Top of the Rockies
National Scenic & Historic Byway

CORRIDOR MANAGEMENT PLAN

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Introduction

The Top of the Rockies Corridor Management Plan (CMP) is a community based strategy to balance the **preservation**, **enhancement** and **interpretation** of the corridor's intrinsic qualities with the beneficial **use**, **safety** and **enjoyment** of the Byway user. The Plan specifies the actions, procedures, and strategies that may be employed to maintain the intrinsic qualities of the Byway. Intrinsic qualities are the **scenic**, **historic**, **recreational**, **cultural**, **archeological** and **natural** features that are considered representative, unique, irreplaceable and distinctly characteristic of the Byway.

This CMP addresses the following items:

What are the Byway's current conditions?
An inventory of Transportation, Land Use and Intrinsic Qualities provides the existing conditions of the Byway. These can be found in the Appendices G, H, and I. An Analysis of these conditions can be found in 'Resource Analysis'.

What are the goals, objectives and strategies for the Byway?
The goals and objectives of the Byway are included in Section 2 Goals,Objectives and Strategies, which include:

- Improve the safety of the Byway for all users
- Protect, preserve and embrace the intrinsic qualities of the Byway
- Interpret Byway resources
- Cultivate public and private partnerships along the Byway

What concrete actions will move you toward achieving those goals?
Actions are addressed in Section 3, identifying *Action Items, Tasks, Responsibilities, Schedules, Funding, Partners and Deliverables*.

Project Area

The Top of the Rockies National Scenic and Historic Byway (Byway) is located in Lake, Summit, Eagle and Pitkin Counties and is comprised of portions of US Highway (US) 24, and State Highways (SH) 91 and 82, entirely within the Inter-Mountain Transportation Planning Region (TPR). Passing through the towns of Aspen, Copper Mountain, Leadville, Minturn, Red Cliff and Twin Lakes, the Byway crosses the continental divide and travels through portions of the White River and Pike San Isabel National Forests.

A map of the project area is located on the page 3. A map illustrating individual sites is located on page 4.

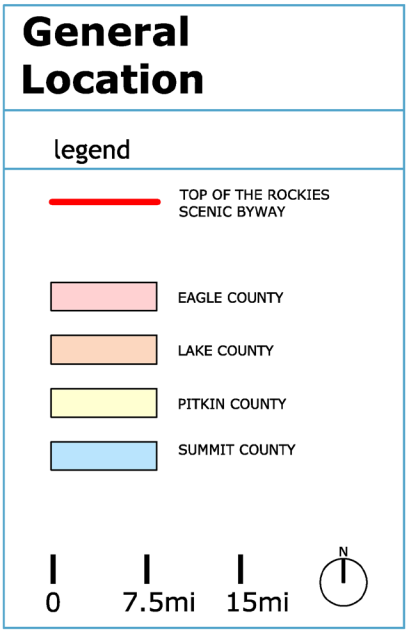
Process

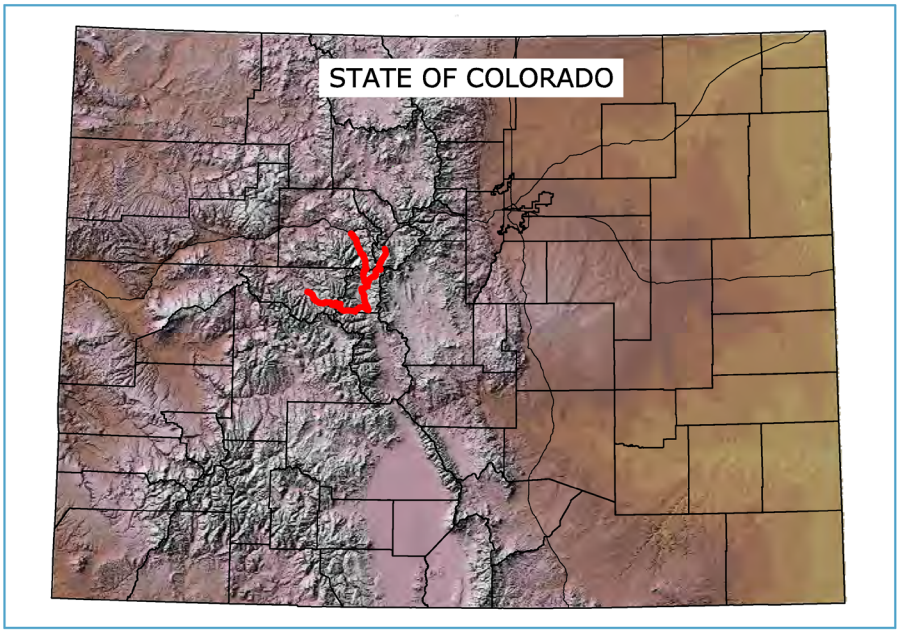
The Byway CMP involves different regions, multiple scales and numerous organizations and individuals. For a graphic representation of this process and its specific deliverables, see the Top of the Rockies Process Diagram located on 1-8 and 1-9.

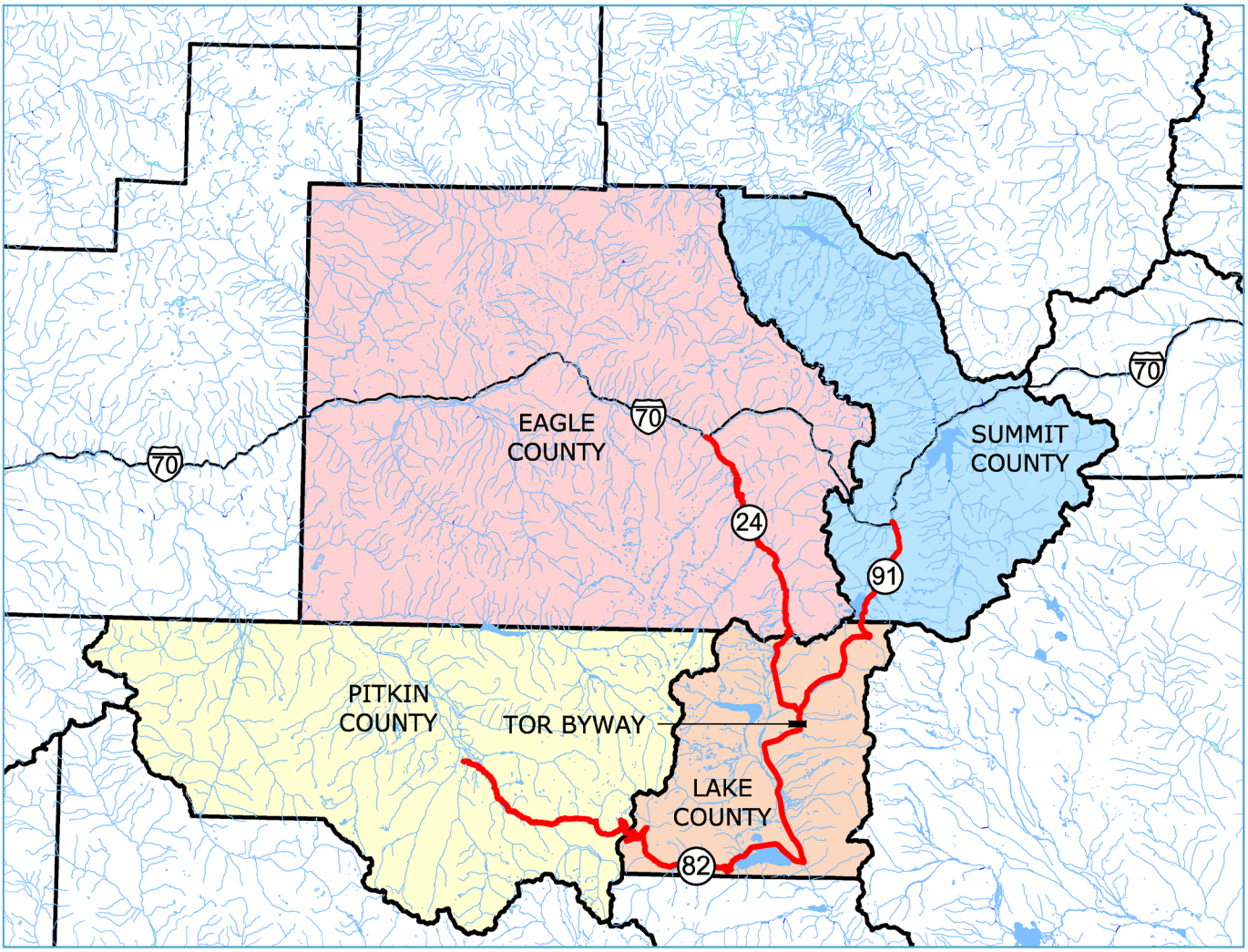
Background

A brief history of the Byway's formation follows:

- 1993 the Top of the Rockies is designated as a State Scenic and Historic Byway by the Colorado Scenic and Historic Byways Commission
- 1995 an Intergovernmental Agreement (IGA) between Lake, Summit and Eagle Counties formed the Top of the Rockies Scenic Byway Committee
- 1996 Corridor Management Plan is adopted
- 1998 the Byway is designated as a National Scenic Byway by the







Top of the Rockies National Scenic and Historic Byway
Project Area Map

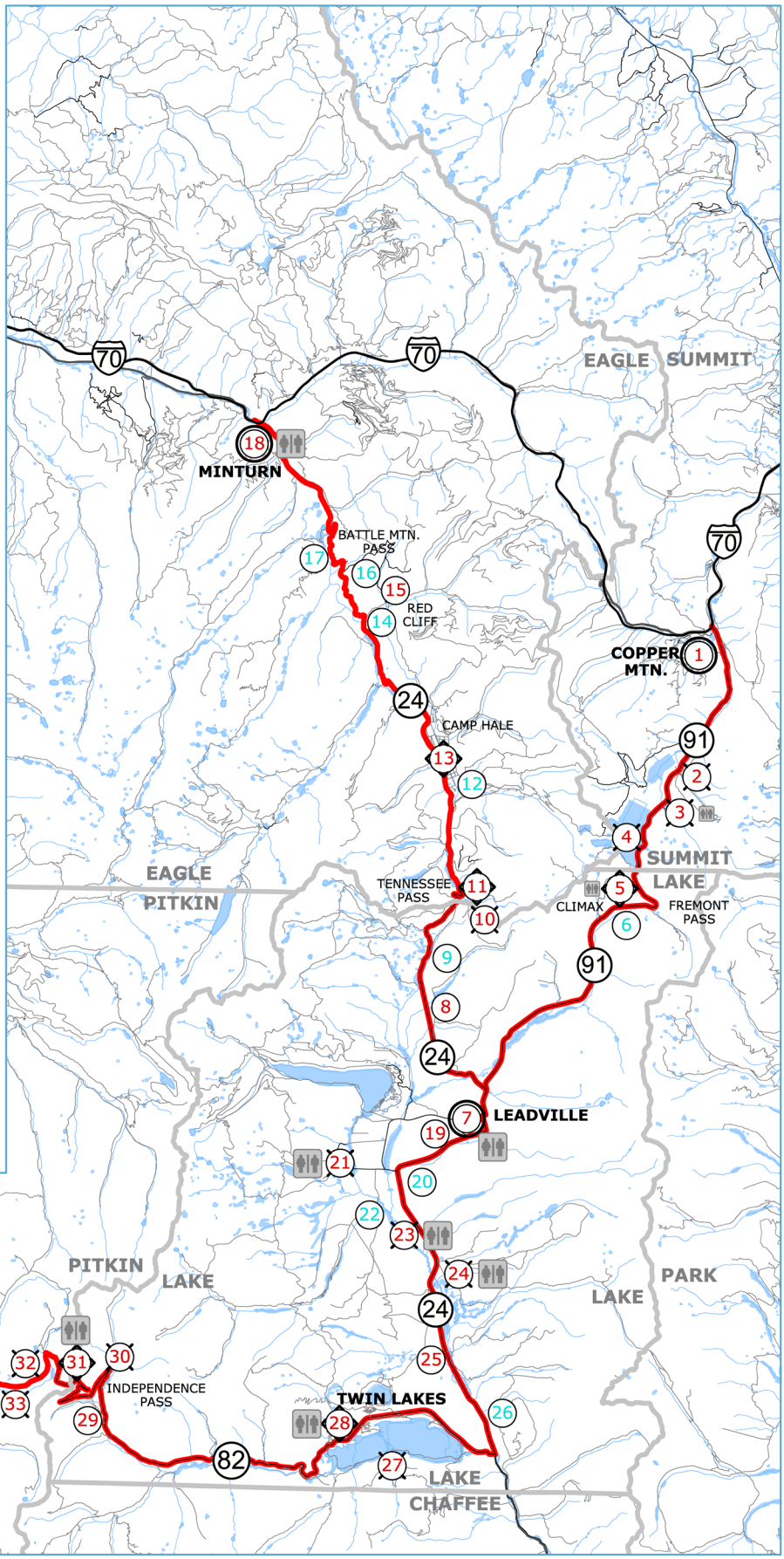
Interpretive Sites Map

legend

- TOP OF THE ROCKIES SCENIC BYWAY
- WATER COURSE
- RESTROOM
- PORTA POTTY IN SUMMER
- ONSITE INTERPRETATION
- NO ONSITE INTERPRETATION POSSIBLE
- GATEWAY
- STATION
- STOP
- SITE

INTERPRETIVE SITES - KEY

1. COPPER MOUNTAIN
2. MAYFLOWER GULCH
3. CLINTON GULCH RESERVOIR
4. HOLY CROSS / KOKOMO OVERLOOK
5. CLIMAX MINE / FREMONT PASS SUMMIT
6. MOUNT ARKANSAS
7. USFS LEADVILLE OFFICE
8. ESCONDIDO FLATS
9. WHEELER FLATS
10. SKI COOPER
11. 10TH MOUNTAIN DIVISION MEMORIAL
12. COKING OVENS
13. CAMP HALE
14. STEEL ARCH BRIDGE AND LOVERS LEEP
15. RED CLIFF MUSEUM
16. BATTLE MOUNTAIN AND NOTCH MOUNTAIN
17. GILMAN TOWN SITE
18. USFS HOLY CROSS RANGER DISTRICT OFFICE
19. SMELTING SITE
20. MALTA SCHOOL HOUSE
21. LEADVILLE NATIONAL FISH HATCHERY
22. MOUNT ELBERT AND MOUNT MASSIVE
23. CRYSTAL LAKES / ARKANSAS HEADWATERS
24. HAYDEN MEADOWS RECREATION AREA
25. HAYDEN RANCH
26. OLD LEADVILLE STAGE ROAD
27. INTERLAKEN NATIONAL HISTORIC DISTRICT
28. TWIN LAKES NATIONAL HISTORIC DISTRICT
29. BRUMLEY TOWN SITE
30. LAKE CREEK TRAILHEAD
31. INDEPENDENCE PASS SUMMIT
32. TOP CUT PULLOUT
33. INDEPENDENCE TOWN SITE
34. LOWER LOST MAN TRAILHEAD
35. DISCOVERY TRAIL AND BRAILLE TRAIL
36. LINCOLN CREEK ROAD
37. THE GROTTOS
38. WELLER LAKE
39. INDEPENDENCE PASS WINTER GATE CLOSURE SITE
40. NORTH STAR PRESERVE
41. USFS - ASPEN



Map was created with GIS information from Summit, Lake, Eagle and Pitkin Counties.

U.S. Secretary of Transportation.

