.
- Providing visitors with recreation and travel service information.
- Promoting visitor safety.
- Addressing landowner concerns.

Section 2 Byway Organization, Management, and Partnerships

PPTSHBC recognizes that a strong byway organization is necessary to byway management. In turn, the strength of the byway organization relies on its mutually beneficial partnerships with other organizations.

Byway Organization

The Byway Council is a Colorado corporation (enacted March 21, 1994). The Council has applied for and will receive an application for 501(c)(3) non-profit corporate status with the Internal Revenue Service. Bylaws adopted on December 11, 1992 address the organization's purpose, objectives, basis of Council membership, annual election of a Board of Directors, and financial management.

The Byway Council is comprised of various public and private organizations and individuals with a shared interest in the byway. These organizations are listed under *Partnerships*. The Board of Directors is the managing entity of the Council and consists of a chairperson, vice-chairperson, treasurer and secretary, and three at-large members. One of the at-large members must be a representative from the Pawnee National Grassland (Arapaho and Roosevelt National Forests.) The Board also must include representation from Weld, Logan, and Morgan Counties. A commissioner from each county serves as an ex-officio member of the Board.

Management Approach

The Board of Directors conducts meetings on an as-needed basis in accordance with Robert's Rules of Order. All meetings are publicized and open to the public. It is the purpose of the Board to forward the vision and mission of the byway organization in a way that fairly serves all byway partners.

Administrative Needs

The Intermodal Surface Transportation Efficiency Act (ISTEA—now TEA21, the Transportation Equity Act for the 21st Century) contracting procedures place an administrative burden on most byway organizations, including Pawnee Pioneer Trails. The Colorado State Scenic Byway Coordinator (employed by the Colorado Department of Transportation) facilitates a substantial amount of the contract management with consultant assistance. The PPTSHBC Board of Directors coordinates Byway Council activities and undertakes a modest number of projects at any one time.

Partnerships

The byway council nurtures partnerships with local, county, state, federal, and private sector entities. These partnerships assure regional support and cooperation for byway programs and

activities. In the 1992 Memorandum of Understanding and Organization the following members and cooperating organizations were identified:

- Community of Ault
- Community of Briggsdale
- City of Fort Morgan
- City of Greeley
- Community of Grover
- Community of New Raymer
- City of Sterling
- Community of Stoneham
- Weld County
- Morgan County
- Logan County
- Colorado Division of Wildlife
- Colorado Department of Transportation
- U.S. Forest Service/ Pawnee National Grassland
- Weld County/ Greeley Convention and Visitors Bureau
- Morgan County Tourism
- Logan County Historical Society
- Weld County Historical Society
- Grover Historical Society
- Fort Morgan Heritage Foundation
- Crow Valley Livestock Grazing Cooperative
- Pawnee Grazing Association
- Weld County Livestock Association
- Greeley Audubon Society

Section 3 Public Involvement

PPTSHBC believes that an effective and ongoing public involvement process is critical to the successful management of their byway.

Initial Public Involvement

As part of the nomination process, PPTSHBC conducted several public meetings at byway communities in late 1991. These meetings informed people about the nomination process and solicited public comment. From these meetings, individuals with a desire to directly participate in byway planning and management were identified. This corridor management plan relies on the public involvement groundwork prepared by PPTSHBC.

Ongoing Involvement

The Byway Council's Board of Directors meets regularly, providing a public forum for ongoing involvement. The Byway Council and Board of Directors encourage the ongoing and long-term involvement of agencies, recreation and tourism providers, special interest groups, and interested organizations and individuals.

Media Relations

Through the efforts of the Byway Council and the Colorado Scenic and Historic Byways Commission, PPTSHB has received media coverage that has included the Statewide Byway Brochure, the Byway Council's new brochure, a 1-hour television special, the State Scenic Byways Internet site, as well as state and local press. When mutually beneficial, the Byway Council wishes to maintain media relations with organizations and entities.

Section 4 Byway Organization Objectives, Vision, and Mission Statement

Objectives

The 1992 Memorandum of Understanding identifies three principal objectives of the Pawnee Pioneer Trails Scenic and Historic Byway—to interpret, publicize, and preserve byway resources. This memorandum also identifies the need for a corridor management plan to guide development of facilities and services. This guidance is needed to promote public understanding and use of recreational, scenic, historic, and natural features along the Pawnee Pioneer Trails.

This memorandum identifies corridor management planning objectives. These objectives include:

1. Identification of potential visitor stops along the route.
2. Selection of sites for byway enhancement projects.
3. Making recommendations for facilities and signs.
4. Identification of secondary features and attractions close to the byway.
5. Development of guidelines to preserve and enhance the byway's scenic quality.
6. Preparation an action plan that identifies projects, responsibilities, and a schedule for project completion or implementation
7. Formation of a committee to review all site-specific actions for consistency with corridor management plan objectives.

To assist in realizing these efforts, the PPTSHBC and Board of Directors drafted the following vision and mission statements.

Vision Statement

“Realizing northeastern Colorado’s landscape is becoming increasingly impacted by visitors and a growing population, it is a major goal of the Council to mitigate this impact by guiding the visitor to a better understanding and appreciation for the treasure we have in the land, rock, sky, and living things that make up the Colorado Piedmont. The Council will work to accomplish this through interpretation, education, and preservation efforts. The publicizing of the byway will stress preservation and respect for the rights of private property owners. The Council hopes to be regarded as a friend of the Piedmont and its people and does not intend to create a roadmap for development or a guidebook for exploitation.”

Mission Statement

“PPTSHBC is a nonprofit organization comprised of representatives of cooperating organizations and interested private citizens subscribing to the Memorandum of Understanding and Organization. PPTSHBC will designate and interpret byway points of interest, and will also promote, maintain, and enhance the byway experience through the development of brochures, printed materials, special events, education materials, a maintenance plan and the securing of grants and other public and private funds. PPTSHB will strive to address the concerns of local residents and will endeavor to make the visitor’s trip a safe one. PPTSHB may make the byway user aware of nearby recreational and service facilities, but will not promote specific private business enterprises.”

Section 5 Byway Description and Major Land Uses

Byway Description

The 125-mile long Pawnee Pioneer Trails Scenic and Historic Byway is located in northeastern Colorado and passes through Weld, Morgan, and Logan Counties. Gateway communities include Sterling and Fort Morgan along Interstate 76 to the east, and Ault on U.S. 85 to the west. The byway passes through the small rural communities of New Raymer and Grover, as well as Stoneham and Briggsdale.

PPTSHB is a byway unique in Colorado. Located on the great plains region called the Colorado Piedmont, the route crosses the Pawnee National Grassland, an extensive short-grass prairie (see Figure 1, PPTSHB Corridor Map). The route moves from fertile irrigated farmlands near the South Platte River, through dryland cropped regions, and into the open range near the Chalk Bluffs. It crosses several historical trails. The byway features the visually stunning Pawnee Buttes, which rise 250 feet above the broad Piedmont valley, providing a dramatic landmark visible for miles around. On clear days the distant silhouette of Long’s Peak can be glimpsed from the byway.