- 1999 Interpretive Management Plan is adopted
- 2008 an extension to Top of the Rockies from Twin Lakes to Aspen was designated
- 2003 TORB became a 501(c)3
- 2011-2012 Planning effort funded by a Scenic Byway grant through CDOT to update the Interpretive Management Plan and Corridor Management Plan

This update to the IMP and CMP was an intensive process that engaged client, partners, consultant team and the public through a series of meetings, design charrettes and open houses. This in depth process is further described in the Process Diagram located on pages 8-9. For deliverables, the IMP was updated to include new interpretive sites as well as a methodology for selecting interpretive topics. The CMP updates included Design Guidelines for the entire Byway and a site master plan for the Independence Pass Summit Site. These documents will ensure a cohesive Byway experience, bringing the vision statement to life.

Vision and Uniqueness

The vision for the Byway is to create "a unique, cohesive, **elevated experience** in the midst of Colorado's highest mountains, crossing the Continental Divide adjacent to wilderness and journeying through vital, historic towns."

The website *byways.org* defines scenic byways beyond just breathtaking vistas. It states that "*All of America's Byways® are 'scenic', representing the depth and breadth of scenery in America: natural and man-made panoramas; electrifying neon landscapes; ancient and modern history coming alive; native arts and culture; and scenes of friends, families and strangers sharing their stories.*"

The Top of the Rockies Byway embodies this definition perfectly, displaying the uniqueness of its scenic, natural, historic, cultural, archeological and recreational **intrinsic qualities**.

The Byway offers a dynamic **scenic** adventure, highlighting the Rockies unique landforms, wildlife, cultural and historic assets along its 117-mile route. From the precipitous cliffs to gently rolling river bottoms, the Byway exhibits a wide and wild spectrum of the **natural** world, including one of the highest concentrations of "fourteeners" found anywhere in the nation.

opposite: Top of the Rockies National Scenic and Historic Byway Interpretive Sites Map

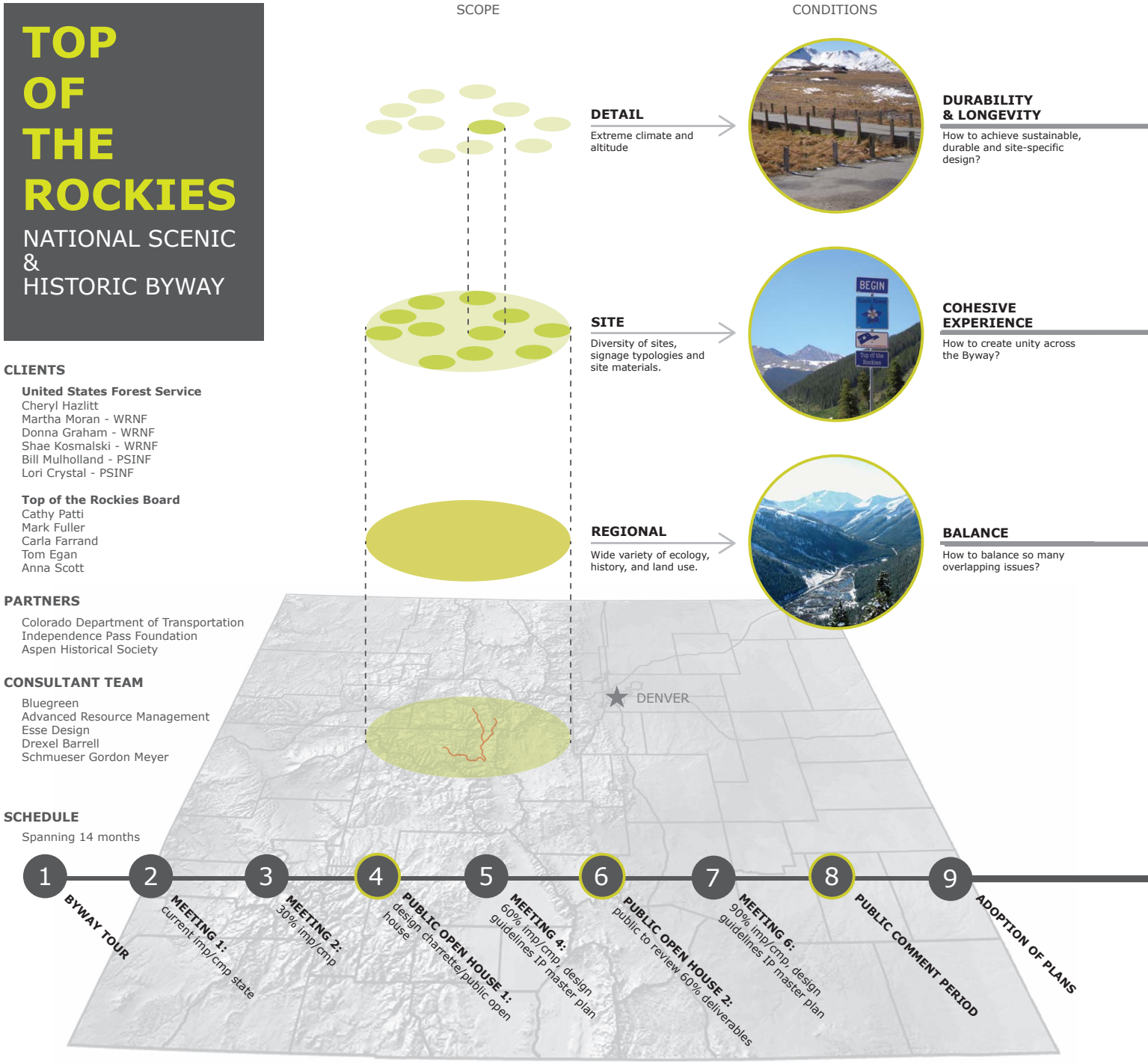
For history buffs, the Byway links four Nationally Designated Historic Areas, as well as ghost towns that bear witness to numerous **historic** legacies and legends of the mining era, such as Independence Town Site. Aspen, Copper Mountain, Leadville, Minturn, Red Cliff and Twin Lakes are living, working towns with music, plays, festivals, arts and other **cultural** events throughout all seasons.
For a thought-provoking look into history, numerous **archeological** sites are scattered along the Byway as well. While many are not identified, Mount Bump is an site located in the vicinity of a 1,200 year old Indian camp. For those interested in getting active, the Byway provides world-class hiking, climbing, horseback riding, cross country skiing, snowshoeing, mountain biking, and many other **recreational** opportunities.

The Top of the Rockies National Scenic and Historic Byway is a unique experience because it provides a memorable journey for travelers to fully experience the scenery of the truly diverse and wondrous high mountains of western Colorado.

Expansive views
One of the many spectacular vistas on the Top of the Rockies National Scenic and Historic Byway.

BYWAY PROCESS DIAGRAM

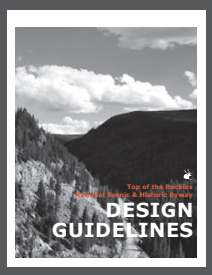
The process for updating the Top of the Rockies National Scenic and Historic Byway CMP was holistic and non-linear and required working in multiple scales simultaneously, from regions of specific sites. The diagram below illustrates how this process examined nested Byway regions, identified Byway problems and solutions, and organized a project timeline with public input. The final deliverables, seen on the right side of the diagram, are the CMP, Design Guidelines, IMP and Independence Pass Master Plan which relate directly to the varied scales of the Byway.

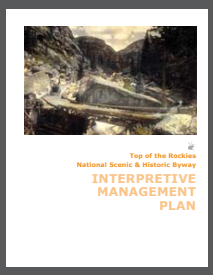


SOLUTIONS

INDEPENDENCE PASS MASTER PLAN

A single Byway site developed in conjunction with the CMP, IMP, and Design Guidelines to ensure a holistic process and shape methodology for developing a successful master plan.



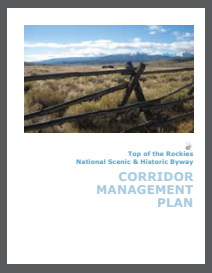


DESIGN GUIDELINES

Provides simple framework and intuitive methodology for designing and planning cohesive physical improvements that promote a sustainable ecology.

INTERPRETIVE MANAGMENT PLAN

Assesses the current state of the Byway and provides recommendations for improving interpretation in order to engages a diverse audience and unify the Byway experience.



CORRIDOR MANAGEMENT PLAN

Addresses regional issues and goals and provides community-based strategies for preservation, enhancement and interpretation of the corridor's intrinsic qualities while balancing beneficial use, safety and enjoyment of the Byway user.

THE TOP OF THE ROCKIES EXPERIENCE.

YOUR BYWAY. ELEVATED.

THE TOP OF THE ROCKIES BYWAY PLANNING DOCUMENTS ARE THE RESULTS OF AN INENSIVE PUBLIC PROCESS AND REFLECT THE OPINIONS OF THOSE WHO MATTER MOST: THE USERS.

Top of the Rockies Process Diagram
This diagram outlines project breadth and process, including final products.

Aqueduct near Minturn

Introduction

GOALS AND OBJECTIVES

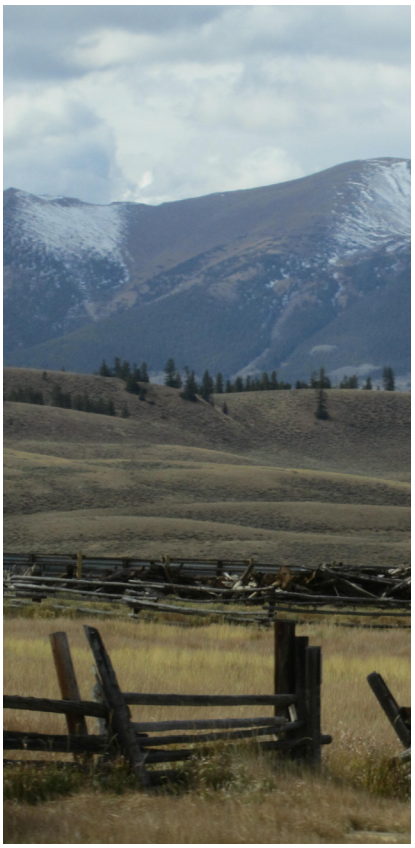
Goals represent the broad, idealistic and long term desires that translate the vision statement into a specific end result. Objectives are more specific and realistic as to how goals will be accomplished. Goals and Objectives for the Top of the Rockies (TOR) were established through coordination with the Top of the Rockies Board of Directors (TORB) and USDA Forest Service (USFS) and confirmed by the public.

"The goal is where we want to be (What). The objectives are the steps needed to get there (How)."

Actions indicate specific tasks to complete objectives, including responsible parties and anticipated schedules to complete the tasks. TORB will be responsible for the selection and prioritization of specific actions which will be completed based on available resources and manpower. Please refer to Section 3: Action Plans for specific action items.

STRATEGIES

Corridor Management Planning is dynamic and iterative in nature. Innovation and flexibility are critical to meeting the constantly changing needs, political realities and desires of the Byway communities. As such, there are no "cookbook" solutions that apply to all circumstances or work



Ranching Fencing
Historic landscape features should be protected as essential elements of the Byway experience.

for all Byways. The development of strategies to implement the goals and objectives of the Corridor Management Plan is a continuing process, that builds on the experiences, successes and failures of the past, refines and updates techniques, and responds to changes over time.

Strategies form the toolbox from which planning techniques can be extracted, in various combinations, to fit the challenges of a specific issue or conflict. There are several distinct reasons for addressing such strategic tools in the context of a Corridor Management Plan.

- Assure that those involved in the process are aware of the full range of possibilities, and are thus in a position to make informed decisions.
- Allow the public and others involved in the process to express opinions regarding which tools and approaches may be effective and acceptable for dealing with Byway issues.
- Drawing from the same "tool box" allows for a level of continuity in problem solving techniques over the length and jurisdictional boundaries of the Byway.

The Top of the Rockies Byway Board will review implementation of strategies regularly to gauge their effectiveness and determine if changes are needed. Presented within this section of the Corridor Management Plan are strategies for managing, protecting, preserving, funding, interpreting, marketing, controlling signage, monitoring and evaluating the Byway.

GOALS & OBJECTIVES

Goal 1 Improve the safety of the Byway for all users

Guardrail
One objective to improve safety is to increase the presence of guardrails in dangerous areas.

Independence Pass
To protect and preserve the scenic integrity of the Byway is a critical objective. *Photo courtesy of Independence Pass Foundation.*

OBJECTIVES

1. Widen lanes, shoulders and add passing/turning lanes as appropriate in safety hazard areas.
2. Increase emergency communications capabilities.
3. Increase bicycle and pedestrian safety.
4. Improve traffic flow during peak periods.
5. Increase knowledge base on Byway usage.
6. Improve intersections with the Byway.
7. Improve road surface conditions.
8. Improve directional signage.
9. Improve and increase guardrails in safety hazard areas.
10. Identify rockfall and erosion zones and control.
11. Determine unsafe pullouts and remove or improve them.
12. Improve roadside rest areas and facilities associated with the Byway.
13. Encourage and support efficient transportation efforts (multi-modal and mass) to reduce conflicts and traffic on the Byway.

STRATEGIES

1. Road Safety Audit/Assessment: Consider Roadside Safety Audits/Assessments (RSAs) as a valuable tool used to evaluate road safety issues and to identify opportunities for improvement. The Federal Highway Administration (FHWA) defines an RSA as a "formal safety performance evaluation of an existing or future road or intersection by an independent, multidisciplinary team." The primary focus of an RSA is safety while working within the context of the facilities mobility, access, surrounding land use, and/or aesthetics. RSAs enhance safety by considering potential issues presented to all road users under all conditions (e.g., day/night, dry/wet conditions, etc.). The FHWA document is located at: http://safety.fhwa.dot.gov/rsa/guidelines/documents/FHWA_SA_06_06.pdf
2. Consider Reactive and Proactive Approaches to Roadside Safety:
    - A **reactive approach** to roadside safety is associated with the identification of locations experiencing safety problems (screening), problem definition (diagnosis), and the identification and implementation of countermeasures (cure). A reactive approach to road safety is based on the analysis of existing

Climax Mine
Interpretive sites should educate visitors utilizing a diversity of approaches, including old mining artifacts.

Camp Hale
Preserve and interpret historic structures along the Byway.

crash data which is available in detail from CDOT. Road safety improvements proposed are considered in reaction to identified safety problems identified from the analysis.

- A **proactive approach** to road safety is associated with the prevention of safety problems before they manifest themselves in the form of a pattern of crash occurrence. Both prevention and cure should be inherent elements of an overall road safety approach. A proactive approach focuses on the current knowledge of specific highway design and operations regarding safety. The proactive approach applies this knowledge to the implementation of highway improvement plans of existing roads or new roadside development for the roadway. Conducting RSAs is an example of a proactive road safety strategy.

3. Evaluate increased bicycle use and safety impacts along the Byway.
4. Clearly Identify Byway Sites and Evaluate Roadside Pullouts: Byway sites should be easily identifiable from the roadway by installing site markers and signs identified in the TOR Design Guidelines. Roadside pullouts should be evaluated to reduce the overall number of pullouts. If one of the criteria listed below are not met, the pullout should be removed.
   - Safety.
   - Access to interpretation or recreation.
   - High quality photo opportunities.
   - CDOT/USFS maintenance.

Goal 2 Protect, preserve and restore the intrinsic qualities of the Byway

OBJECTIVES

1. Ensure land use documents acknowledge the Corridor Management Plan.
2. Preserve the scenic integrity of the Byway.
3. Preserve the historic structures and features of the Byway.
4. Encourage protection planning and implementation.
5. Increase public knowledge of the Byway and its resources.
6. Improve and thoughtfully develop roadside rest facilities.
7. Create partnerships to construct and maintain facilities.
8. Remove visual intrusions along the Byway.
9. Implement design guidelines to create a cohesive experience (design consistency).
10. Educate, guide and promote environmental stewardship of the Byway.

STRATEGIES

1. Interpret the intrinsic qualities of the Byway through traditional (site signage) and new technology (podcasts) to educate the public and inspire them to preserve the intrinsic qualities of the Byway by developing key sites along the Byway in compliance with the CMP, IMP and Design Guidelines. Key sites may include Camp Hale, Independence Pass Summit and Independence Town Site.
2. Promote and inspire environmental stewardship by working with local non-profits and local outfitters to develop site tours along the Byway and specific Byway sites.
3. Identify intrinsic qualities in need of preservation; for example old charcoal kilns may be protected and receive funding to secure their status and stabilize or restore them for future generations.
4. Context Sensitive Solutions: The Federal Highway Administration (FHWA) defines context sensitive solutions (CSS) as: "a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions."

Non-Profits
Work with non-profits to implement important projects along the Byway. *Photo courtesy of Independence Pass Foundation.*

Goal 3 Interpret Byway resources

OBJECTIVES

1. Create a cohesive Byway experience.
2. Develop Byway Gateways, Sites and Stops per the IMP.
3. Perpetuate interpretive planning.
4. Develop and improve Interpretive signage, wayside exhibits and site improvements per TOR Design Guidelines to create a cohesive experience.
5. Modernize interpretation with new technologies such as phone applications and MP3 download locations.

STRATEGIES

1. Install site markers and signs to unify the Byway sites and create a recognizable identity for the Byway.
2. Use a mix of traditional and new technology interpretive media to reach the broadest audience possible and to stay current with communication technology.

3. Focus on developing the infrastructure and content that will allow the Byway to provide information to people via current technology ("new technology"). New technology includes websites, downloadable materials, podcasts, phone apps and other technologies.
4. TORB shall ensure all new construction and renovation of interpretive sites comply with the IMP and TOR Design Guidelines, and the review processes highlighted within those document. All projects contingent upon funding opportunities.
5. Develop and improve high-priority sites with recreational, interpretive and experiential design elements provided in the TOR Design Guidelines. Key sites may include Camp Hale, Independence Pass Summit, Independence Town Site and Climax Mine (minimal improvements needed at Climax).

Goal 4 Cultivate public and private partnerships along the Byway

OBJECTIVES

1. Secure and maintain access to public lands and recreation.
2. Gain a better understanding of users and needs.
3. Create and strengthen partnerships between public and nonprofit entities (national and local).
4. Secure funding and grants for Byway improvements.
5. Work with CDOT, the USFS and FWHA to clarify Right-of-way issues.

STRATEGIES

1. Act as a grass-roots advocacy group to encourage public awareness and intergovernmental support for implementation of the Corridor Management Plan.
2. Establish and coordinate public/private partnerships to ensure that continued protection and enhancement of the Byway's resources are considered in all local, state and federal land use decisions.
3. Actively pursue and administer public and private sources of funding for Byway protection, interpretation and enhancement.
4. Initiate and coordinate Byway enhancements and improvements as prioritized in the CMP action plans.
5. Continue long range planning efforts.
6. Develop long term funding goals and objectives.
7. Oversee development of the Byway.

8. Establish and/or strengthen close working relationships with private entities to encourage voluntary cooperation in achieving the goals of the CMP; for example draw upon the successes from relationships like Climax Molybdenum Mine, which has provided funding to TOR interpretive sites.
9. Coordination with Public Land Management Agencies: Arkansas Headwaters Recreation Area, through the Bureau of Land Management and Colorado State Parks. Ensure TORB participates in any planning updates related to the Byway.
10. Seek to assure that scenic quality standards are maintained, or in some cases altered and improved, so as to protect Byway values. Encourage Public Land Agencies to create special scenic Byway management areas which will afford additional protection of Byway values.
11. Identify land tenure adjustments that reconfigure public lands along the Byway in manners that help protect corridor resources.
12. TORB should be informed of and comment on local land use applications at public hearings.
13. Create a system for monitoring and evaluating interpretive sites.
14. Review the CMP, IMP and Design Guidelines every five years. Update the CMP and Design Guidelines every 20 years; the IMP every 5-10 years.
15. TORB shall ensure all new construction and renovation of interpretive sites comply with the IMP and Design Guidelines, and the review processes highlighted with in those documents. All projects contingent upon funding opportunities.
16. TORB should continue to develop partnerships with federal agencies, local jurisdictions, non-profits and the general public to identify successes and the steps taken to achieve those results. (For more on partnerships, see 'Partnerships and Funding').
17. Create a friends of the Byway group to extend responsibilities and tasks beyond the TORB. Consider creating sub-groups to create a more manageable Byway group.
18. Use events like Ride the Rockies to market the Byway and engage local communities.
19. Provide links to other websites to cross-market the Byway and its partners.
20. Reach out to national, state and local media to promote the Byway. Utilize the momentum of significant Byway projects to raise awareness of the Byway.
21. Do not create expensive brochures, dvd's, t-shirts, mugs or other cost prohibitive merchandise to promote the Byway. It is too expensive and not sustainable.
22. Use new technology, low cost approaches to modernize the Byway and keep data current. Hard copies become dated as new information and interpretation is developed. Web-based media is quick and easy to update.

Slope Stabilization Independence Pass
Photo courtesy of Independence Pass Foundation

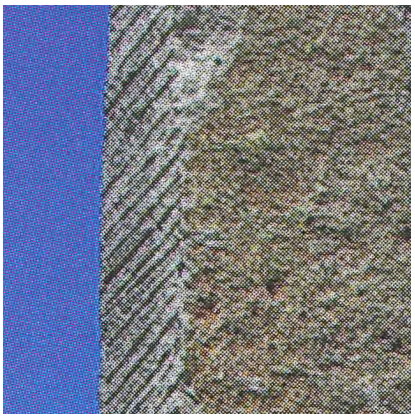
Introduction

The Action Plan is paramount to successful implementation of the Corridor Management Plan. It incorporates the inventory and analysis found in the appendices and indicates recommended **short-term** (1-5 years) and **long-term** (5+ years) action items to implement key goals, objectives and strategies of the Corridor Management Plan.

Since not all recommended actions can be implemented immediately or simultaneously, the Top of the Rockies Board of Directors (TORB) are primarily responsible for the selection and prioritization of specific actions that focus available resources and achievable tasks. The current Action Plan summarizes the selected actions to be employed, responsible parties for implementation, sources of funding, partners, schedules and proposed deliverables.

The Action Plan should be **updated every five years** by the TORB to reflect the changing needs of the Byway.

Quaking Aspens
Photo courtesy of Independence Pass Foundation.



Site Marker
Creating an icon that is easily constructed, low cost and easy to maintain would create a cohesive element along the Byway.

Each action item includes the following sections:

- Action Item
- Tasks
- Responsibility
- Schedule
- Potential Funding and Partners
- Deliverables

Action Plan

Short-term Action Plan

Action Item 1 : Install Site Markers

Creating site markers for the Byway will provide the first implementable step for ensuring a cohesive, understandable and elevated experience along the Byway. Noting the rich mining and geological history of the Byway, a textured boulder would function as site indication while creating a unique and memorable icon. Adding these features to indicate sites along the Byway (in compliance with CDOT requirements) is a simple, low cost and easily maintainable design solution to create a cohesive, elevated experience from the Byway. See TOR Design Guidelines for Design Requirements.

Tasks

- Identify partnerships and funding opportunities, including Climax Molybdenum Mine which donates boulders to Leadville's Boom Days and could donate raw materials for site markers.
- Obtain fabrication and installation funding.
- Source material as close to the project site as possible.
- Identify qualified volunteers and a community involvement effort to construct the site markers.
- Identify a maintenance strategy such as "adopt a site."

Schedule

- Site marker installation sites will be identified in 2012 through 2014.
- As installation is dependent upon funding, site markers will be installed upon receipt of funding. Assumed for feasible installation in 2014-2016.

Responsibility

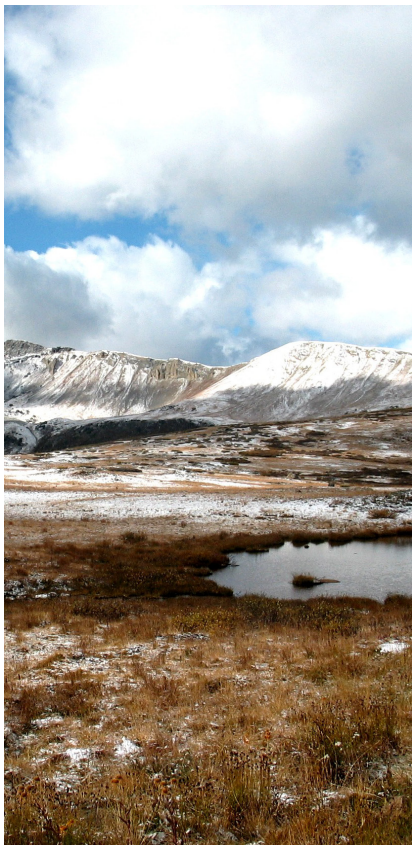
- TORB
- USFS
- Community Volunteers

Potential Funding and Partners

- National Scenic Byway Program: Nationally or locally designated roads with outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities; http://www.byways.org/learn/program.html.
- Climax Molybdenum Mine.
- Colorado Department of Transportation (CDOT); Transportation Enhancement Funds: http://www.coloradodot.info/business/designsupport/bulletins_manuals/TE%20Guide%20050704.doc/view.
- Independence Pass Foundation (partnership).
- Great Outdoors Colorado (GOCO) uses a portion of Lottery dollars to help preserve, protect, enhance and manage Colorado's wildlife, park, river, trail and open space heritage. http://goco.org.
- Grants.gov is the single access point for over 1000 grant programs offered by all Federal grant-making agencies. http://www.grants.gov/.
- Colorado Grants has helped nonprofit and tax-exempt groups raise millions of dollars. http://coloradogrants.org.

Deliverables

- Implementation/Priority Phasing Plan.



Independence Pass Summit
Continuing the momentum from the master plan, it is recommended to develop the master plan into detailed design sets for future construction. *Photo courtesy of Independence Pass Foundation.*

Action Item 2 : Develop Independence Pass Master Plan Design and Construct Improvements

Building upon the public involvement momentum of the updates to the CMP and IMP, the TOR Design Guidelines and the Site Master Plan for Independence Pass, implementing the master plan for the summit site will create new excitement for the Byway. Creating a dramatic and world-class educational highlight stop here fits with the strategies of the CMP/IMP and will add exposure to the Byway, as it is perhaps the most visited site along the Byway. This site can set the precedent for developing all future Byway sites, further strengthening partnerships, increasing safety at the summit and reinforcing many of the goals and objectives in one signature project.

Tasks

- Identify funding to prepare design development and construction documents.
- Engage a multi-disciplinary design team.
- Conduct additional public outreach.
- Conduct NEPA process.
- Prepare design development and construction documents.
- Identify funding for design and construction.
- Construct improvements; utilize volunteer base when appropriate

Schedule

- Funding effort for design phase in 2012-2014.
- Complete public input, design development and construction documents by 2014-2015.
- Funding effort for construction in 2014-2016.
- Construction complete by 2016-2017.

Responsibility

- USFS
- CDOT
- TORB

Potential Funding and Partners

- National Scenic Byway Program: Nationally or locally designated roads with outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities; http://www.byways.org/learn/program.html
- Roaring Fork Outdoor Volunteers (partnership, volunteer install)
- Independence Pass Foundation (partnership)
- Colorado Department of Transportation (CDOT); Transportation Enhancement Funds: http://www.coloradodot.info/business/designsupport/bulletins_manuals/TE%20Guide%20050704.doc/view
- Great Outdoors Colorado (GOCO) uses a portion of Lottery dollars to help preserve, protect, enhance and manage Colorado's wildlife, park, river, trail and open space heritage. http://goco.org.
- Grants.gov is the single access point for over 1000 grant programs offered by all Federal grant-making agencies. http://www.grants.gov/.
- Colorado Grants has helped nonprofit and tax-exempt groups raise millions of dollars. http://coloradogrants.org.

Deliverables

- Site Construction Documents (Construction Management Plan, Preservation Plan, Materials and Layout Plan, Grading Plan, Landscape Plan, Architectural Plan, Details, Interpretive Signage Plan (Interpretive Content, Sign Materials and Layout, Sign Hardware)
- Public Open House

Long-Term Action Plan

Action Item 3 : Implement New Technologies from IMP

Develop the infrastructure and programs to create and provide technology-based interpretation such as websites, computer downloads, podcasts and phone applications. These media have become commonplace throughout the population and are used extensively by the relatively young, technology-

savvy demographic that is a prime audience for Byway interpretation. Although having an initial start-up cost, most of these media are relatively easy and inexpensive to update. They have become effective and efficient interpretation and communication tools.

Tasks

- Implement New Technologies, such as Podcasts, Phone Applications, Website updates, Downloads, Social Media) Cell phone coverage is still limited on portions of the Byway and should be considered. Refer to new technologies developed for Independence Town Site. Consider key interpretive sites such as Camp Hale.

Schedule

- N/A

Responsibility

- USFS
- CDOT
- TORB

Potential Funding and Partners

- National Scenic Byway Program: Nationally or locally designated roads with outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities; http://www.byways.org/learn/program.html.

Deliverables

- N/A

Additional Action Plan Considerations

Items below capture other actions to be considered by the TORB and USFS:

A. Reach out to local governments and partners to identify and coordinate potential projects and sources of grant monies. Meet with all local counties and cities along the Byway to ensure they reference and understand the CMP and IMP.
B. Discuss annual action plans between TORB and USFS.
C. Develop a plan to document and analyze bicycle use (including counts) along the Byway.
D. Recruit new Byway Board members to represent the entire Byway, for example a representative from Copper Mountain, Minturn, Camp Hale and/or Red Cliff.
E. Consider using social media to build a “Friends of the Byway” group for a volunteer and information distribution base. Volunteers could adopt to maintain sites and exhibits, provide guided tours, etc.
F. USFS, TORB and IPF to coordinate the development and

implementation of site and interpretive improvements to the Top Cut Pullout per the TOR Design Guidelines.

G. Once PSINF Forest Management Plan is complete, update sections in the CMP, including Intrinsic Qualities for Scenic Management Prescriptions.

H. Site access for Independence Town Site should be designed and constructed to include safe and well-defined parking areas with improved access (steps/ramps from parking grade) to the town site. A bathroom may be considered and should be integrated into the proposed design. Proposed design should reference the TOR Design Guidelines.

I. Update the USFS District offices in Leadville, Minturn, and Aspen to serve as Gateways. Gateways should be indicated by a Byway site marker and sign. Refer to IMP for more detailed action items.

J. Upgrade key interpretive sites with Byway Elements (see 'Design Guidelines') to increase the overall quality of the Byway and the Byway experience. Key sites include Independence Pass Summit, Camp Hale, Independence Town Site and Climax Mine/Fremont Pass Summit (limited work needed at Climax). Refer to IMP for more detailed action items.