Byway segments include:

- Ault to Crow Valley Recreation Area (SH 14, 25 miles)
- Crow Valley Recreation Area to Grover (CR 77, 12 miles—CR 120, 5 miles)

- Grover to Pawnee Buttes (CR 390, 5 miles—CR 112, 6 miles—CR 110, 7 miles)
- Pawnee Buttes to New Raymer (CR 110, 2 miles—CR 127/129, 10 miles)
- New Raymer to Fort Morgan (SH 14/ SH 52, 25 miles)
- New Raymer to Sterling (SH 14, 32 miles)

See Figure 1, Pawnee Pioneer Trails Scenic and Historic Byway Corridor Map

Land Uses

Fort Morgan and Sterling are urban areas on the byway. New Raymer, Grover, and Ault are small rural agricultural towns, while Stoneham and Briggsdale are smaller unincorporated communities.

Most of the unincorporated land in Weld, Morgan, and Logan Counties is devoted to irrigated and dryland agriculture or ranching. Oil and gas extraction has been a common activity since the 1950s. This extensive open landscape is in stark contrast to the nearby Front Range.

The Pawnee National Grassland covers 193,060 acres intermixed checkerboard style with much private land. The U.S. Forest Service manages the grassland, which is primarily short-grass prairie. Resource management includes recreation, wildlife habitat, soil protection, water, archaeology, livestock grazing, and oil and gas.

Section 6 Visitor Services

Existing Visitor Services

The Cities of Sterling and Fort Morgan, both located along Interstate 76, provide gas stations, motels, restaurants, and shops. Byway visitors are encouraged to start their tour with a full tank of gas, as gas stations are not plentiful along the byway. Visitor services include:

Ault

- Library
- Post Office
- Gas station
- Restaurant

Briggsdale

- Restaurant
- Gas station
- Museum
- Camping

Fort Morgan

- Museum
- Restaurants
- Motels
- Gas stations and automobile repair shops
- Library
- Post Office
- Camping

Grover

- Post Office
- Museum
- Grocery Store/Deli

New Raymer

- Post Office
- Restaurant
- New Raymer

Sterling

- Colorado State Welcome Center (to be constructed)
- Overland Trail Museum
- Restaurants
- Motels
- Gas stations and automobile repair shops
- Library
- Post Office

Stoneham

- Post Office
- Cafe

Greeley

- Restaurant
- Motels
- Gas stations and automobile repair shops
- Library
- Post Office
- Museum

Pawnee National Grassland

U.S. Forest Service Visitor Information Center (Greeley)

Emergency Services

The Colorado State Patrol provides law enforcement and emergency services for SH 14, SH 52, and Weld County roads.

Accessibility

The route is accessible year-round. There are two alternate bad-weather segments; one on CR 390 between CR 112 and SH 14; the other on SH 14 between Briggsdale and New Raymer. A traveler encountering rain or snow is encouraged to use paved instead of gravel roads.

Section 7 Inventory and Assessment of Intrinsic Qualities

Overview

PPTSHB embraces a wealth of intrinsic resources. The vast scenic beauty of the Colorado Piedmont and the dramatic Pawnee Buttes and Chalk Bluffs where the High Plains begin are visually stunning. Diverse flora and fauna abound. The landscape tells a 100 million year-old story of complex and dramatic geology. The historic significance of the region is powerful and there are profound tales of early Native Americans and pioneer travelers. Each byway community strives to communicate its cultural history and resources.

Scenic Resources

In contrast to the Rocky Mountains, the short-grass prairie Colorado Piedmont of northeast Colorado offers the simple beauty, wide horizons, broad prairie views, farms and ranches, historic structures, and eroded channels and drainages. The most noticeable and dramatic landmark along the byway are Pawnee Buttes within the Pawnee National Grassland. Pawnee Buttes are sedimentary rock formations 1/2 mile apart rising 250 feet above the valley to an elevation of 5,375 feet. A byway visitor can hike a 2-mile trail to the buttes. One can climb the east butte and is rewarded with expansive views of Colorado's Piedmont and the distant outline of the Rocky Mountains along the western skyline. Also dramatic, the Chalk Bluffs to the north

mark the southern edge of an arm of the High Plains called the “Gangblank” that extends through Colorado, Nebraska, and Wyoming to the Foothills of the Rocky Mountains.

Other visual features include Wildcat Creek and Wildcat Canyon north of Fort Morgan, the North and South Forks of Pawnee Creek between Pawnee Buttes and Pawnee Pass, and the South Platte River at Sterling and Fort Morgan. Abandoned homesteads, reclamation and farming techniques, windmills, and missile silos are visible along the byway.

Natural Resources

Wildlife

The short-grass-prairie provides abundant habitat for a variety of wildlife. The Pawnee National Grassland is comprised of open plains, woody draws and canyons, and creek bottoms with trees, springs, and potholes. These features provide diverse wildlife habitat that supports pronghorn, mule deer, coyotes, swift foxes, badgers, snakes, lizards, ground squirrels, and prairie dogs.

Birds

The area is a nationally known birding vacation destination and contains more than 260 species of birds. Raptors are common and include golden eagles, ferruginous hawks, Swainson’s hawks, and prairie falcon. Other birds that may be seen at various times of the year include mountain plover, burrowing owl, long-billed curlew, McCown’s longspurs, and chestnut-collared longspurs. The lark bunting—the Colorado State bird—is seen from May through September. Doves, pheasants, quail, pelicans, mallards, pintail ducks, and Canadian Geese are more common near the South Platte River

Vegetation

More than 400 plant species occur in the short-grass prairie ecosystem. Wildflowers are abundant from early summer to autumn. In June, prickly pear cactus usher in summer with their pink, yellow, and red blooms. In late summer, the sunflowers and prairie coneflowers rise above the buffalo, grama, and wheat grasses.

Geology

For over 30 million years, debris from the eroding Rocky Mountains was carried by streams and wind onto what is now eastern Colorado, burying an ancient shallow sea and its shorelines. At times, significant volcanic ash was added to the deposition. This level surface extended far into Kansas and Nebraska. Today, what remains of this surface is called the “High Plains.”

About 5 million years ago, the South Platte River and its tributaries began cutting through the mountain debris, reaching deep into the old sea bed, exposing diverse geologic features, such as mesas and buttes from all eras. The harder capstone rock on top of the softer, chalky siltstone enabled the buttes and bluffs to erode abruptly. Fossilized remains of dinosaur, camel, horse and many others have been found and exhibited in museums throughout the world. The byway lies entirely on the eroded surface called the “Colorado Piedmont.”