K. Interpret historic phone lines at Weller Lake Trailhead.

L. When specific sites are to be improved, designate and design Byway sites based on their level of development and on the amenities, products and service available (see IMP). Designations in the CMP/IMP include Gateways, Stations, Stops and Sites.

M. Develop a Memo of Understanding (MOU) between the USFS, TORB and CDOT to determine parking regulation at roadside development along the Byway. Work with CDOT to develop a Byway safety plan and funding that further defines areas to widen lanes, shoulders and add passing lanes, remove or improve unsafe pullouts, increase emergency communications capabilities as needed in safety hazard areas and adding guardrails. Conduct Road Safety Audits/Assessments (RSAs) and eliminate unnecessary pullouts by ensuring one of the following criteria are met: (1) safety of pullout, (2) access to interpretation and/or recreation, (3) a viewpoint offering high quality photo opportunities and (4) CDOT/USFS maintenance needs (confirm pullouts are not required for maintenance and snow removal). Consider highway striping/painting as an opportunity for safety improvements.

N. Coordinate with USFS Eagle County District on Camp Hale to ensure any future improvements along the Byway from the Camp Hale Interpretive Plan consider the TOR CMP, IMP and Design Guidelines. Designation of Camp Hale as a National Landmark (National Park Service) and a Treasured Landscape (National Forest Foundation) was pending at the time of developing this document.

O. Widen shoulder widths along certain portions of US 24 from Minturn to south of Leadville and SH 82 from Aspen to Twin Lakes. These have inadequate shoulder widths according to the Intermountain 2035 Transportation Planning Region. The "narrows" and other special areas along Independence Pass and the Byway should not be widened. It is strongly recommended that public comment be sought.
P. Regulatory signage for trucks and trailers (Vehicles longer than 35 feet are banned). There are signs on both sides of the pass denoting the 35-foot rule, including flashing indicators near Twin Lakes, but the problem persists. Include a Truck trailer turnaround at these points.
Q. Add safety phones in high recreation areas where there is a lack of cell phone coverage, for example at the Independence Pass Summit Site, Lower Lost Man Trailhead and Lake Creek Trailhead; raise awareness of this issue to travelers at the Gateway in Aspen and at Twin Lakes National Historic District.
R. Define a Gateway site to the Byway near Copper Mountain.
S. Create a designated photo location at the summits of Independence, Fremont, and Tennessee passes. Create a map with other key scenic photo areas along the Byway and developed for the TOR website.
T. Coordinate with managers of major cycling events, such as the annual Ride the Rockies and the U.S. Pro Cycling Challenge.
U. Request a reference to the Top of the Rockies CMP in Pitkin County and the City of Aspen's planning and zoning documents. The CMP is currently acknowledged in the Aspen Area Community Plan.
V. Inform Colorado Byways of the updated TOR CMP and IMP and feature as a highlight on the website and future distribution.
W. Coordinate with Colorado Tourism's tour of historic sites to include key sites along TOR, such as Camp Hale. http://www.colorado.com/HistoricSites
X. Work with Summit County to create a Scenic Conservation Overlay, or similar overlay, for the Ten Mile Master Plan area, which strengthens the protections contained in the planning document.
Y. Consider a reference and link to TOR website on the following websites: http://www.colorado.com/; http://www.huts.org/; http://www.bikebyways.org; http://www.coloradobyways.org/; http://camphale.org/; http://www.cdtrail.org; http://www.independencepass.org/ (reference, but no link); http://www.independence-pass.com; http://www.fws.gov/leadville/; http://www.leadville.com; http://byways.org/explore/byways/2119/; http://www.visitleadvilleco.com/twin_lakes; http://visittwinlakescolorado.com/; http://www.aspenpitkin.com/; http://www.aspenchamber.org/; http://www.lakecountyco.com/; http://www.co.summit.co.us/; http://

www.minturn.org/; http://www.eaglecounty.us/; http://www.townofredcliff.org/

Z. Coordinate and implement road sign plan with CDOT and USFS.

Climax Mine Near Fremont Pass

RESOURCE ANALYSIS

Introduction

Resource analysis builds on data documented in the Transportation, Land Use, and Intrinsic Resource Inventories. These Inventories provide greater background on existing conditions including current traffic and accident data, land use jurisdictions and definitions and the intrinsic qualities and management prescriptions of the Byway. Please refer to these sections. Resource Analysis reviews this Inventories within the context of the issues and concerns established in the public participation process to determine where adequate protection measures are already in place, where changes to the existing conditions are most likely to occur, and where resource enhancement or additional levels of protection may be desirable.

The Top of the Rockies Scenic and Historic Byway is unique in many respects. Among its defining features is that it is the only north/south linkage between the US Highway 24 (US 24) and State Highway 91 (SH 91) communities, and the only east/west linkage between the SH 82 communities. No option currently exists to physically segregate commercial traffic, transit providers, tourist traffic, commuters, bicyclists and other non-vehicular modes of transportation onto alternative roadways. In large part, it is the requirement for multiple uses of the roadway, coupled with the inflexibility of the surrounding environment to accommodate modification, that poses the greatest challenge to providing a safe experience for Byway users.

One of the most commonly repeated concerns heard from the public during the process was the dichotomy of speeds that exists between tourist travelers taking in the scenery and the commuter travelers trying to get from point A to point B in the fastest possible time. The deterioration of the road surface (varies), inadequate shoulder width to accommodate emergency exit of the roadway or bicycle travel, limited pullouts and parking/turn-around points for larger vehicles, and limited passing opportunities combine to reduce the level of safety for all users.

In the absence of alternative routes, focus must be placed on solutions that make the shared use of the existing corridor more compatible with the divergent needs of the traveling public, both local and visitor alike. Once the initial issue of user safety is resolved, the interpretation and enhancement of the Byway's resources can be accomplished in a more secure and efficient manner.

A second defining characteristic of this Byway is the **high level of resource and land use protection already in place.** The vast majority of the landmass in the middle and background viewsheds is currently under state or federal protection (65% of middleground and 79% of background viewsheds respectively), providing a high level of control over its modification and end use. Included under this federal ownership, the Holy Cross, Mount Massive and Collegiate Peaks wilderness areas dominate the background landscapes along more than 80% of the western side of the Byway; the Buffalo Peaks Wilderness Area provides the backdrop.

Private lands that dominate the foreground along 62% of the corridor are all subject to the Land Use and Zoning regulations of the respective counties and municipalities. Of those private lands, more than half are zoned Resource (R), Recreation (RC) or Agricultural Forestry (AF), designated specifically to protect the natural and recreational resources along the corridor. Additionally, a Scenic Conservation Overlay covers 54% of the roadway as it passes through private lands. National and Municipality Historic Districts provide supplementary protection to five designated areas along the roadway (Leadville, Camp Hale, Twin Lakes, Interlaken and Aspen).

Although some of the zoning designations or management prescriptions may not provide the maximum level of protection attainable, virtually the entire corridor is protected by some form of local, state or federal land use regulation. Since the CMP does not carry the force of law, it is critical that the goals of the Byway be considered in the policy and land use decisions of the respective jurisdictional agencies.

Existing Tools for Resource Protection

Within the context of this analysis, identified physical or regulatory factors that currently serve to provide some level of resource protection include, but are not limited to:

- Federal land ownership and resultant limitations on permissible end use;
- Federal land and resource management planning objectives;
- City and County land use and zoning ordinances;
- Scenic Conservation Overlays;
- Conservation easements or sanctuaries for existing uses;
- CERCLA regulations and liabilities relating to the cleanup or disturbance of hazardous materials;
- Section 404 of the Clean Water Act governing wetlands;
- The National Historic Preservation Act; and
- Physical constraints that limit future development potential.

While each of these factors provides some level of resource protection today and into the near future, no technique can be considered absolute or completely binding into perpetuity. Land exchanges present the potential for the transfer of federal lands into private ownership; social and political pressures can result in realignment or weakening of environmental legislation; exemptions and exceptions can be made to land use and zoning regulations; Forest Management Plans are subject to continual evaluation and revision; budgetary constraints can limit the ability to implement and enforce established government policies; and new technologies may someday overcome physical constraints that currently preclude development along many areas of the corridor.

PSINF had not updated to the current USFS management prescriptions as scenic quality objectives. Therefore, some reference to the superseded visual quality objectives exist. Refer to Intrinsic Qualities for USFS and BLM management prescriptions.

Methodology

For this analysis, the Byway is divided into roadway segments that share common physical, topographic and/or geometric characteristics. Each segment is identified by its route number and its Colorado Department of Transportation (CDOT) mileage designation. This data is derived from CDOT based on road conditions and traffic analysis from 2010 as indicated in the Transportation Section. Interpretive Sites Map in 'Maps' provides a key to the location of the roadway segments relative to the

Byway, while the five Resource Analysis maps provide more detailed descriptions of the starting and ending points and defining features of the respective segments. Segments describe the existing land use protections on the eastern and western sides of the Byway to clearly differentiate viewsheds, management prescriptions and conflicts.

The existing condition of the roadway, the surrounding land use patterns and forms of protection already in place, and the inventoried intrinsic qualities were analyzed and potential conflicts with established Byway goals were identified. Each roadway segment was then analyzed within the context of the issues and concerns established through the public participation process, and recommendations were made for balancing the protection, enhancement and beneficial use of the Byway.

Information relating to primary investment categories and their corresponding priority ratings were taken from the 2035 Regional Transportation Plan Final Report for the Intermountain Transportation Planning Region.

Analysis

Highway 91 – Copper Mountain to Leadville – Summit County, Colorado (Segment 1)

State Highway (SH) 91 is classified by the Colorado Department of Transportation (CDOT) as a minor arterial roadway and extends for a distance of 10.16 miles from the intersection with I-70 at Copper Mountain to the summit of Fremont Pass and the Summit/Lake County line. Because of the significant grade changes, the number of lanes changes from two lanes in sections to three lanes and four lanes to accommodate passing lanes.

SEGMENT 1: Ten Mile Canyon – Identifier 091A012.076 (SH 91 from Milepost 12.076 to Milepost 22.235)

From the intersection with I-70 south, SH 91 narrows from a four-lane section to a two-lane section. At approximately Milepost (MP) 19, the roadway widens again to a three-lane section for approximately 4.14 miles. The remainder of this Byway segment is a two-lane arterial roadway until the Fremont Pass summit and the Summit/Lake County line. Over its course the roadway climbs from approximately 9,600 feet to 11,300 feet at the pass, and includes segments of 7 percent grade.

Transportation System

Approximately three and one-half miles of this 10-plus mile segment of SH 91 has inadequate shoulder widths of four feet or less. The remaining seven miles has shoulder widths of eight feet or more. This Highway

Resource Analysis Map -

Copper Mountain to Leadville

legend

TOP OF THE ROCKIES SCENIC BYWAY

WATER COURSE

ROADWAY SEGMENTS

SEGMENT 1:
TEN MILE CANYON

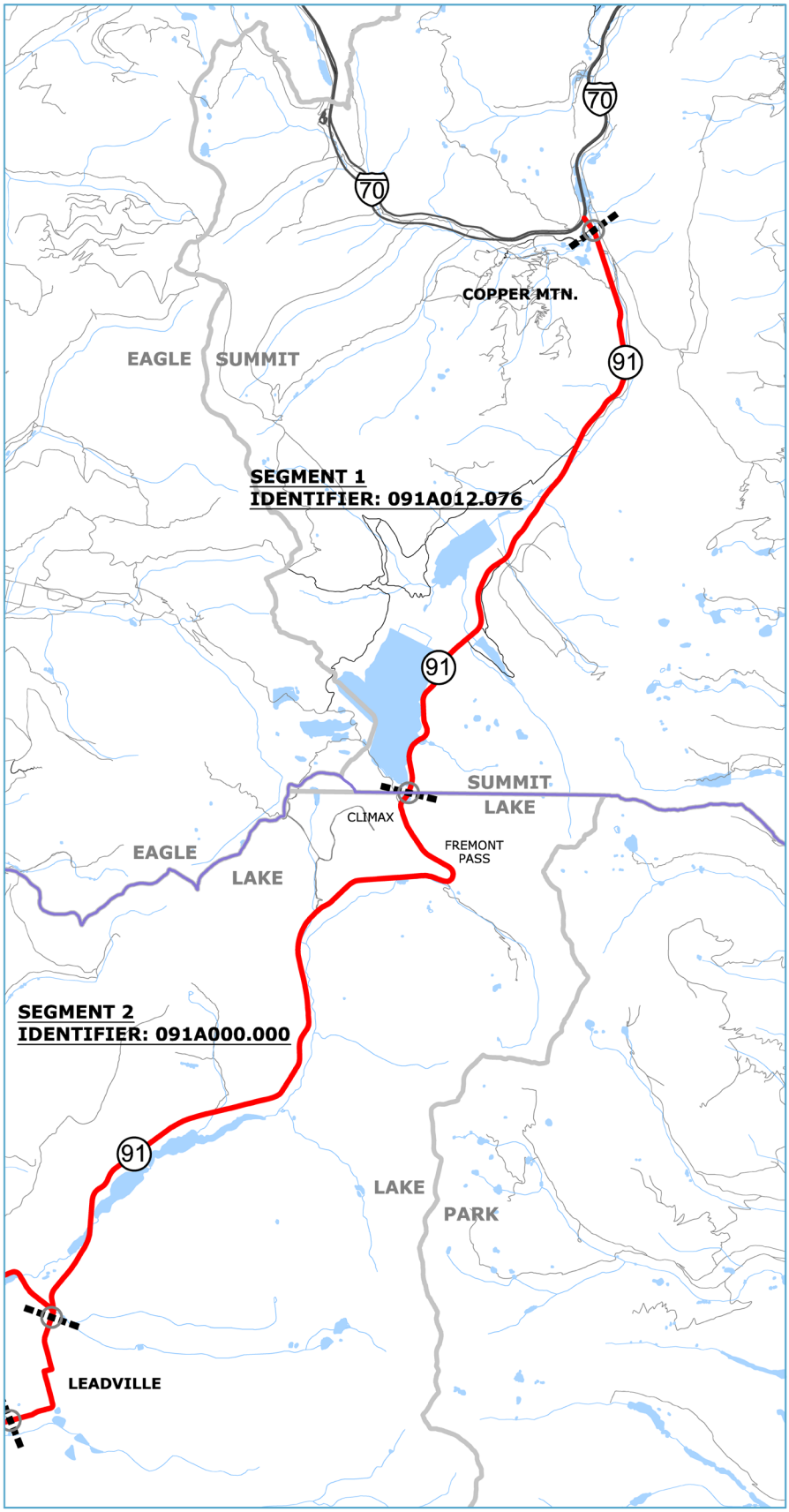
IDENTIFIER: 091A012.076

STATE HWY 91 FROM IT'S INTERSECTION WITH I-70 AT COPPER MOUNTAIN TO THE LAKE / SUMMIT COUNTY LINE

SEGMENT 2:
CLIMAX

IDENTIFIER: 091A000.000

STATE HWY 91 FROM THE LAKE / SUMMIT COUNTY LINE TO IT'S INTERSECTION OF US HWY 24, NORTH OF LEADVILLE



91 section has been identified by the local residents as hazardous for bicyclists. Guardrail was recently installed to improve safety on this highway.

The roadway surface for SH 91 has both Fair and Poor ratings according to CDOT. Fair indicates that the roadway surface is expected to have a life of six to ten years. Poor indicates a life expectancy of less than six years.

Traffic volumes along SH 91 have seen an approximate 4% annual growth rate (2005 to 2009) and are expected to continue to increase. *Refer to http://apps.coloradodot.info/dataaccess/ for current traffic data.*

A total of approximately 131 accidents occurred over a five year period on this 10 mile section of highway.

Transportation System: Conflict Identification

Safety issues are the priority for improving this section of the Byway. The existing conditions include the following:

- Lack of adequate shoulder width, bike lanes or separated paths to accommodate non-vehicular modes of transportation;
- While the Summit Stage does provide service between Leadville and Summit county, there is a lack of local mass transit opportunities;
- Both passenger and truck traffic volumes are projected to increase along this corridor;
- Poor roadway surface;
- Lack of bicycle and pedestrian safety.

Existing Land Use and Protection: West side of the Byway

- Ownership—Private, USFS
- Zoning/Land use—PUD (PUD), Natural Resource (NR-2), Mining (M-1)
- Management Area—Foreground (2A), Middleground (1B), Background (1B)
- Scenic Integrity Objectives—very low (heavily altered) at Copper Mountain, moderate (slightly altered)

Land ownership along this Byway segment is complex, comprised of private and USFS ownerships. From I-70 to approximately one-half mile south, private lands are owned by Copper Mountain resort. Properties directly adjacent to the Byway are developed with support uses for the resort, including parking, and are somewhat screened from view by a berm. Middleground views include ski trail and lifts, and portions of the resort base village.

Summit County's Ten Mile Master Plan and Copper Mountain Sub-basin plan provide development direction along this Byway segment, as well as the Planned Unit Development (PUD) documents that govern Copper Mountain Resort. Policies are included to protect scenically important lands, including viewsheds identified in the Byway's CMP. Additional residential development beyond what is approved is encouraged at Copper Mountain as a receiver site through the county's transferable development rights program.

From the southern end of Copper Mountain Resort to the Ten Mile Creek crossing, lands to the west are under USFS jurisdiction. Lands within the foreground are designated 2A management areas, which allow semi-primitive motorized recreation including snowmobiling, four wheel driving and motorcycling, both on and off roads and trails. Scenic resources are managed so that activities are not visible or remain visually subordinate. The 2A designation also allows past management activities, such as historical changes caused by early mining, logging and ranching to be present that are not visually subordinate but appear to have evolved to their present state through natural processes. This management prescription is considered to be compatible with the goals of the Byway.

Middle and background views are in management area 1B, which provides downhill and cross country skiing on existing sites. This management area is under lease from the USFS to the Copper Mountain Resort. Due to the steep topography and close proximity to the roadway, little of the ski area is visible from the Byway. Scenic Integrity Objectives call for maximum modification. Deviations must be shaped and blended with the natural terrain so that elements such as unnatural edges, roads, landings, and structures do not dominate the composition.

From Ten Mile Creek to the Lake/Summit County Line, all lands within the foreground and middle ground are privately held by the Climax Mine. With the exception of a small area of private land extending to the north of the Humbug Gulch and Ten Mile Creek intersection, which is zoned Agricultural (A-1), all private holdings are zoned mining (M-1). The background lands are zoned Natural Resources (NR-2). These lands retain this zoning designation regardless of public or private ownership. The area adjacent to the Robinson Tailings Pond are currently in the process of various remediation, including topographic contouring and revegetation.

Existing Land Use and Protection: East side of the Byway

- Ownership—Private, USFS
- Zoning/Land use—PUD (PUD), Natural Resource (NR-2), Agricultural (A-1), Mining (M-1)
- Management Area—Foreground (2B), Middleground (3B),

Background (3B)

- Scenic Integrity Objectives—high (appears unaltered), moderate (slightly altered)

Ownership along the Byway's east side is comprised of private and USFS lands. From I-70 for approximately one-half mile south, properties are owned by Copper Mountain Resort. These lands were previously transferred from the USFS during a land exchange. These properties are used by CDOT as a maintenance and gravel storage area, by Copper Mountain for parking and a sanitation plant, a service/convenience station, and for dispersed recreational use. Additional development could occur along this segment and affect views from the Byway in future Copper Mountain Resort PUD amendments if proposed and approved.

From the southern end of the Copper Mountain Resort to the intersection of Humbug Gulch and Ten Mile Creek, the Byway adjoins USFS properties. Foreground views are within a 2B management area, which provides the opportunity for outdoor recreation in a roaded, natural, and rural setting, including developed recreation facilities and year-round motorized and non-motorized recreation. Scenic resources are managed so that management activities maintain or improve the quality of recreation opportunities, and may be subordinate or dominant, but must harmonize and blend with the natural setting. This management prescription is consistent with Byway goals.

Middleground and background views are in a 3B management area, which provides non-motorized recreation in a non-wilderness, semi-primitive setting, encouraging activities under natural conditions and remoteness from mechanized human activities. Scenic resources are managed so that management activities are not evident or are visually subordinate. This management prescription is considered consistent with the Byway's goals.

Private properties at the base of Humbug Gulch are zoned Agricultural (A-1), which promotes the preservation of agricultural and ranching uses, with some limited residential use. Private lands from Humbug Gulch to the Lake/Summit County line are zoned Mining (M-1) and are a part of the Climax Mine holdings. The Ten Mile Master Plan identifies the desire to promote and enhance recreational opportunities in and around the Climax Mine, and the county's Open Space & Trails is encouraged to acquire unused mining claims in order to implement this policy.

Because the Byway cuts across the face of west-facing slopes, views to the east are limited in most areas to foreground views only. The exceptions are the drainages that intersect the roadway at Mayflower, Clinton and McNulty Gulches. Mayflower Gulch presents one of the most dramatic viewsheds along the Byway, with a cirque of ragged peaks rimming a high alpine valley and forming a backdrop for the historic

mining camp of Boston City. Year round recreational use by four wheel drivers, mountain bikers, hikers, snowshoers, and cross country skiers is supported by a parking area adjacent to the Byway and a four-wheel drive road up the valley.

Clinton Gulch and the surrounding mountain cirque also provide a dramatic representation of the high alpine environment, with high rugged peaks and verdant forests reflected in Clinton Reservoir. Originally built by AMAX, the corporation once operating the Climax Molybdenum Mine now run by Freeport McMoran, the Clinton Reservoir is now under the ownership of a consortium of water users and is principally used to augment water used for snow-making at nearby ski areas. The waters and adjacent lands are currently open to the public for recreational use, supported by parking areas at either end of the dam.

McNulty Gulch is located within mining operations at the Climax Mine, and acts as a repository for stockpiles of surplus ore and mine overburden. No public access is available. The foreground and middleground viewsheds visible from the Byway have largely been de-vegetated to accommodate material storage.

From McNulty Gulch to the Lake/Summit County Line, this Byway segment shows significant visual evidence of past and present mining activity, including road cuts, mine waste and ore piles, and the structures and equipment needed to extract and reduce the raw materials to a salable product. These uses are commensurate with the intent of the Mining (M-1) zoning. Activity at the Climax Mine is increasing, and as a result, additional mining and potentially an expansion of the operation could result.

Land Use: Conflict Identification

- Retention and enhancement of access through Climax properties to recreational opportunities in Serle Gulch and into Humbug Gulch;
- Mining claims could introduce residential development in areas identified for recreational use and scenic value;
- Expansion of currently approved development at Copper Mountain resort could impact views and transportation along the Byway;
- Increased activity at the Climax Mine could create negative scenic and transportation impacts.

Intrinsic Qualities

Identified Intrinsic Qualities along this Byway segment are identified on the Interpretive Site Map in ‘Maps’ and include:

- The vast array of developed year round recreational opportunities and traveler services at Copper Mountain Resort (1);
- The scenic and recreational qualities of Ten Mile canyon, including its historic rail beds;
- Mayflower Gulch and the historic mining community of Boston City (2);
- Clinton Gulch and Reservoir (3);
- Holy Cross Overlook, and site of inundated mining camps including Kokomo under the mine tailings ponds (4)

Significant viewsheds are illustrated on Scenic Viewshed Inventory Map in 'Maps' and include:

- Lower Ten Mile Canyon viewshed, framed between the Ten Mile Range to the east and Copper mountain to the west (1);
- Mayflower Gulch viewshed against the ragged skyline of Pacific Peak (2);
- Searle Gulch viewshed of a high mountain valley (Viewshed 3);
- View across Clinton Reservoir towards Clinton Gulch (4);
- Holy Cross Overlook viewshed towards the Mount of the Holy Cross (5).

Intrinsic Qualities: Conflict Identification

- Potential loss of recreational access through private lands to USFS holdings;
- Scenic impacts to the Ten Mile Canyon if additional development occurs.

Analysis

The vision for SH 91 in this section is to improve safety and increase mobility. This corridor serves local traffic, commuter traffic and recreation / tourist traffic and primarily serves destinations outside of the area.

The primary investment category for this section of SH 91 is Safety. The priority is listed as medium. The goals are identified as to support commuter and recreation travel; reduce crashes; eliminate shoulder deficiencies, maintenance and improvement of the roadway pavements; support economic development; and to expand transit usage.

Continued growth of the Copper Mountain Resort base area is encouraged under land use regulations and could change the character of this gateway to the Byway. At the same time, further expansion could also increase the services and recreational opportunities available to the Byway traveler. Other private lands currently zoned Agriculture (A-1) and Mining (M-1) could be rezoned to support more intense development. Such rezoning could change the character of this portion of the Byway

from its current rural, open character. The management of USFS lands is consistent with Byway goals.

Mining activities near Fremont Pass are highly visible and in contrast to the natural setting, but also represent a significant piece of Colorado history. Current regulations of mining activities have caused much of the reclamation activities at the Climax Mine that have helped to soften the scenic impacts. Protection efforts should be focused on maintaining a balance between the economic viability of mining; the preservation and interpretation of mining as a historic and natural resource; preservation of access to public recreation areas in Camp Hale, Searle, Mayflower and Clinton Gulches; and the enhancement of viewsheds and resources in this unique mountain valley.

Recommendations

- Improvement of the roadway geometrics – shoulders, passing lanes, acceleration and deceleration lanes, turn lanes, pullouts.
- Surface treatment and overlays.
- Construct Park and Ride Areas.
- Construct separated bike facilities.
- Work with Summit County to ensure the identified viewsheds included in the CMP are recognized for ongoing protection.
- Work with Summit County to create a Scenic Conservation Overlay, or similar overlay, for the Ten Mile Master Plan area, which strengthens the protections contained in the planning document.
- Encourage Summit County to include the TOR Byway Board as a referral entity for Copper Mountain Resort land use applications to ensure any PUD amendments meet the goals of the Byway.
- Work with Climax Mine to understand and influence contemplated expansion of mining activities that may negatively impact the Byway, and to identify additional partnership opportunities.
- Encourage efforts by Summit County Open Space & Trails to acquire private inholdings deemed critical for future recreation and access.
- Work with the USFS to identify additional private parcels necessary for access to USFS lands, and to acquire through land exchange where possible.

Highway 91 – Copper Mountain to Leadville – Lake County, Colorado (Segment 2)

State Highway (SH) 91 is classified by the Colorado Department of Transportation (CDOT) as a minor arterial roadway and extends for a distance of 12.076 miles from the intersection with US 24 to the Lake/

Summit County line at the Fremont Pass summit.

SEGMENT 2: Climax – Identifier 091A000.000 (SH 91 from Milepost 0.000 to Milepost 12.076)

The majority of this section of SH 91 through Lake County consists of a two-lane roadway.

Transportation System

Approximately 10 miles of this 12-mile section of SH 91 have shoulder widths of six feet or more.

The roadway surface for SH 91 has a rating of Poor for the entire section. Poor indicates a life expectancy of less than 6 years.

Traffic volumes along SH 91 have seen an approximate 4% annual growth rate (2005 to 2009), and are expected to continue to increase. *Refer to http://apps.coloradodot.info/dataaccess/ for current traffic data.*

A total of approximately 101 accidents occurred over a five-year period on this 12 mile section of highway.

One major pullout exists at the summit of Fremont Pass. Good sight distance exists for vehicles exiting and entering the parking area.

Transportation System: Conflict Identification

Safety issues are the priority for improving this section of the Byway. The existing conditions include the following:

- Lack of adequate shoulder width, bike lanes or separated paths to accommodate non-vehicular modes of transportation;
- Lack of local mass transit opportunities;
- Both passenger and truck traffic volumes are projected to increase along this corridor;
- Poor roadway surface;
- Lack of bicycle and pedestrian safety.

Existing Land Use and Protection: West side of Byway

- Ownership—Private, BLM, USFS, State
- Zoning/Land use—Industrial and Mining (IM), Agricultural Forestry (AF), Recreational (RC), Business (B), Urban Residential (UR) or Agricultural Residential (AR), Scenic Overlay District
- Management Area—Foreground (2A), Middleground (2A), Background (2A), BLM VRM II
- Visual Quality Objectives—slightly altered (moderate)

Land ownership along the west side of this segment of the Byway is a complex matrix of private, State, Bureau of Land Management (BLM)

and USFS lands. From the Lake/Summit County line and extending south for approximately 2.75 miles, lands are in private ownership. Chalk Mountain, once the site of the Climax Ski Area, presents a mostly natural appearing backdrop and provides access to year round dispersed recreational opportunities including hiking, mountain biking, cross country skiing and snowmobiling. Public access to and use of the recreational opportunities on and around Chalk Mountain is at the discretion of the private landowner.

Zoning along this segment is designated as Industrial and Mining (IM), which was created for the purpose of establishing exclusive areas for the construction, fabrication, assembly and other industrial processing of goods and other materials for mining activities. Residential use is very limited. Disturbed areas along the road, which had been in the process of being reclaimed and restored to a more natural state, may be incur new mining activities as the Climax Mine renews more intense use. Scenic and transportation impacts may occur if the development of large scale facilities occurs. These uses are allowed under the Industrial and Mining designation.

The Byway enters USFS lands for a distance of approximately 9 miles. Lands are designated as a 2A management area, which allocates the land to semi-primitive motorized use. Scenic resources within this management area are managed so activities are not evident or remain visually subordinate. This management directive is compatible with Byway goals. The Scenic Overlay district begins as the Byway enters USFS lands and continues to just north of Leadville. The Overlay District protects the scenic integrity of the surrounding viewsheds from development by increasing building setbacks from the roadway, encouraging the use of natural and topographic screening, mandate the use of materials that blend harmoniously with the natural surroundings. These development regulations are compatible with the goals of the Byway.

The Byway next enters BLM lands for approximately 3.65 miles. This area is designated as a Visual Management II Area (VRM II), in recognition of its high quality scenic resources. The objective of this area is to retain its existing character, and the level of change permitted is low. Management activities may be seen, but should not attract the attention of the casual observer. Any changes must repeat the basic elements of form, line, color and texture in the predominate natural features of the landscape. This management designation also precludes the land from being exchanged and it is protected from mineral or right-of-way development. Off highway vehicle use is limited. This management direction is consistent with the Byway's goals. The BLM lands are zoned Agricultural Forestry (FL-AF), which protects productive agricultural and forested lands while allowing low density and non-intensive uses. A State lands parcel exists within the BLM lands and is also zoned Agricultural

Forestry (AF). State lands may be disposed of at the discretion of the State Land Board, and can be sold to the private sector with the designated zoning intact.