Recreational Attractions, Activities, and Events

Northeast Colorado and the byway communities offer many recreation attractions, activities, and events. Community public recreation facilities include:

- Ault — Picnic area, seasonal water, seasonal restrooms, several parks, Caboose Park International Festival
- Briggsdale — Crow Valley Recreation Area (U.S. Forest Service)—Group picnic area, ballfield, hiking trails (interpretive and bird watching), campsites, picnic sites, seasonal water, restrooms.
- Fort Morgan — Picnic area, hiking trail, ballfield, seasonal swimming pool, Farm Implement Museum, Rainbow Bridge, restrooms, Riverside Park, Glen Miller Heritage Festival, County Fair
- Grover — Picnic area, seasonal water, restrooms, park, railroad museum, rodeo and fairgrounds. On Father's Day weekend, Grover holds the Earl Anderson Memorial Rodeo, considered the "Biggest Little Rodeo in the West."
- New Raymer — Picnic area, campsites, seasonal water, restrooms, Town Park.
- Sterling — Picnic area, hiking trails, ballfields, seasonal water, seasonal restrooms Pioneer Park, Columbine Park, Sugar Beet Days, High Plains Expo, Taste of Chocolate Festival, County Fair.
- Stoneham — Public park with restrooms. Stoneham hosts the Annual Community Celebration in September.
- Pawnee National Grassland — The Pawnee National Grassland encompasses 193,060 acres of federal land intermixed with private lands. The U.S. Forest Service manages the Grassland in cooperation with private landowners, grazing associations, organizations, and state and federal agencies. Visitation was estimated to be 64, 928 in 1997 (U.S. Forest Service). Management issues include recreation, wildlife habitat, soil protection, water, archaeological resources, livestock grazing, oil and gas exploration, and the maintenance of the short-grass prairie ecosystem. The most popular activities include hiking and wildlife viewing. Resulting from species diversity bird watching is particularly popular. A self-guided motorized 36-mile Pawnee Birding Tour takes the visitor through a variety of birding habitats. The tour begins at the Crow Valley Recreation Area and travels through the western section of the grasslands. The Crow Valley Recreation Area provides a ball diamond, group camping area, group picnic site, 10-unit family campground, horseshoe pits, and the Stewart J. Adams Education Site. There also is a 12-mile bicycle loop in this area.
- The "Prairie Rendezvous" held at varying locations along the byway has become an almost annual byway celebration. Food, music, crafts, demonstrations, and dance attract visitors from afar.
- Most communities hold special events over the Fourth of July Weekend and throughout the year.

Cultural Resources

As evidenced in the rich history of northeast Colorado (see subsequent discussion on *Historic Resources*) the byway provides visitors with a number of cultural facilities and resources.

Museums

Several byway community museums provide educational and entertaining displays of Pawnee Pioneer Trails and regional history. These include:

- Briggsdale Heritage House
- Fort Morgan Museum — This museum is the smallest, and one of only seven Colorado museums accredited by the American Association of Museums. The museum owns and exhibits one of the most extensive Native American collections from northeastern Colorado.
- Centennial Village in Greeley
- Grover Depot Museum
- Overland Trail Museum and Village in Sterling — The Overland Trail Museum displays historic artifacts associated with the South Platte Branch of the Overland Trail, the famous route to the gold fields and Far West. Along the South Platte River, explorers and pioneers found water and game easily available. Indoor exhibits and several historic buildings are open to the public.
- Greeley City Museum — Southwest of the byway route, the City of Greeley offers three museums. The Greeley City Museum displays an extensive collection of artifacts and photographs related to the history of Weld County—once the single governing entity for all of northeast Colorado's high plains. The Meeker Home Museum is the former home of the founder of Greeley, Nathan Meeker. (Later to die in the Meeker Massacre near Meeker, Colorado). As the agricultural editor for the New York Tribune, Meeker started the Greeley Colony that successfully turned a semi-arid desert into one of the most productive agricultural areas in Colorado. The Centennial Village Museum, located on 5 acres, includes sixteen historic structures that help interpret the history of Greeley and Weld Counties.

Historic Resources

Stephen H. Long's expedition followed the South Platte River through northeastern Colorado in 1820. In his 1822 report, Long wrote that the region "...is almost wholly unfit for cultivation, and is of course uninhabitable by a people depending upon agriculture for subsistence." He proclaimed it "the Great American Desert." Long's opinion, however, was ignored by land-hungry settlers, lured here by promoters claiming the "rain belt" has moved west, and that "rain always follows the plow."

The fortunes of farmers and ranchers were determined by the region's unpredictable wet and dry cycles. In the bountiful "wet" years, fragile lands were plowed and crops planted. During extended periods of drought and wind, both range and farmland lay barren. After the 1930's Dustbowl, farm and range conservation practices were developed to minimize erosion.

Timeline Highlights

- 75 million Years Ago As the Rocky Mountains rose; an ancient Cretaceous sea began retreating eastward across what is today the byway, leaving behind exposed beaches, bogs, and sea bottom. Bones of some of the last dinosaurs have been found in these deposits.
- 20,000 years ago An array of large mammals, including horses, camels, giant sloth, long-horned bison, and mammoth roamed this region.
- 11,500 years ago Clovis mammoth hunters became the first known people to enter and occupy this area.
- 1500-1870 AD. Apache, Comanche, Arapaho, and Cheyenne tribes sequentially called the South Platte region home. Ute, Pawnee, and Lakota occasionally hunted and raided here.
- 1858 Gold was discovered in the Rocky Mountains and thousands ventured west over the South Platte Trail, hastening settlement and the demise of the Native Americans and the bison.
- 1861 The short-lived open range “cattle era” began in northeastern Colorado with the arrival of John Iliff.
- 1870 Greeley, founded by the Union Colony, achieved great agricultural success through irrigation, and became a model for future settlements in the South Platte Valley.
- 1888 The completion of the Colorado & Wyoming Railroad (later Chicago, Burlington and Quincy) from Nebraska to Cheyenne, spurred development of towns and more risky “dryland” farming beyond the South Platte River Valley.
- 1901 The first of several sugar beet factories was built, bringing prosperity and new immigrants such as Russian-Germans, Japanese, and Hispanics to work in fields and factories.
- 1931 The drought and Dust Bowl began in the midst of the Great Depression. After the failure of many farms, the U.S. Government purchased parcels of marginal land that became the Pawnee National Grassland in 1960.

Northeastern Colorado Native Americans

Archaeological evidence indicates that “Paleoindians” were in the area of the Pawnee Pioneer Trails Byway at least as far back as 11,500 years ago. Many Native American cultures would occupy the region until 1500 AD when we first identify the tribes which still exist today. Cheyenne and Arapaho moved into the byway area in the 1820s and here would face the advancing gold seekers and settlers. The Pawnee occasionally raided into this region, but lived 250 miles to the east. For some reason the “Pawnee” name ended up on the creek, buttes, and other places in northeastern Colorado.

Battle of Summit Springs

The Battle of Summit Springs was the last Indian battle on Colorado's Great Plains. Tensions between the Cheyenne Dog Soldiers and the U.S. Cavalry already were high. In the spring of 1869 Cheyenne Dog Soldier Chief Tall Bull was leading a group north to join other Cheyenne and Sioux allies. After word that the group had attacked settlements along Spillman Creek, Kansas, General Carr left Fort McPherson in June 1869 with a regiment of soldiers and Pawnee scouts. The regiment attacked the Cheyenne camp at Summit Springs and after an hour of battle, prevailed.

Trails and Transportation

Trails and transportation are key themes of the Pawnee Pioneer Trails Scenic and Historic Byway. Early trails included the South Platte Trail, later a branch of the Overland Trail, an important highway across Colorado Territory, the Texas-Montana Cattle Trail, and Trappers Trail along Crow Creek used by explorers, trappers, and traders traveling to Fort Laramie in Wyoming.

The construction of railroads in northeastern Colorado between 1869 and 1909 had a tremendous impact on the settlement of the area. The Denver-Pacific Railroad was completed in 1870 and linked Denver with Cheyenne, Wyoming and the Union Pacific Railroad. This line was privately financed by a group of Denver business owners. Ault, and other communities, existed along this route.