From the confluence of the Birdseye Creek and the East Fork of the Arkansas River until the intersection with US 24, lands adjacent to the Byway's west side are a checkerboard of BLM and private ownership as illustrated on the Land Ownership Map in 'Maps'. The BLM lands are designated Visual Resource Management II Areas (VRM II) and BLM retention is prioritized. These lands are zoned Agricultural Forestry (FL-AF). The private lands are zoned Agricultural Forestry (AF), Recreational (RC), Business (B), Urban Residential (UR) or Agricultural Residential (AR). These lands are highly visible and there is limited ability to screen development with topography. This segment of the Byway is protected by the Scenic Overlay District; however, the diversity of land uses allowed by the underlying zoning could create scenic and transportation impacts.

Existing Land Use and Protection: East side of Byway

- Ownership—Private, BLM, USFS
- Zoning/Land use—Industrial and Mining (IM), Agricultural Forestry (AF), Recreational (RC), Business (B), Urban Residential (UR) or Agricultural Residential (AR), Scenic Overlay District
- Management Area—Foreground (2A), Middleground (2A), Background (3A), BLM VRM II
- Visual Quality Objectives—slightly altered (moderate)

The first 2.75 miles of the Byway is adjacent to private lands on the east side. These are predominately held by the Climax Mine and are zoned Industrial and Mining (IM). Background views of the high peaks of the Mosquito Range to the south, which mark the Arkansas River headwaters are under the jurisdiction of the USFS, and are managed for semi-primitive motorized recreation (2A) or non-motorized recreation in a non-wilderness setting. These uses are consistent with Byway goals.

The Byway next passes through USFS lands, with foreground and middleground views managed for semi-primitive motorized recreation (2A) and background views managed as non-motorized recreation (3A). These management prescriptions are compatible with Byway goals.

Leaving USFS lands, the Byway traverse approximately 3.65 miles of predominately BLM lands. Lands in the foreground and middleground viewsheds are designated Visual Resource Management II areas (VRM II), and are prioritized for retention. Background views are within the USFS and are managed for both semi-primitive motorized (2A) and non-motorized recreation. These lands are zoned Agricultural Forestry (AF). These uses are compatible with Byway goals.

Private inholdings within the BLM and USFS lands are illustrated on the Land Ownership Map in 'Maps' and are zoned Agricultural Forestry (AF), Recreational (RC), Business (B), Urban Residential (UR) or Industrial and Mining (IM). This roadway is protected by a Scenic Overlay district. Lands containing an extensive wetland and riparian habitat along the East Fork of the Arkansas River are also protected under Section 404 of the Clean Water Act.

Between Birdseye Creek's confluence with the East Fork of the Arkansas River and the intersection of US 24 and SH 91, all lands that fall within the foreground views are under private ownership, with the exception of a Category III BLM parcel that is subject to disposal. Middle and background views are predominately under BLM control and are managed as Category II parcels. The foreground view is dominated by an expansive wetland and is protected by Section 404 of the Clean Water Act, as well as the Scenic Overlay. Private lands are zoned for Agricultural Forestry (AF) and Business (B) uses.

Existing Land Use and Protection: Conflict Identification

- The variety of allowed uses and the presence of the Urban Residential zone along the Byway may significantly alter its character;
- Potential impacts to the identified riparian and wetland habitats if developed;
- Potential development of Industrial and Mining (IM) zoned parcels that may be incompatible with the Byway;
- Actual Arkansas River Headwaters not protected by Park designation and management.

Intrinsic Qualities

Identified Intrinsic Qualities along this Byway segment are identified on the Interpretive Sites Map in 'Maps' and include:

- The Climax Mine and Fremont Pass (5);
- East Fork of the Arkansas River Headwaters;
- Mount Arkansas (6).

Significant viewsheds are illustrated on the Scenic Viewshed Inventory Map in 'Maps' and include:

- Viewshed from the Fremont Pass summit, overlooking the Arkansas River headwaters and the upper Arkansas Valley (6);
- Views of the expansive wetland and riparian environment of the Upper Arkansas Valley, framed by the Mosquito Range to the south, Mount Zion to the north, and Mounts Massive and Elbert, Colorado's two highest peaks to the west (7).

Intrinsic Qualities: Conflict Identification

- Loss of recreational access through private lands to USFS and BLM lands;
- Loss of wetland and riparian habitat due to development.

Analysis

This Byway segment provides the only transportation link between Leadville and Summit County, a large employment base for Leadville residents. It is expected that greater demands will be placed on the transportation system. The vision for SH 91 in this section is to improve safety and increase mobility. This corridor serves local traffic, commuter traffic and recreation/tourist traffic and primarily serves destinations outside of the area.

The primary investment category for this section of SH 91 is Safety. The priority is listed as medium. The goals are identified as to support commuter and recreation travel; reduce crashes; eliminate shoulder deficiencies, maintenance and improvement of the roadway pavements; support economic development; and to expand transit usage.

The valley through which SH 91 travels is environmentally and scenically sensitive. The narrow valley has a low capacity to mitigate views of structures, making the placement and appearance of future development critical to the retention of the scenic resource. The majority of this Byway segment is protected by a Scenic Overlay District, which dictates how future development occurs within a distance of 250 to 1,000 feet either side of the roadway centerline, but the variety of allowed uses may create impacts.

Recommendations

- Improvement of the roadway geometrics – shoulders, passing lanes, acceleration and deceleration lanes, turn lanes, pullouts.
- Surface treatment and overlays.
- Construct Park and Ride Areas.
- Construct separated bike facilities.
- Establish cooperative relationships with land owners whose properties are designated Industrial and Mining zoning to influence the potential impacts of future development.
- Work with Lake County to strengthen the Scenic Overlay District to further mitigate the impacts that could result from the variety of uses allowed by the underlying zoning.
- Encourage Lake County to continue to include the TOR Byway Board as a referral entity for land use applications for properties within the Industrial and Mining zoning district.
- Support USFS and BLM efforts to secure recreational access through private lands in Birdseye Gulch.

Analysis

Highway 24 – Minturn to Tennessee Pass – Eagle County, Colorado (Segments 3, 4 and 5)

US 24 is classified by the Colorado Department of Transportation (CDOT) as a minor arterial roadway and extends for a distance of 22.49 miles from the intersection with I-70 to the Lake/Eagle County line.

US 24 is separated into the following three segments (as outlined in CDOT's Intermountain 2035 Regional Transportation Plan):

SEGMENT 3: Minturn – Identifier 024A143.400 (US 24 – Milepost 143.400 to Milepost 145.832)

The segment of US 24 identified as 024A143.400 is a two lane minor arterial roadway that extends for a distance of approximately 2.432 miles from its intersection with I-70, through the town of Minturn, to its southern boundary in the vicinity of Cross Creek. The highway is the main roadway through downtown Minturn with no alternative roadways. This corridor serves local traffic, commuter traffic and recreation / tourist traffic and primarily serves destinations outside of the area.

Transportation System

This segment of US 24 has inadequate shoulder width according to the Intermountain 2035 Transportation Planning Region. The existing shoulder widths are equal to or less than four feet for this segment. Paved shoulders of four feet or wider are preferred for the safety and movement of bicycle traffic along these highways. Those sections without paved shoulders of four feet or wider are considered deficient.

The roadway surface for US 24 has a Good rating according to CDOT. Good ratings indicate that the roadway surface is expected to have a life of 11 years or more.

There were five accidents within this section of US 24 over a five-year period.

The Union Pacific rail line, not used since 1997, had been considered for abandonment in 1995 when the Southern Pacific and Union Pacific railroads merged. In the early 2000s, the rail line had been considered for commuter travel.

Resource Analysis Map -

Minturn to Tennessee Pass

legend

TOP OF THE ROCKIES SCENIC BYWAY

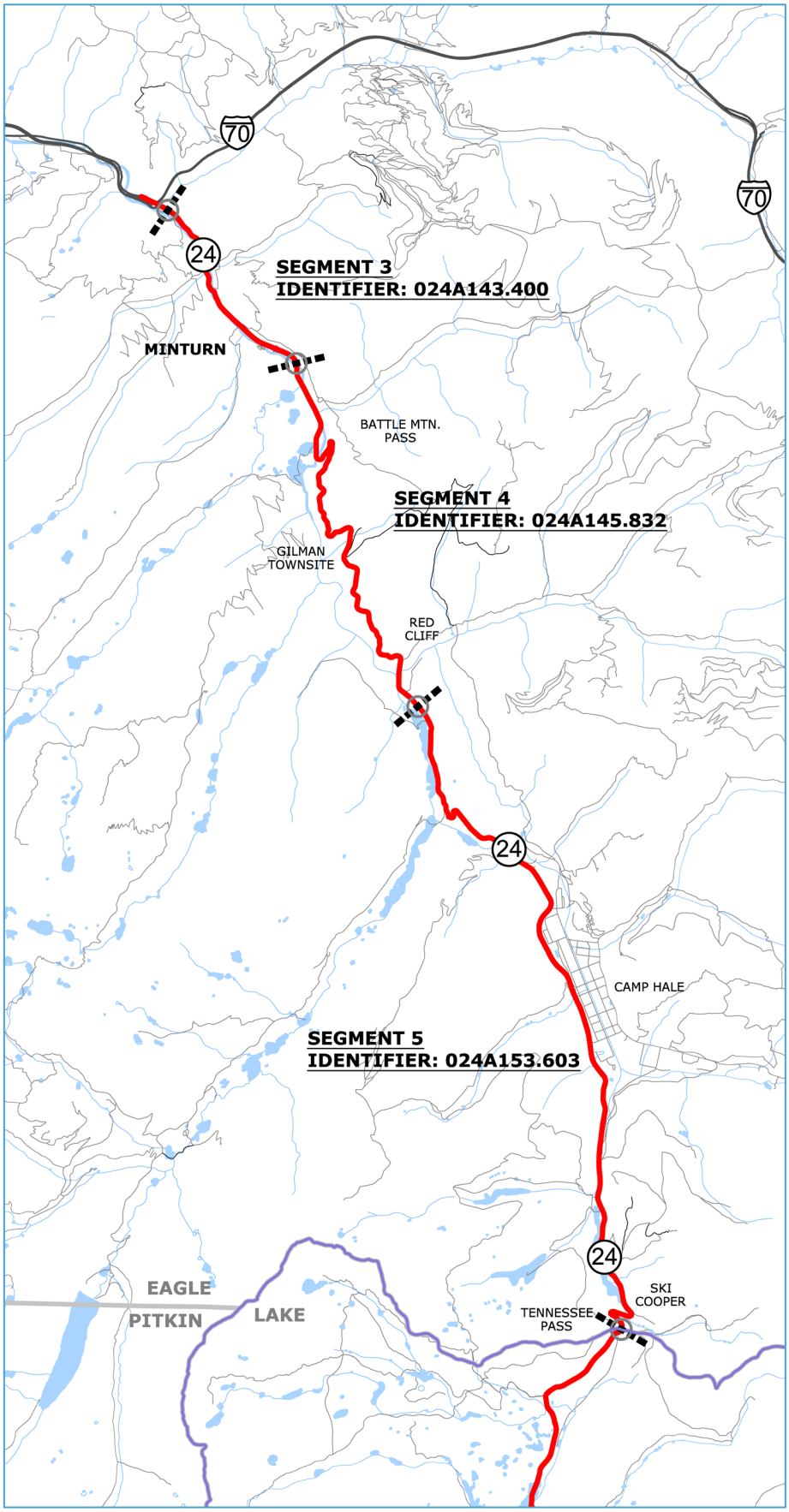
WATER COURSE

ROADWAY SEGMENTS

SEGMENT 3:
MINTURN
IDENTIFIER: 024A143.400
US HIGHWAY 24 FROM IT'S INTERSECTION WITH I-70 TO THE SOUTH MINTURN CITY LIMIT

SEGMENT 4:
BATTLE MOUNTAIN
IDENTIFIER: 024A145.832
US HIGHWAY 24 FROM THE SOUTH MINTURN CITY LIMITS TO THE SOUTHERN CITY LIMITS OF RED CLIFF

SEGMENT 5:
CAMP HALE
IDENTIFIER: 024A153.603
US HIGHWAY 24 FROM THE SOUTH RED CLIFF CITY LIMIT TO THE SUMMIT OF TENNESSEE PASS AT THE EAGLE / LAKE COUNTY LINE



Transportation System: Conflict Identification

Safety issues are the priority for improving this section of the Byway. The existing conditions include the following:

- Lack of adequate shoulder width, bike lanes or separated paths to accommodate non-vehicular modes of transportation;
- Lack of local mass transit opportunities;
- Both passenger and truck traffic volumes are projected to increase along this corridor.

Existing Land Use and Protection: West side of Byway

- Ownership—Private, United States USFS (USFS)
- Zoning/Land use—Resource Protection (RP), higher-density zone districts, Resource (R)
- Management Area—Foreground (4B), Middleground (4B), Background (4B)
- Scenic Integrity Objectives—Moderate (slightly altered)

From the USFS Visitor Center at Meadow Mountain to Grouse Creek, the west side of US 24 is adjacent to the White River National Forest. Foreground, middleground and background viewsheds to the west are within a 4B management area, where management emphasis is on the habitat needs of one or more indicator species. Visual Quality Objectives mandate the design and implementation of management activities to blend with the natural landscape. The directives are compatible with the protection goals for the Byway.

The balance of the lands adjacent to the west side of US 24 from Grouse Creek to Cross Creek are in private ownership, and currently support a mixed urban/residential land use pattern typified by one to two story structures providing housing, retail and commercial space. Due to the confining topography and coniferous vegetation present on the west side of this narrow valley, middle and background views are limited. The town's annexation plan includes the Burnett Property and Kings Ranch, located immediately adjacent to the town limits. Both properties include open space and ranching uses with limited residential. Some higher density residential uses are contemplated on the less steep portions of the properties. Ownership beyond the private land in the valley bottom is predominately USFS, and is managed as a 4B wildlife habitat zone.

Existing Land Use and Protection: East side of Byway

- Ownership—Private, USFS
- Zoning/Land use—Resource Protection (RP), Planned Unit Development (PUD) and higher higher-density zone districts, Resource (R)

- Management Area—Foreground (-), Middleground (4B), Background (5A/5B)
- Scenic Integrity Objectives—Moderate (slightly altered)

Private lands between the river and the base of the hillside north of the town of Minturn are predominately owned by the Union Pacific Railroad. The east side of US 24 is dominated by middle and background views of towering cliffs, escarpments and steep slopes, sparsely vegetated by deciduous trees, grasses and shrubs at lower elevations, and capped by coniferous forests at higher elevations. Foreground views are dominated by the Eagle River and the infrastructure of the Union Pacific Railroad Yard and other heavy commercial uses. Middle and background viewsheds are in USFS ownership and are managed as either 4B wildlife habitat or 5A non-forested winter range habitat. Within 5A management areas, activities are to be designed and implemented to be visually subordinate or not visually evident and to harmonize and blend with the natural setting. These management prescriptions are consistent with the goals and objectives of the Byway.

Foreground views from the northern limits of Minturn to its southern border are dominated by a mix of residential and commercial development sandwiched between the roadway and the Eagle River. In some areas, the distance between the two defining features is less than 100 feet. Limited structural development is evident on the east side of the Eagle River, although a gravel processing plant is in operation. Due to high topographic relief and limited vegetative cover, development on the southwest facing slopes above the Eagle River provide little natural screening. The Palmateer Property, located north and east of the Taylor Addition, is included in Minturn's annexation plan and is recommended for open space and limited residential uses. The property has been considered for ski lift connections to Vail Ski Resort and would require significant review by the town is proposed. Views from the Byway could be critically impacted by development on these visually sensitive hillsides.

USFS lands in the middleground and background are currently managed as either 4B or 5B areas, prioritizing the use of the landmass for wildlife habitat and winter range. These management areas are consistent with the scenic and resource goals of the Byway.

Land Use: Conflict Identification

- Continued highway commercial development along SH 24 within the narrow band of developable land along the Eagle River and County Road;
- Redevelopment of the Southern Pacific rail yard and adjacent PUD holding zone lands located within Minturn (although community plan, land use and zoning regulations are in place to mitigate

potential scenic impacts).

Intrinsic Qualities

Identified Intrinsic Qualities along this Byway segment are identified on the Interpretive Sites Map in 'Maps' and include:

- The interpretive facilities located within the USFS Holy Cross Ranger District Visitor Center (18);
- The historic town of Minturn (for its cultural and historic qualities).

Viewsheds of significance are illustrated on the Scenic Viewshed Inventory Map in 'Maps' and include:

- Town of Minturn/Eagle River Valley (27)

Intrinsic Qualities: Conflict Identification

- Development pressures from the nearby resort communities of the Vail Valley;
- Lack of National or Local Historic Preservation District in town of Minturn.

Analysis

The transportation vision for this corridor as outlined in the 2035 Transportation Plan is to improve safety while increasing mobility. According to the long range plan, users of the corridor want to preserve the rural mountain feel while supporting tourism and commuter traffic. Safety is the primary investment category and it is listed as a high priority. The goals are to continue commuter and recreation travel; reduce crashes; improve shoulders, maintenance and improvement of the roadway pavements; and expand transit usage.

Continued development pressures will likely generate additional development and conversion of existing land uses within this segment of the corridor. Topographic constraints within the narrow Eagle River valley, couple with limited private lands suitable and available for development will serve as limiting factors for future growth outside of the town of Minturn. The steep topography and lack of vegetative screening will make it challenging to mitigate potential scenic impacts from future development.

The town of Minturn, as well as Eagle County, has regulations to guide development along this Byway segment. These protections could change during future revisions to these documents. However, the regulations are very current having been updated and adopted in 2005 or later. The vast majority of land outside of Minturn is publicly controlled and is zoned Resource Preservation (RP), which by definition is intended to

preserve the open character and associated public benefits of those lands. Even if transferred to private ownership this zoning designation runs with the property. The majority of private lands outside of Minturn are zoned Resource (R), which has similar protections while allowing very low density residential uses (one unit per 35 acres or larger). Within the town of Minturn, any infill or redevelopment is also subject to design guidelines and review. However, the town is currently not designated a historic district.

Restrictions placed on the use USFS lands in 4B and 5A management areas provide adequate protection of the resource. As is true of any regulatory document, the protections in place could be changed during future Management Plan updates.

Recommendations

- Improve roadway geometrics: shoulders, passing lanes, acceleration and deceleration lanes, highway pavement marking and pullouts.
- Improve the surface treatment with overlays.
- Construct park and ride facilities.
- Monitor potential abandonment proceedings of the Union Pacific rail line.
- Construct separated bicycle facilities, potentially on the rail line once it is abandoned.
- Work with Eagle County to formalize the policy of protecting scenic qualities of the corridor with a Scenic Conservation Overlay or similar overlay along the area of this Byway segment located within Eagle County.
- Work with the town of Minturn to add historic protections to their regulations, and to consider Historic District designation.
- Request the town of Minturn to include the TOR Byway Board as a referral entity for any development applications located within areas that are highly visible from US 24, such as the Southern Pacific rail yard and adjacent PUD Holding Zone lands.

SEGMENT 4: Battle Mountain – Identifier 024A145.832 (US 24 – Milepost 145.832 to Milepost 153.603)

This segment of US 24 is a two-lane minor arterial roadway that extends for a distance of approximately 7.771 miles from Cross Creek to the southern limits of Red Cliff. This corridor serves local traffic, commuter traffic and recreation/tourist traffic and primarily serves destinations outside of the area.

From Cross Creek to the entrance to the White River National Forest approximately 0.6 miles further south, the roadway closely parallels the

Eagle River through gentle curves and grades. This character changes dramatically after crossing the Eagle River, as the road ascends the steep mountainside of Battle Mountain Pass. In its ascent to the Gilman town site and subsequent descent to Red Cliff, this 7.2 mile section of road consists of steep sustained grades, tight curves, narrow width with limited shoulders, limited to no guard rails, limited line of sight distances and steep drop-offs to the river below. In places the road appears to be literally carved into the face of the cliffs.

Transportation System

According to the Intermountain 2035 Transportation Planning Region, this segment has inadequate shoulder widths of less than four feet. Paved shoulders of four feet or wider are preferred for the safety and movement of bicycle traffic along these highways. Those sections without paved shoulders of four feet or wider are considered deficient.

The roadway surface for US 24 has a Good rating according to CDOT. Good ratings indicate that the roadway surface is expected to have a life of 11 years or more.

Traffic volumes are expected to increase minimally. *Refer to http://apps.coloradodot.info/dataaccess/ for current traffic data.*

There were 99 accidents in this almost eight-mile section of the Byway during a five-year period (June 2005-June 2010). One of the four fatalities on US 24 occurred within this section at Milepost (MP) 152.500 - just south of the Battle Mountain Pass summit.

Transportation System: Conflict Identification

Safety issues are the priority for improving this section of the Byway. Similar to the Minturn identifier section, the existing conditions include the following:

- Lack of adequate shoulder width, bike lanes or separated paths to accommodate
- non-vehicular modes of transportation;
- Lack of local mass transit opportunities;
- Both passenger and truck traffic volumes are projected to increase along this corridor.
- The proposed Bolts Lake Village and Battle Mountain Resort developments could have significant transportation impacts.
- Development associated with a potential extension of Vail Resort lifts into the Two Elk Area could cause transportation impacts.

Existing Land Use and Protection: West side of Byway

- Ownership—Private, USFS
- Zoning/Land use—Resource Protection (RP), Planned Unit

Development (PUD), Resource (R)
- Management Area—Foreground (-), Middleground (4B), Background (5A)
- Scenic Integrity Objectives—moderate (slightly altered), low (moderately altered)

Foreground views to the west side of the Byway, from Cross Creek to the entrance to the White River National Forest are predominately privately held, but are dominated by tailings ponds that once provided a repository for waste from the Gilman Mine. These tailings ponds were re-contoured and revegetated. The proposed Bolt's Lake Village, a part of the proposed Battle Mountain Resort, is located at Bolt's Lake just before US 24 starts its steep ascent. This significant development, which is subject to town of Minturn review and was recommended to be zoned Planned Unit Development (PUD) in the annexation plan, would be highly visible from US 24. Stalled in recent years by the economy and now under new development leadership, it is expected that Bolt's Lake Village will be the first parcel of these holdings to be under review.

From the base of Battle Mountain Pass to the southern city limit of Red Cliff, the roadway is elevated high above the Eagle River. Steep drop-offs limit foreground views from the roadway, while providing unobstructed middleground and background views of the west side of the valley. Little of the ground on the west side of this segment, with the exception of the Gilman town site, is suitable for building due to the extreme topography and inaccessibility. The majority of the middleground views in private ownership are zoned Resource. The Gilman town site is zoned Planned Unit Development (PUD). Existing residential and mine related structural development at the Gilman site dominates the landmass perched atop towering cliffs. The designation of Gilman as a CERCLA Superfund site has made rehabilitation or redevelopment very challenging, but plans to clean up the site are currently under EPA review.

Background views are of forested and alpine terrain, largely in its natural state, including impressive views of Notch Mountain. Private inholdings are zoned Resource and USFS lands are zoned Resource Preservation. The USFS lands are also designated as wilderness areas. Congressional designation as a wilderness area virtually assures that no significant change will occur to degrade the natural appearance of the background views.

Existing Land Use and Protection: East side of Byway

- Ownership—Private, USFS
- Zoning/Land use—Resource Protection (RP), Planned Unit Development (PUD), Resource (R)
- Management Area—Foreground (-), Middleground (4B),

Background (5A)
- Scenic Integrity Objectives—moderate (slightly altered)

Between Cross Creek and the mouth of Two Elk Creek, the eastern side of the Byway is dominated by the presence of the Eagle River, interspersed with a limited number of residential units located on the narrow band between the roadway and the river. Limited vehicular access, the presence of the railroad, and limited private ownership of lands to the east of the river serve to limit development within the middle and background views, which are typified by steep hillsides and escarpments covered by sparse timber, grasses and shrubs. Federal land ownership dominates the middleground and background viewsheds, with 4B and 5A management areas prioritizing land use for a wildlife habitat and winter range. The Two Elk Area is included in the town of Minturn's annexation plan to allow the town to guide any future uses including a contemplated ski area connection to Vail Resort.

From Two Elk Creek south to the southern limit of Red Cliff, lands within the foreground, middleground and background viewsheds are predominately in private ownership. This is the proposed location of the majority of the Battle Mountain Resort, which was annexed into the town of Minturn. Under new development management, future proposals are expected to be less dense and impactive. The proposed zoning in the annexation plan was Planned Unit Development (PUD). However, steep hillsides and cliffs adjacent to the roadway limit views to the foreground over much of this Byway segment.

Land Use: Conflict Identification

- Development of Bolt's Lake Village and Battle Mountain Resort parcels could have significant scenic impacts on the Byway;
- Extension of Vail Resort ski lifts into Two Elk Area may stimulate additional development, and, while not likely to be highly visible, create transportation conflicts.

Intrinsic Qualities

Identified intrinsic resources along this Byway segment are identified on the Interpretive Sites Map in 'Maps' and include:

- Gilman town site (including the adjacent shanty town in Rock Creek Gulch and the historic Belden Mill site in the Eagle River Gorge) (17);
- Battle Mountain Pass and Notch Mountain (16);
- Red Cliff Museum (15);
- Steel Arch Bridge over the Eagle River at Red Cliff and Lovers Leap, site of ancient Ute Indian legend (14);
- Historic community of Red Cliff and the entrance to Shrine Pass, mecca to backcountry enthusiasts.

Significant viewsheds are illustrated on Scenic Viewshed Inventory Map in 'Maps' and include:

- Battle Mountain Pass, including the Notch Mountain overlook and views of the steel arch bridge (15)
- Eagle River Valley north of Battle Mountain Pass (16)

Intrinsic Qualities: Conflict Identification

- Deterioration of structures and loss of historic integrity of the Gilman town site.
- Significant change in Byway character likely if roadways improvements are made.
- Lack of National or Local Historic Preservation District in town of Minturn.

Analysis

The CDOT primary investment category for this Byway segment is Safety, and it is prioritized as high. The goals are to provide tourist friendly travel; reduce crashes; improve shoulders, maintenance and improvement of the roadway pavements; and support economic development while maintaining the environment. Traffic safety reductions due to increased traffic from the proposed developments are likely. Also, the potential for ski lift access to Vail Ski Resort from the Two Elk Area, a parcel identified in Minturn's annexation plan, could also increase traffic.

Development pressures from the nearby Vail Valley and the potential for a new resort located along this segment of the Byway are expected to continue. Severe topographic constraints evident on Battle Mountain Pass and within the floodplain of the Eagle River present natural limits to the extent of development that can occur on privately held lands. These same physical constraints, combined with sparse vegetation, also serve to increase the scenic sensitivity of the surrounding viewsheds and limit the ability to use topography and vegetation to screen or blend development into the adjacent surroundings. An additional concern could be the loss of the Mountain Pass character if the Byway segment is modified to increase safety and accommodate additional trips from the proposed developments.

The Resource (R) zoning designation allows Eagle County the ability to regulate private lands with an emphasis on open space and rural character preservation. The town of Minturn's Planned Unit Development (PUD) allows discretion and flexibility in the code to mitigate potential scenic impacts. The Battle Mountain Resort proposals, as well as the parcels identified for future annexation into Minturn, are designated or recommended for this zoning classification. A significant

portion of the Gilman town site on the western side of the Byway is also encumbered by Superfund status. However, the current development team is pursuing EPA approvals to clean up the site. The historic value of the town site is in jeopardy because the same Superfund status also limits the ability to rehabilitate or adaptively reuse the historic structures.

USFS ownership and management direction also limit changes that can occur within the existing middle and background viewsheds. Management for wildlife habitat is not likely to change in light of the increased need for these lands proximate to the Vail Valley. The designated Wilderness Area affords a high level of protection of scenic resources within the background viewsheds of the Byway.

Recommendations

- Improve roadway geometrics: shoulders, passing lanes, acceleration and deceleration lanes, and pullouts.
- Improve the surface treatment with overlays.
- Monitor potential abandonment proceedings of the Union Pacific rail line.
- Construct separated bicycle facilities, potentially on the rail line once it is abandoned.
- Safer pullouts, combined with scenic points improved for ADA, year-round maintenance
- Work with Eagle County to formalize the policy of protecting scenic qualities of the corridor with a Scenic Conservation Overlay or similar overlay along the area of this Byway segment located within Eagle County.
- Request the town of Minturn to include the TOR Byway Board as a referral entity for any development applications located within areas that are highly visible from US 24, such as the Bolt's Lake Village proposal, as well as any development application that poses significant transportation impacts.
- Ensure that the assessment of transportation impacts and proposed mitigation techniques are included in the review of these development applications. Encourage the town of Minturn to promote transit options to the extent feasible.
- Encourage the rehabilitation and adaptive reuse of the historic Gilman town site as a part of future development applications.

SEGMENT 5: Camp Hale – Identifier 024A153.603 (US 24 – Milepost 153.603 to Milepost 165.890)

The segment of US 24 identified as 024A153.603 is a two-lane minor arterial roadway that extends for a distance of approximately 12.287 miles from the southern limits of Red Cliff to the summit of Tennessee

Pass and the Eagle/Lake County line. From Red Cliff, the roadway follows the gentle valley bottom of Homestake Creek before rejoining the Eagle River valley at the historic site of Camp Hale. From Camp Hale, the Byway ascends quickly to the Continental Divide and the summit of Tennessee pass, at an elevation of 10,424 feet above sea level.

Transportation System

This Byway segment has inadequate shoulder width according to the Intermountain 2035 Transportation Planning Region. The existing shoulder widths are equal to or less than four feet. Those sections without paved shoulders of four feet or wider are considered deficient.

The roadway surface for US 24 has a Good rating according to CDOT. Good ratings indicate that the roadway surface is expected to have a life of 11 years or more.

Traffic volumes are expected to increase minimally. *Refer to http://apps.coloradodot.info/dataaccess/ for current traffic data.*

A total of approximately 132 accidents occurred over a five-year period on this 12-mile section of highway. One of the four fatalities on US 24 occurred within this segment at MP 164.870 – just north of the summit.

Transportation System: Conflict Identification

Safety issues are the priority for improving this section of the Byway. The existing conditions include the following:

- Lack of adequate shoulder width, bike lanes or separated paths to accommodate
- non-vehicular modes of transportation;
- Lack of local mass transit opportunities;
- Both passenger and truck traffic volumes are projected to increase along this corridor.
- Lack of right-turn and left-turn deceleration lanes at the Camp Hale Information Center access.

Existing Land Use and Protection: West side of Byway

- Ownership—Predominately USFS
- Zoning/Land use—Resource Protection (RP), Resource (R)
- Management Area—Foreground (2B), Middleground (2B), Background (8B)
- Scenic Integrity Objectives—very high (unaltered), high (appears unaltered), moderate (slightly altered), low (moderately altered)

Over 90 percent of the land through which the Byway passes is under USFS jurisdiction. Exceptions along the west side include several small,

privately held parcels at the entrance to Gold Park, the northern end of Camp Hale and near the Tennessee Pass summit at Forest Road 731. All parcels are zoned Resource (R), which promotes rural character and limited development.