In 1887, the Colorado & Wyoming Railroad was organized as a subsidiary of the Burlington & Missouri Railroad and later became the Chicago, Burlington & Quincy Railroad. The 105-mile track between Sterling and Cheyenne was completed in December of 1887. The Lincoln Land Company, owned by the Burlington & Missouri Railroad, supervised the development of towns between Sterling and Cheyenne, including Logan, Willard, Stoneham, Raymer, Buckingham, Keota, Sligo, Grover, and Hereford.

The railroads survived decades of boom and bust cycles, but inevitably began to experience a decline. In March of 1970, the Chicago, Burlington & Quincy Railroad merged with the Northern Pacific Railroad, the Great Northern Railroad, and the Spokane, Portland & Seattle Railroad to form the Burlington Northern Railroad. "Through-service" for passengers and freight from Sterling to Cheyenne ended in the 1970s and semi-trailer trucks replaced the legendary "Prairie Dog Special." While the rails and trains are gone, the railroad grade remains visible to this day along many portions of the byway.

Byway Community History

Although themes of Native Americans, early travelers and settlers, agricultural irrigation, ranching, and transportation are common along the byway, each community has its own story to tell.

- **Sterling** — In 1873, families from Tennessee and Mississippi settled farmland along the Overland Trail and in 1875 established twelve homesteads near present day Sterling. In 1881, Minos King offered the Union Pacific Railroad 80 acres of land in exchange for building a round house, depot, and hotel. Sterling was platted and became the junction of the Union Pacific and Burlington Railroads. Settlers of old Sterling moved to the new town site

by 1883, and the community was incorporated the following year. Today Sterling is the eastern access to the byway and the fastest growing city in northeastern Colorado.

- **Fort Morgan** — Fort Morgan is the southern gateway to the byway. Platted in 1884 and located on a plateau above the South Platte River, Fort Morgan is named for the military post established in 1864. The fort provided protection for the mail and telegraph routes and stagecoach passengers traveling through Colorado Territory along the South Platte branch of the Overland Trail. The Rainbow Bridge spanning the South Platte River at State Highway 52 is the southern entrance to the byway. Listed on the National Register of Historic Places, it is one of the longest rainbow arch designs in the U.S., and the only example west of the Mississippi River. The bridge was recently rehabilitated with Federal ISTEA enhancement funds and won a national award for the project's purpose and success.
- **Stoneham** — In February 1888, Elenora B. Stone purchased land which she later sold that same year to the Lincoln Land Company. By 1910, new homesteaders dotted the area and the town grew. Small tar-papered shacks served as temporary living quarters until people received their homestead claims. Stoneham had a general merchandise store, bank, lumberyards, grocery store, livery stables, blacksmith, stockyard, hotel and a doctor's office. Two grain elevators were built along the railroad to store grain awaiting shipment.
- **New Raymer** In February 1888, a woman land speculator, Emma J. Courtright, purchased 157 acres which she sold a few months later the Lincoln Land Company which platted the Town of Raymer. The town was named for George Raymer, assistant chief engineer for the Burlington and Missouri Railroad. The town "boomed" and 99 people voted in an election in 1888. Hard times arrived in the 1890's and by 1894 the town was vacant. Following the Enlarged Homestead Act of 1909, the town was replatted and revived and in 1910 changed the name of the post office changed to New Raymer to avoid confusion with the Town of Ramah, Colorado.
- **Briggsdale** — In 1909, the Union Pacific Railroad built a rail line that ran from Greeley to Briggsdale to serve the irrigated farmlands of the area. Frank N. Briggs and E.L. Laycock platted Briggsdale in April of 1910. The first post office and school opened several months later.
- **Ault** — Ault is the western gateway to the Pawnee Pioneer Trails Scenic and Historic Byway. Developed as a siding along the Union Pacific Railroad, the town was first named McAllister, then renamed Burgdorf in 1889. Commercial and residential development began in 1897 when the Pence family arrived and built the first store. A year later, the town became Ault, in honor of Alexander Ault, a Fort Collins grain merchant. In 1907, three fires within six weeks destroyed most of the buildings along Main Street; nevertheless, the community has continued to develop over the years.
- **Grover** — Likely many of the byway communities, Grover is located on the Sterling to Cheyenne Branch of the abandoned Chicago, Burlington and Quincy Railroad. Once known as Chatoga and Point of Rocks, postmaster Neal Donovan named the community Grover, his wife's maiden name. The Lincoln Land Company filed a plat for the town in 1888. Opportunities for land lured people and Grover was incorporated in 1916 with a population of 250. A new school and electric and water plants were built in 1920. During the boom,

there were 37 businesses, a newspaper, two daily trains, several church groups, an opera house, hotel, and an attorney.

Section 8. Visitor Experience

The Pawnee Pioneer Trails Scenic and Historic Byway is unique in Colorado. Of the state's 22 byways, only three are on the eastern plains. The South Platte River Trail Byway near Julesburg is a 19-mile loop, and the Santa Fe Trail is a 188-mile long highway-oriented byway that was an historical trail route. Pawnee Pioneer Trails is a 125-mile route and region through several small communities in northeast Colorado. It is Colorado's only byway that showcases the history of agriculture. Excluding SH 14, several segments are unpaved county roads.

Settings

The cities of Fort Morgan and Sterling are the I-76 gateways to the byway and provide both city-oriented and rural environments for byway visitors. The small community of Ault on State Highway 14 is the byway's western access point. In contrast to the Rocky Mountains, Pawnee Pioneer Trails has its own distinct and fragile beauty, the result of a landscape sculpted by geologic forces whose effects have been held in check by hardy vegetation.

The detail of the Colorado Piedmont's short-grass prairie cannot be seen at 55 miles per hour. Much of the byway is observable only by foot. Pawnee National Grassland and the landmark 250-foot high buttes are dramatic landforms on of the byway. The byway is peaceful and quiet, and feels very remote to the urban traveler. Visitors can experience solitude only known to this type of environment. However, the byway also is no stranger to wind, violent thunderstorms, hail, tornadoes, and snowstorms and the peace and quiet can rapidly disappear.

Activities

The byway visitor can pursue a wide range of recreational activities including:

- Viewing scenery from automobiles, stopping points, roadside pullouts, and trails.
- Viewing and hiking to Pawnee Buttes and some public lands
- Picnicking and general day use.
- Nature study, birding, photography, and viewing wildlife.
- Exploring local museums and artisan shops.
- Antique shopping.
- Observing historic structures, sites, and interpretive displays
- Attending the Prairie Rendezvous, and other annual fairs, rodeos, and events.
- Studying geology
- Camping—(Briggsdale, New Raymer, Ft. Morgan, North Sterling Reservoir State Park, and some public lands)
- Bicycling.

Section 9 Byway Resource Protection

Overview

The scenic, historic, cultural and natural resources that comprise the Pawnee Pioneer Trails are what make it special. It is not the primary intention of the PPTSHBC to promote economic development and population growth. Although the gateway communities of Sterling and Fort Morgan, and to a lesser degree Ault, Grover, and Briggsdale are experiencing some residential growth, other byway communities including New Raymer and Stoneham are not.

County Land Use Planning

Agricultural zoning in Morgan, Weld, and Logan Counties provides one level of protection for area resources. Pressure to convert farmland and ranchland to residential and commercial development should be monitored for adverse impacts to land use.

Pawnee National Grassland

The Pawnee National Grassland (which includes only the West Pawnee Butte) is federally owned and managed by the U.S. Forest Service. Pawnee Buttes are points of destination and the principle attractions along the byway. The Forest Service manages the Grassland for non-motorized recreation and resource protection. Reminding visitors to not remove artifacts and vertebrate fossils is an ongoing effort. PPTSHBC will continue to work with the Forest Service to protect natural and cultural resources of the Pawnee National Grassland and the byway.

Private Land

Private farms and ranches along the byway are key components to the byway's character. Maintaining good relations between byway managers and private property owners is essential. Byway publications, visitor information, and ethics signage should inform byway travelers of the necessity of staying off and respecting private land. If landowners indicate that trespassing is an increasing problem, PPTSHBC may assist them to the best of their ability, for example by facilitating the provision of additional signage. Byway resource protection also applies to any historic sites and structures of significance. The Pawnee Grazing Association has reported a dramatic decrease of vandalism since byway inception.

Section 10. Signage

Byway, State, and County Signage

The byway is signed with the official Colorado State Scenic Byways columbine signs. These signs are purchased by the byway and maintained by the Colorado Department of Transportation and include beginning and ending points at Sterling, Fort Morgan, and Ault. The Colorado Department of Transportation signs state Highways 14 and 52. Weld County signs Weld County Roads 77, 120, 390, 112, 110, 127, and 129.

Interpretive Signage

This plan recommends the selection and development of a few interpretive pullouts. One kiosk has been constructed in Ault under the Colorado Historical Society—Colorado Department of

Transportation Interpretive Signage Program. Byway kiosks have been constructed in New Raymer and Grover using ISTEA funds. A Sterling byway kiosk has been funded by ISTEA but not yet constructed. Future interpretive signs may be funded under the CHS—CDOT program or by TEA21 byway funds (replaces ISTEA program.)

Tourist-Oriented Directional Signage (TODS)

Tourist-oriented directional signage, or TODS, is a standard state signage system that permits marking of specific business and visitor services. The signs are blue with white lettering. These signs may be installed on federal interstate highways and state highways. Currently, TODS are not necessary as most of the byway is undeveloped and businesses and visitor services are clearly marked. PPTSHBC may wish to use TODS in the future to identify public- and private-sector recreation and tourism attractions, most likely in Sterling, Fort Morgan, and Ault.

Outdoor Advertising Controls

One signage restriction results from state byway designation and use of Federal Highway Administration byway ISTEA (now TEA21) funding. No new off-premise outdoor advertising or business signage may be constructed along either SH 14 or SH 52. The removal of non-conforming existing signs is not required. However, sign reconstruction or replacement is prohibited.

Section 11 Transportation and Traffic Safety

Traffic Volumes

According to the Colorado Department of Transportation the average annual daily trips (AADT) on SH 14 is 1,200 vehicles, and for SH 52, 390 vehicles (CDOT, 1996). AADT do not differentiate between seasons, weekends, weekdays, good and bad weather, or peak demand periods.

Though CDOT periodically obtains traffic count data, more detailed counts can be requested to better measure increases in traffic volumes possibly resulting from byway designation. Although other state byways have reported up to 25 to 30 percent increases in traffic, significant increases have not been reported for Pawnee Pioneer Trails.

Accident Records

For the 3-year period from January 1, 1995 through December 31, 1997, there were 139 accidents reported on SH 14 (CDOT, 1998). There were 52 one-car, 83 two-car, and 4 multiple-car accidents. Forty percent of the accidents involved injuries; one accident resulted in a fatality. A majority of the accidents were either broadside or rear-end collisions or hitting fixed objects. Sixty-eight percent of the accidents occurred during the day, 30 percent occurred during adverse weather conditions.

For the same reporting period, there were 63 accidents on SH 52. There were 21 one-car, 38 two-car, and 4 multiple-car accidents. Thirty-three percent of the accidents involved injuries; one accident resulted in three fatalities. A majority of the accidents were either broadside or rear-end collisions or hitting fixed objects. Seventy-five percent of the accidents occurred during the day; 20 percent of the accidents occurred during adverse weather conditions.

For the same reporting period, there were 63 accidents on SH 52. There were 21 one-car, 38 two-car, and 4 multiple-car accidents. Thirty-three percent of the accidents involved injuries; one accident resulted in three fatalities. A majority of the accidents were either broadside or rear-end collisions or hitting fixed objects. Seventy-five percent of the accidents occurred during the day; 20 percent of the accidents occurred during adverse weather conditions.

Section 12. Interpretive Planning Strategy

As indicated in the 1992 Memorandum of Understanding, interpretation of byway resources is a key objective of PPTSHBC. Interpretive tools include brochures, booklets, books, audio tapes, video tapes, kiosks, signs and displays (some with voice messages), interactive CD-ROM programs, byway “passports”, retail products, low-watt radio broadcasts and the like. Presently, the Council has produced a four-color brochure and three kiosks.

The intent of interpreting byway resources is to present visitors with provocative and emotive messages that lead to engaging experiences—not encyclopedic information. The messages also can be entertaining and appealing to many age groups.

Themes

The most engaging interpretive themes and storylines arise from the rich history of the region. Themes include:

- Geological history—the Colorado Piedmont, the Pawnee Buttes
- Native short-grass prairie
- Wildlife, birding
- Archaeological finds
- History of human habitation
- Historic record of Native Americans
- Homesteading
- Trails
- Community development
- Irrigated agriculture and dryland farming
- Evolution of modern farming
- Ranching
- Rural electrification
- Railroad history
- Old schools
- Oil and gas development
- Dust Bowl and reclamation

- Sites of high scenic quality

Opportunities

There are many locations along the byway where these themes and storylines could be showcased. In addition to Fort Morgan, Sterling, Ault, New Raymer, Grover, Stoneham, Briggsdale, Greeley, and the Pawnee Buttes, sites include:

- Pawnee Pass/Gap
- Pawnee Creek and Bridge
- Wildcat Creek Canyon and Hills
- North Sterling Canal
- Native grass prairie site
- Old Homestead Ranch Barn
- Rainbow Bridge
- Railroad history
- Sligo/Sligo Cemetery
- Igo Creek
- Various recreation sites
- Chalk Bluffs
- Range management sites
- Riparian sites
- Homestead sites
- Crow Creek
- Summit Springs Battlefield
- Trappers Trail
- Texas-Montana Cattle Trail

Section 13. Tourism, Marketing, and Promotion

Local Objectives

Byway goals identified in the 1992 Memorandum of Understanding include interpreting, publicizing, and preserving intrinsic byway resources. Although communities along the byway see it as an opportunity to attract visitors and associated revenues, it is not the intention of PPTSHBC to attract large numbers of visitors or promote commercial or residential development along the byway. Each byway community decides the level of marketing and promotion. In turn, PPTSHBC supports these local determinations and manages byway activities accordingly.

State Coordination

PPTSHBC understands that a certain level of promotion comes with state byway designation. Additionally, the Pawnee National Grassland specifically attracts about 65,000 visitors per year. The byway is featured not only in its own brochure, but a statewide brochure, a video production, and an Internet site. PPTSHBC will continue to work with the state byway program to assure that the accuracy and level of marketing and promotion are consistent with byway goals.

Section 14. Recommended Actions

Introduction

Recommendations for existing resource enhancements and new projects are based on the byway organizations' desired benefits and outcomes, byway objectives, and PPTSHBC's vision and mission. Recommended actions are grouped under the following categories.

- Ongoing PPTSHBC Management and Public Involvement
- Visitor Services
- Enhancement Projects
- Byway Resource Protection Projects
- Signage
- Interpretive Products
- Tourism, Marketing, and Promotion
- Funding, and,
- Monitoring and Evaluation

Recommended Actions

Ongoing PPTSHBC Management and Public Involvement

1. A comprehensive electronic mailing list of the byway council, members, partners, and friends should be created and updated twice a year. This mailing list should include all landowners along the byway.
2. A brief newsletter should be prepared and mailed to the mailing list twice a year. The newsletters also should be distributed to all local and regional newspapers and radio stations. Each year, one person should assume the role of media coordinator.
3. The byway council should continue to meet on an as-needed basis at various locations along the byway.
4. Once a year, PPTSHBC should conduct a Saturday half-day public meeting, work session, and open house to update everyone on byway projects and solicit opinions.
5. PPTSHBC should take a proactive approach to strengthen relationships with existing members and partners and promote the development of new partnerships.

6. The Council should engage new generations of byway participants to provide future leadership. This, in part, will prevent volunteer burnout resulting from the same few individuals doing most of the organization's work.

Visitor Services

1. Sterling, Ault, and Fort Morgan are the gateway communities to the byway and the first points of contact for many visitor services and amenities. In a manner desirable to each community, and consistent with the overall vision and mission of the byway, each community should publicize itself as a gateway to the byway, distribute byway brochures, and provide visitor information using existing and new resources.
2. Along with promoting its resources, byway business should include the dissemination of visitor ethics and safety information that includes bad weather routes and guidelines for respecting private property.
3. PPTSHBC should produce a window decal using the byway's logo. Businesses would be encouraged to display the decal and invite visitors to come inside for information. Retail sales also may increase.
4. PPTSHBC should produce a "fact sheet" for distribution to public and private sector tourism and retail providers. The fact sheet would contain answers to frequently asked questions. This fact sheet could be available at restaurants, gas stations, visitor information centers, and other primary points of contact for visitors.

Enhancement Projects

1. Develop a series of interpretive pullouts that highlight an important place or event, for example, where the Texas-Montana Cattle Trail crosses SH 14 and the location of the 1830 Trappers Trail near SH 14 and Briggsdale. (*See Section 13, Interpretive Planning Approach*).
2. Develop a series of secondary loop tours that link important themes to the byway, for example the importance of the South Platte River and irrigation ditches to settlement and agricultural development in this region of Colorado. Other examples could include the location of the Battle of Summit Springs (15-mile loop tour off the byway) or the African American agricultural settlement of Deerfield.
3. Working with the City of Sterling to help finance (through TEA21 funds) the David Hamil Museum, which would highlight the history of the Rural Electrification Association and Hamil's distinguished career.

Byway Resource Protection Projects

1. Identify any historic or prehistoric sites or structures needing protection.
2. Identify any natural resources needing protection.
3. Identify any specific scenic resources needing protection.

Signage

1. Monitor the scenic byway columbine signs and report damage to CDOT.

2. Develop and install visitor ethics signage wherever required to deter trespassing and vandalism.
3. Develop and install interpretive signage and displays (*see below*).
4. Utilize the byway's standard logo graphic and color palette for use on byway signs and interpretive displays.
5. Install "to the byway" signs on county roads where visitors may get lost or disoriented.

Interpretive Products

1. Prioritize and develop interpretive signs and displays for installation at the key byway pullouts.
2. Prepare a teacher's guide for the byway.
3. Develop a brochure on byway geology.
4. Develop loop tour brochures.
5. Develop retail products for sale at the Prairie Rendezvous.
6. Develop a byway audiotape on Pawnee Pioneer Trails history that could be used by visitors entering the byway from any direction.
7. Develop and promote working ranch and farm tours for targeted groups.
8. Develop a byway passport that features key byway attractions and interpretive themes. Each community or attraction would have a unique stamp encouraging travelers to visit many stops along the byway.

Tourism, Marketing, and Promotion

1. Develop a tourism, marketing, and promotion strategy for the byway that reflects the goals and objectives of PPTSHBC as well as local communities.
2. Review marketing materials for the byway for accuracy and level of desired promotion.
3. Investigate a Sterling gateway marketing and promotion plan.
4. Investigate a Fort Morgan gateway marketing and promotion plan.
5. Investigate an Ault gateway marketing and promotion plan.

Funding

1. Use the Prairie Rendezvous as a fundraising tool.
2. Based on the ability to raise cash and in-kind contributions, selectively apply for TEA21 grants (Hamil Museum—high priority).
3. Use the PPTSHBC's 501 c 3 non-profit status to obtain special project funding.
4. Monitor Colorado State Historical Fund grant cycles.
5. Monitor GOCO grant cycles and program priorities.

Monitoring and Evaluation

1. Periodically survey landowners along the byway regarding levels of visitation and any byway-related problems they may be incurring.
2. Periodically survey retail sales along the byway.
3. Periodically conduct visitor profile studies for marketing and impact assessments.
4. Include a monitoring and evaluation session during the Council's annual meeting or open house. Identify problems and corrective actions and the means for continued monitoring as needed.
5. Monitor traffic volumes with the assistance of the Colorado Department of Transportation.

Section 15. Funding

Needs

Aside from costs associated with byway administration and rudimentary interpretive materials, the most significant funding needs would be for interpretive pullouts or overlooks, interpretive displays, and kiosks. Byway involvement to partially fund the David Hamil Museum would be a one-time TEA21 grant request.

Opportunities

To date, Pawnee Pioneer Trails has received ISTEA funding for the development of its four-color brochure and three community kiosks. With the passage of TEA21 byways funding, PPTSHBC may continue to apply for and receive grants for byway projects; however, these grants continue to require a 20 percent local match in cash or in-kind services. When the byway receives 501 c 3 non-profit status, additional funding sources will be available from foundations and institutions that only fund non-profit organizations. With non-profit status, the byway organization also will become tax exempt.

PPTSHBC also may receive State Historical Fund grants and grants from Great Outdoors Colorado (GOCO). As in the past, small donation funding also may be available from local governments and interest groups.

Section 16. Implementation

Priorities

Project priorities for the Pawnee Pioneer Trails Scenic and Historic Byway will be established by the PPTSHBC and will depend on funding and the ability to manage contracts. If the Council develops interpretive pullouts, most likely this would be a long-term program of funding, conceptual design, and construction of one pullout at-a-time. Project priorities may be dictated by available funding. Typically, priority will be given to the maintaining existing byway resources before funds are dedicated to new projects.

Responsibilities

As outlined in the 1992 Memorandum of Understanding, the PPTSHBC is responsible for managing byway activities in cooperation with the byway partners listed in the MOU. The U.S. Forest Service manages the Pawnee National Grassland. Weld, Morgan, and Logan Counties are responsible for land use management in the unincorporated portions of each county, and the incorporated municipalities manage land uses within their jurisdictions. As each byway project is undertaken, PPTSHBC will work with its public and private sector partners to identify responsibilities for administering, planning, design, constructing, operating, and maintaining the project.

Section 17. Byway Monitoring and Evaluation

Overview

This corridor management plan is a dynamic document that will require periodic review to assure that byway activities and projects are in concurrence with the plan. As projects are completed, they may be removed from the document and new projects added.

Over time, the Council and membership may propose new projects or identify needed actions. Where monitoring indicates an adverse impact, PPTSHBC can determine and implement a corrective action.

Monitoring and Evaluation Process

PPTSHBC should develop a monitoring and evaluation process tailored to its Board of Directors and membership. The Council and membership should review annually the accomplishments of the previous year, any problems that have arisen, and set priorities for the upcoming year. PPTSHBC should determine how formal the review and plan amendment process should be.

Where possible, methods to measure changes over time should be developed to determine if specific byway actions are successful. Data might include:

- Traffic counts
- Visitation at welcome centers and information sites
- Visitation at museums or other cultural facilities
- Visitation at public and private recreation sites
- Lodging statistics
- Travel and information inquiries
- Retail sales at select sites
- Comments or complaints
- Visitor survey results
- Internet hits if a web page is developed
- Accidents/Law enforcement

Appendix A.

Articles of Incorporation



STATE OF COLORADO

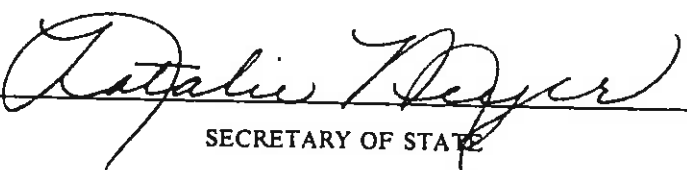
DEPARTMENT OF STATE CERTIFICATE

I, NATALIE MEYER, Secretary of State of the State of Colorado hereby certify that the prerequisites for the issuance of this certificate have been fulfilled in compliance with law and are found to conform to law.

Accordingly, the undersigned, by virtue of the authority vested in me by law, hereby issues A CERTIFICATE OF INCORPORATION TO

THE PAWNEE PIONEER TRAILS SCENIC AND HISTORIC BYWAY
COUNCIL, INCORPORATED
(A NONPROFIT CORPORATION)

Dated: MARCH 21, 1994



SECRETARY OF STATE

MAIL TO:
COLORADO SECRETARY OF STATE
CORPORATIONS OFFICE
1560 Broadway, Suite 200
Denver, Colorado 80202
(303) 894-2251

THIS DOCUMENT MUST
BE TYPEWRITTEN

FILED COPY

CONF. CHD. MRA

ARTICLES OF INCORPORATION
OF A COLORADO NONPROFIT CORPORATION

941032843 \$50.00
SOS 03-21-94 08:30

The undersigned person(s) acting as incorporator(s) of a corporation under the Colorado Nonprofit Corporation Act, execute the following Articles of Incorporation for such corporation.

FIRST: The name of the nonprofit corporation is: THE PAWNEE PIONEER TRAILS SCENIC AND HISTORIC
BYWAY COUNCIL, INCORPORATED

SECOND: The address of the initial registered office of the corporation in Colorado is Pawnee Pioneer Trails
Scenic and Historic Byway Council, Inc., 57875 Road 86, New Raymer, CO 80742
(Address must include Building number and suite number, Street (or rural route number), Town or City and Zip code.) and the name of its initial registered agent at such address is Ms. Doris Williams

THIRD: The corporation (will/~~will not~~ will) have members.

FOURTH: Provisions regarding the distribution of assets on dissolution are:

Byway Columbine signs will be returned to the State of Colorado if not usable by the
Counties (Morgan, Logan, Weld) for other Byways, or the USDA Forest Service for those
purchased by that agency. Account balances will be returned to the providers on a
proportional rate based on the previous amounts provided, brochures will be destroyed,
ethics signs will be used by the Counties or Forest Service, and kiosks and other
structures will become the property of the government where constructed and maintained.
FIFTH: The corporation shall have 5 directors who shall serve as the initial board of directors and the name and address of each director is:

NAME OF DIRECTOR

ADDRESS (include zip code)

<u>Doris Williams</u>	<u>57875 Road 86, New Raymer, Co. 80742</u>
MARY L. STEWART	404 FRANKLIN ST. STERLING CO 80751
<u>Gaye Krager</u>	<u>P.O. Box 63 New Raymer, Colo. 80742</u>
Peggy A. Ford	1215 17th Street, Greeley, CO 80631
William M. Phillips, Jr.	660 "O" Street, Greeley, CO 80631

SIXTH: The name and address of each incorporator is:

Same as the Board of Directors.

The signature(s) of each incorporator:

Doris Williams, Mary L. Stewart, Gaye Krager
Peggy A. Ford, William M. Phillips, Jr.

Appendix B. PPTSHBC Corporate Bylaws

**PAWNEE PIONEER TRAILS SCENIC
AND HISTORIC BYWAY COUNCIL
CORPORATE BYLAWS**

Accepted December 11, 1992

I. PURPOSE

The purpose of this organization is only to preserve, educate interpret and publicize the Pawnee Pioneer Historic and Scenic Byway and to preserve the areas for the all of the public.

II. OBJECTIVES: Including but not limited to the following:

- A. Provide interpretive material for the public to utilize.
- B. Coordinate interpretive signage at designated scenic or historic stops.
- C. Coordinate interpretive orientation centers.
- D. Coordinate designating route signage.
- E. Promote the protection of the interests of all publics affected by and benefitting from the Pawnee Pioneer Trails Byway.
- F. Promote cooperative efforts among the membership.

III. Council Membership

A. General Powers: Business and affairs of the Council

B. The Council shall be made up of appointed or elected representatives of each of the following member groups:

City of Sterling
City of Grover
City of New Raymer
City of Fort Morgan
City of Ault
City of Greeley
Colorado Department of Highways
Colorado Division of Wildlife
Community of Briggsdale
Community of Stoneham

Crow Valley Livestock Grazing
Cooperative
Weld County/Greeley Convention and
Visitors Bureau
Logan County Historical Society
Logan County
Morgan County Tourism Bureau
Morgan County
Pawnee Grazing Association
U.S.D.A., National Forest Service
Pawnee National Grasslands

Weld County Historical Society
 Weld County
 Weld County Livestock Association
 Greeley Audubon Society
 Fort Morgan Heritage Foundation
 Grover Historical Society

C. Other groups or organizations may be added to the above roster by a vote of the Council.

D. All members with representation on the Council must agree and be signatories to the purpose and objectives of the organization as outlined in the Memorandum of Understanding.

E. The Council shall meet at least once a year in January. Additional meetings of the entire Council can be called as needed.

F. Council meetings will be open to the general public. Notices must be posted in Byway-wide publications (e.g. organizational and school newsletters and area newspapers) and through other avenues of publicity (e.g. invitations, posters, etc.) at least two weeks prior to each meeting.

G. Only elected or appointed representatives of member groups may vote. A representative may vote by proxy if unable to attend the Council meeting. One vote is allowed for each representative group.

H. Representation by presence or proxy by two-thirds of the Council will constitute a quorum.

IV. Council Board of Directors.

A. Officers:

1. Chairperson. The chairperson is the principal executive officer of the Council. The Chairperson shall preside over all meetings of the Council, form meeting agendas and determine the exact day and location of meetings.

2. Vice-Chairperson. The Vice-Chairperson shall function as Chairperson in the absence of the elected person.

3. Secretary/Treasurer. In the capacity as Secretary shall keep the minutes of the Board meetings, be custodian of the corporate records and send notices of all meetings. In capacity as Treasurer shall receive and dispense funds of the association, give and receive receipts for money due and payable to the association, and pay all debts of the association as directed by the Board of Directors.

4. Two At-large Members

5. Board members shall be elected at the January annual meeting of the Council.

B. The Board of Directors will meet quarterly during the year. March, June

September and December. Other meetings may be called as necessary. Exact day and location will be determined by the president.

C. Three members of the Board present at a meeting shall be considered a quorum.

D. Board vacancies will be filled by appointment by the Board until the next election.

E. The Board will formulate the activities for the entire Byway. The Board may appoint committees to facilitate this process as needed.

V. Contracts, Loans and Checks and Deposits.

A. Contracts. The Board of Directors may authorize any officer or agent[s] to enter into any contract and deliver any instrument in the name of and on behalf of the Council.

B. Loans. No loans shall be contracted on behalf of the Council.

C. All checks, drafts, etc. All checks, drafts or other orders for payment of money or other evidence of indebtedness in the name of the association, shall be signed by such officers, agents of the corporation in such a manner as shall from time to time be determined by resolution of the Board of Directors.

D. Deposits. All funds of the corporation not otherwise employed shall be deposited from time to time to the credit of the association in such bank as the board of directors may select.

VI. Assessments. The Council may assess itself for administrative purposes. Each member group is responsible for funding its own projects. The Council may assess the membership of the Council for purposes of obtaining financial assistance in the operation and fulfillment of the purposes of the Council. Assessments must be approved by a majority vote of the Council.

VII. Fiscal Year: The fiscal year will be the calendar year.

VIII. Amendments: These bylaws may be altered, amended or repealed by a majority of the members of the Council.

**AMENDMENTS TO CORPORATE BYLAWS OF THE
PAWNEE PIONEER TRAILS SCENIC AND HISTORIC BYWAY COUNCIL**

Accepted by a majority vote, May 27, 1993:

VI. ASSESSMENTS

The Council may assess itself for administrative purposes. Each member organization is responsible for funding its own projects. The Council authorizes the Finance Committee to seek grants, funds, and private donations, to meet the operations, expenses, and long-term goals of the Council.

Accepted by a majority vote, December 9, 1994:

IV. COUNCIL BOARD OF DIRECTORS

A. Board of Directors for the Pawnee Pioneer Trails Scenic and Historic Byway shall have representation from each county, consisting of a person from Logan County, Morgan County, and Weld County.

There shall also be three (3) members-at-large. The U.S. Forest Service, Pawnee National Grassland, Arapaho and Roosevelt National Forest shall have a representative on said board. This board shall consist of seven (7) persons.

A county commissioner from the counties of Logan, Morgan, and Weld shall serve as ex-officio members of this board.

B. Four (4) members of the Board present at a meeting shall be considered a quorum.

December 9, 1994

Purpose To change our bylaws so as to make the members on the Board of Directors more equitable to all corners of the P.P.T.S.-H.B.

Recommended change: Under IV. Council Board of Directors.

A, Board of Directors For the Pawnee Pioneer Trails Scenic and Historic Byway shall have representation from each county - consistin of a person from Logan County, Morgan County and Weld County.

There shall also be three members at large. The U.S. Forest Service, Pawnee National Grassland, Arapaho and Roosevelt National Forest shall have a representative on said board. This board shall consist of seven persons

A County Commissioner from the County of Logan, Morgan and Weld shall serve as ex officio members of this board.

B, Duties of Officers

Under Item C - Change the three members to make up a quorum to 4.

Appendix C. Memorandum of Understanding

**Memorandum of Understanding and Organization
Pawnee Pioneer Trails Scenic and Historic Byway Council
Adopted December 11, 1992**

This Memorandum of Understanding is made and entered into by members of the Pawnee Pioneer Trails Scenic and Historic Byway Council [PPTC], under provisions of the State of Colorado Byways program.

WHEREAS, the Pawnee Pioneer Trails Scenic and Historic Byway has been designated as a Scenic Byway by the State of Colorado.

WHEREAS, PPTC is organized to interpret, publicize, and preserve the Pawnee Pioneer Trails Byway.

WHEREAS, A Corridor Plan for the Pawnee Pioneer Trails needs to be prepared and implemented that will meet state scenic byway criteria, and which will guide the development of the Pawnee Pioneer Trails Scenic and Historic Byway.

NOW THEREFORE, the members agree that they will:

Work jointly with the PPTC and other cooperating agencies to prepare a Scenic Byway Corridor Plan. The Corridor Plan will guide development of facilities and services in order to promote public understanding and use of recreational, scenic, historic, and natural features along the Pawnee Pioneer Trails.

Act as the principal organization to coordinate and guide all activities relating to the marketing, planning, and operation of the Pawnee Pioneer Trail Scenic and Historic Byway.

Involve and coordinate input from local governments, agencies, businesses and citizens in the development of the PPTC projects and activities. Contact shall include, but not be limited to, all members and cooperators of the PPTC as follows:

- * City of Sterling
- City of Grover
- City of New Raymer
- City of Fort Morgan
- City of Ault
- City of Greeley
- Colorado Department of Highways
- Colorado Division of Wildlife
- Community of Briggsdale
- Community of Stoneham
- Crow Valley Livestock Grazing Cooperative

Memorandum for PPTS&HB

Weld County/Greeley Convention and Visitors Bureau

• Logan County Historical Society

• Logan County

— Morgan County Tourism Bureau

— Morgan County

• Pawnee Grazing Association

U.S.D.A. Forest Service, Pawnee National Grassland

Weld County Historical Society

Weld County

Weld County Livestock Association

Greeley Audubon Society

— Fort Morgan Heritage Foundation

Grover Historical Society

Interested Citizens Contiguous to the Byway

IT IS MUTUALLY AGREED TO:

Coordinate with each other on ideas, activities and initiatives along the Pawnee Pioneer Trails to promote its development, use, interpretation and conservation.

Prepare a Scenic Byway Corridor Plan that will include:

1. An inventory of all potential visitor stops along the entire Scenic Byway route from Sterling and Fort Morgan to Ault, and the significance of each stop.
2. Selection of sites which should be further developed as part of the Scenic Byway by providing facilities such as parking, interpretive signing, picnic tables, etc.
3. Recommendations for materials and standards for facilities and signs at each developed site so that there is continuity at each site along the entire Scenic Byway.
4. Identification of secondary features/attractions in close proximity to the Scenic Byway which could further enhance the enjoyment of Scenic Byway travelers, i.e., museums, campgrounds, golf courses, fishing, local festivals, resorts.
5. Guidelines for preserving or enhancing the scenic quality of the Byway through management of vegetation, vista points, complementary signing, utility locations, and rehabilitation of intrusive views.
6. An implementation schedule to make the Corridor Plan a reality; including various funding opportunities, potential partners, and project implementation responsibilities.

Memorandum for PPTS&HB

7. Formation of a committee to review all site specific actions for consistency with the goals of the Corridor Plan.

It is further agreed that members will cooperatively implement the above-mentioned Corridor Plan.

Any party may terminate their participation in this agreement by providing notice to the Council.

IN WITNESS THEREOF, we hereby execute this agreement as of _____.

Organization Name

Signature/Title of Representative

Date

Appendix D. Grant Applications

Appendix E. Brochure