Lands located between Red Cliff and No Name Gulch, south of the Gold Park S-Curve, are designated 2B management areas. 2B management areas provide developed recreation in roaded, natural and rural settings. Acceptable uses can include such activities as picnicking, driving for pleasure, viewing scenery, fishing, snowmobiling, and cross country skiing. Scenic Integrity Objectives are compatible with the Byway goals. Background views are within the 8B wilderness management area.

Existing Land Use and Protection: East side of the Byway

- Ownership—Predominately USFS
- Zoning/Land use—Resource Protection (RP), Resource (R)
- Management Area—Foreground (2B), Middleground (9B/1B), Background (1B)
- Scenic Integrity Objectives—very high (unaltered), high (appears unaltered), moderate (slightly altered)

The east side of this Byway segment is predominately held in USFS ownership. Exceptions include privately held lands at the Gold Park S-Bend, in the vicinity of McAlister Creek, at the north end of Camp Hale, and on Taylor Hill, just north of Tennessee pass. All private parcels are within the Resource (R) zoning designation, which promotes rural character and limited development. The private lands on Taylor Hill are, for the most part, not visible from the Byway.

Camp Hale, located in the broad expanse of the Upper Eagle River Valley, is listed as a National Historic site in recognition of the significant wartime development of the area as a winter training site for the famed 10th Mountain Division during World War II. Today the area supports both developed and dispersed recreation activities including snowmobiling, cross country skiing, four-wheel driving, hiking, biking, fishing and hunting. There is future potential for the installation of a public toilet.

From the southern extents of Camp hale to the Tennessee Pass summit, foreground views are within the USFS's prescription designation of 2B, providing developed recreation in a roaded, natural and rural setting. The existing recreation uses are compatible with this designation. Visual Quality Objectives allow such management activities to visually subordinate or dominate, but mandates that they harmonize or blend with the natural setting. This management prescription is compatible with the goals of the Byway.

Middleground views between Camp Hale and Tennessee Pass are within

the USFS Management prescription 9B, which prioritizes increased water yield and improved timing through vegetative manipulation. Clear cutting is the harvest method used with all forest cover types. Within all views, activities may dominate, but should harmonize and blend with the natural setting. The clear cutting practice can cause scenic disruption during and following the application, but can also serve to open viewsheds, among other benefits.

USFS lands in the middleground and background viewsheds directly east of the Tennessee Pass summit site are designated as a 1B management area. This allows for the development of downhill and cross country skiing opportunities. Ski Cooper and Piney Creek cross country trail system are located here. Scenic resources are managed in the 1B management prescription so that the character is one of forested areas interspersed with varied openings. Facilities may dominate, but harmonize and blend with the natural setting. The distance of the facilities from the Byway, combined with vegetative and topographic screening, serve to limit the scenic impacts of trails and structures from the roadway. The 1B management prescription is compatible with Byway goals.

Land Use: Conflict Identification

- Development of inholdings, especially at Camp Hale, could create negative scenic impacts.

Intrinsic Qualities

Identified intrinsic qualities along this Byway segment are identified on the Interpretive Sites Map in 'Maps' and include:

- Camp Hale, site of the 10th Mountain Division training center during World War II (13);
- Coking Ovens (12)

Identified viewsheds are illustrated on the Scenic Viewshed Inventory Map in 'Maps' and include:

- Views across Camp Hale at the surrounding amphitheater of high peaks (12);
- Homestake Creek and views of high quality riparian habitat (14);
- Views towards Homestake Valley (13);

Intrinsic Qualities: Conflict Identification

- Over use of the Camp Hale area could reduce its natural beauty and rural character;
- Coking ovens are not visible from the Byway.

Analysis

This Byway segment lies predominately within USFS lands, and is classified as Sensitivity 1 Level Travel Route in their Land and Resource Management Plan. Management direction states that the desired future condition is to maintain the character of its sensitive corridor and preserve the views of the Wilderness area. Its Eagle County zoning classification is Resource Preservation, which supports the USFS management direction. Private lands along the Byway are zoned Resource (R), which prioritizes retention of the rural open nature of Eagle County.

The "primary investment category" for this section of US 24 is Safety. The priority is listed as high. The goals being to provide tourist friendly travel, reduce crashes; improve shoulders, maintenance and improvement of the roadway pavements, and support economic development while maintaining the environment.

Recommendations

- Improvement of the roadway geometrics – shoulders, passing lanes, acceleration and deceleration lanes, and pullouts.
- Surface treatment and overlays.
- Monitor potential abandonment proceedings of the Union Pacific rail line.
- Construct separated bicycle facilities, potentially on the rail line once it is abandoned.
- Determine if left-turn and right-turn deceleration lanes are warranted at the Camp Hale Information Center access drive. If warranted, installation of these lanes should occur.
- Continued coordination with the USFS during updates to the Forest Plan to ensure that Concern 1 Level Travel Route designation, or similar, remains in place.
- Work with Eagle County to formalize policy of protecting scenic qualities of the corridor with a Scenic Conservation Overlay, or similar overlay, along this Byway segment.
- Work with the USFS to plan clear cutting activities that minimize impacts to views from the Byway.

Analysis

Highway 24 – Tennessee Pass to Twin Lakes – Lake County, Colorado (Segments 6, 7, 8, and 9)

US Highway 24 is classified by the Colorado Department of Transportation (CDOT) as a minor arterial roadway and extends for a distance of 25.30 miles from the Lake/Eagle County line to the Lake/Chaffee County line.

SEGMENT 6: Tennessee Pass – Identifier 024A165.891 (Highway 24 – Milepost 165.891 to Milepost 175.000)

The segment of US 24 identified as 024A165.891 is a two-lane minor arterial roadway that extends for a distance of approximately 10 miles from the Lake I Eagle County line at the summit of Tennessee Pass to the northern City Limits of Leadville, Colorado (intersection with CR 8). Tennessee Pass is surrounded by rolling hills and mixed conifer forest and meadow and riparian vegetation. The valley is narrow, no more than a mile in width, placing emphasis on the foreground and middleground viewsheds, and brief glimpses of the Sawatch Range in the background to the south and Ski Cooper to the east.

At the base of the pass, the Byway crosses Tennessee Creek and the valley broadens dramatically, flattening out to form the open ranch land referred to as Escondido Flats. Vegetation changes to sage and grasslands, interspersed with expansive wetlands, primarily at the northern extents of the valley. Roadway grades are basically flat, with minimal centerline curvature. Primary viewsheds are in the background, due to the vast open expanses, and include the Sawatch Range that dominates the ragged horizon line to the west, and the more gentle rolling hillsides of Mount Zion to the east. Due to the open nature of the valley and lack of screening vegetation and topography, potential scenic impacts will be difficult to mitigate.

The Byway segment leaves the open ranchland and re-enters a pine forest approximately 6.6 miles south of Tennessee Pass. Upon leaving the ranchland, the roadway drops down to the valley floor of the East Fork of the Arkansas River before crossing the drainage and climbing back up to the elevation of Leadville. Vegetation includes Lodgepole pine and sage associations, above the rivers ancestral floodplain, and willow/sedge communities typical of high alpine wetland and riparian habitats in a valley floor. Vegetation and the valley's configuration of the valley tend to limit views primarily to the foreground, with glimpses of the background viewshed evident when looking up or down the river valley.

Resource Analysis Map -

Tennessee Pass to Twin Lakes

legend

TOP OF THE ROCKIES SCENIC BYWAY

WATER COURSE

ROADWAY SEGMENTS

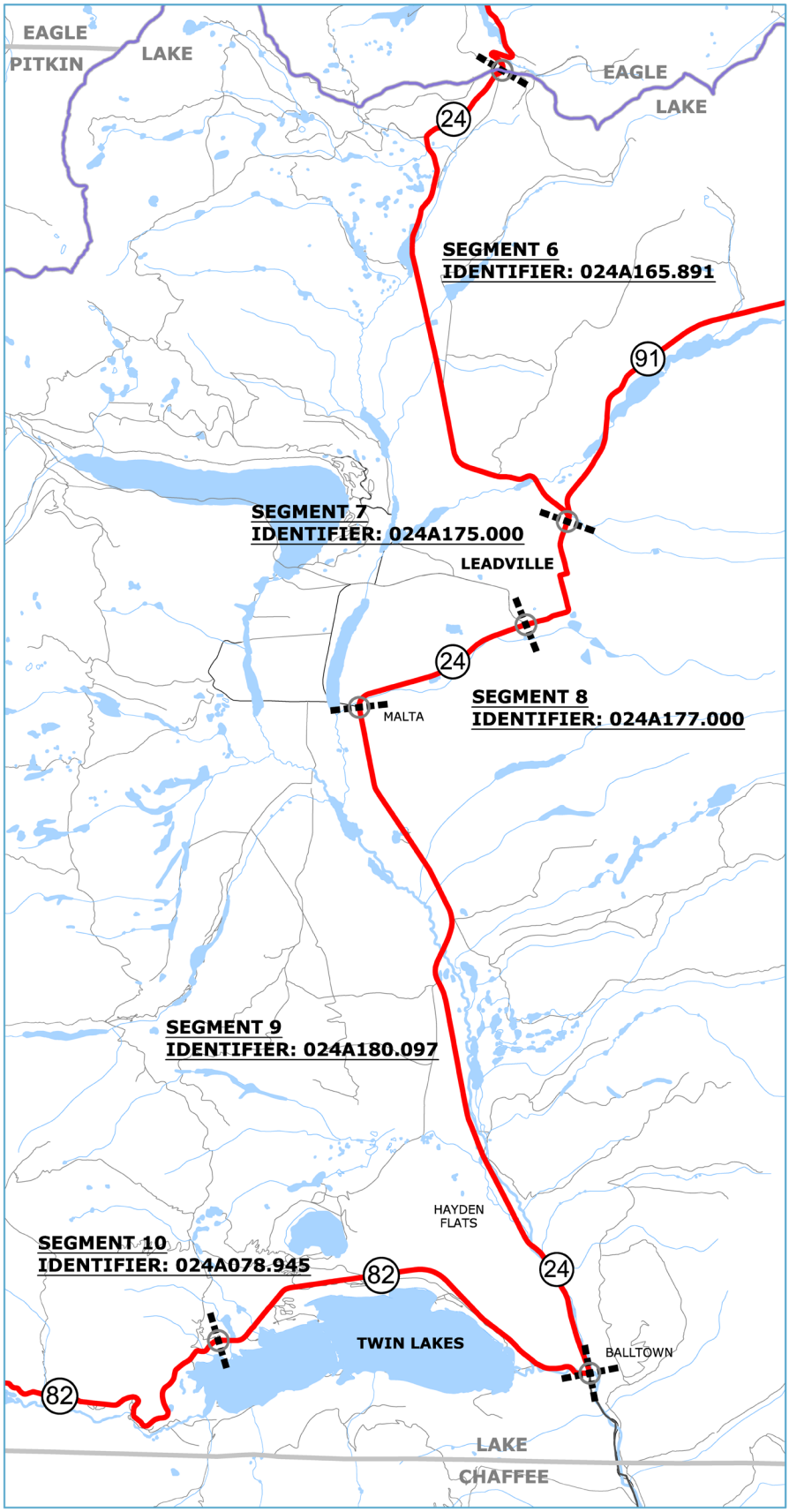
SEGMENT 6
TENNESSEE PASS
IDENTIFIER: 024A165.891
US HIGHWAY 24 FROM THE SUMMIT OF TENNESSEE PASS TO THE NORTHERN CITY LIMITS OF LEADVILLE

SEGMENT 7
LEADVILLE
IDENTIFIER: 024A175.000
US HIGHWAY 24 FROM THE NORTHERN CITY LIMITS OF LEADVILLE TO THE SOUTHERN CITY LIMITS OF LEADVILLE

SEGMENT 8
MALTA
IDENTIFIER: 024A177.000
US HIGHWAY 24 FROM THE SOUTHERN CITY LIMITS OF LEADVILLE TO IT'S INTERSECTION WITH STATE HWY 300 AT MALTA

SEGMENT 9
HAYDEN
IDENTIFIER: 024A180.097
US HIGHWAY 24 FROM IT'S INTERSECTION WITH STATE HWY 300 AT MALTA TO THE CHAFFEE COUNTY LINE

SEGMENT 10
TWIN LAKES
IDENTIFIER: 082A078.945
STATE HWY 82 FROM COUNTY IT'S INTERSECTION WITH US HWY 24 AT BALLTOWN TO COUNTY ROAD 26 IN THE TOWN OF TWIN LAKES



Transportation System

From just north of the Leadville city limits to the Lake / Eagle County line, US 24 has shoulder widths of four feet or less. These are generally not adequate to support safe use by bicyclists or pedestrians. When possible and not at consequence to the Byway experience, shoulder widths near city limits should widen to ten feet.

The roadway surface for US 24 has a rating of Good for the entire section – which indicates a life expectancy of six to ten years.

Traffic volumes along US 24 actually saw a decrease in the annual average daily traffic from Year 2005 to Year 2009. Increases in the future are expected. *Refer to http://apps.coloradodot.info/dataaccess/ for current traffic data.*

A total of approximately 84 accidents occurred over a five year period on this ten-mile section of highway.

Transportation System: Conflict Identification

- Lack of adequate shoulder width, bike lanes or separated paths to accommodate non-vehicular modes of transportation;
- Inadequate opportunities to safely pass;
- Heavy dependency on Single Occupancy Vehicles - need for transit alternatives;
- Speed limit and passing violations frequent - need greater enforcement presence.

Existing Land Use and Protection: West side of Byway

- Ownership—Private, USFS, BLM
- Zoning/Land use—Agricultural Forestry (AF), Recreational (RC), Business (B), Urban Residential (UR), Scenic Overlay District
- Management Area—Foreground (7D), Middleground (7D/2B), Background (-), BLM VRM II
- Visual Quality Objectives—moderately altered (low), heavily altered (very low),

The vast majority of land within the foreground viewshed on the west side of the Byway is in private ownership. Near the summit of Tennessee Pass are the Malley Meadows and Sylvan Lake subdivisions, which are not visible from the Byway. In the Escondido Flats area, there are several cattle ranch operations and associated structures. Zoning along this Byway section is Agricultural and Forestry (AF) and Recreational (RC), which allows low to medium density residential uses as well as small to medium sized recreational opportunities. In the East Fork of the Arkansas River area, there are two trailer parks that are highly visible from the Byway, and a series of commercial and residential

developments located between the US 24 and SH 91 intersection and the northern city limit of Leadville. Zoning in this area includes Urban Residential (UR), allowing medium to high-density residential and associated service development, and Business (B), which allows medium-intensity commercial uses. A Scenic Overlay exists along US 24 through the Escondido Flats portion of the Byway segment. Wetlands and riparian habitat within the East Fork of the Arkansas River and Escondido Flats portions are protected by Section 404 of the Clean Water Act.

Exceptions to private ownership include USFS lands near the Tennessee Pass summit, which are managed for roundwood (fuel) production through clear cutting. This increases the potential for significant modification of the current forested setting. This parcel is zoned Agricultural Forestry (AF). The benefits of roundwood production, including opening viewsheds, improving forest health, and increasing big game forage, are consistent with Byway goals.

A BLM-controlled parcel that separates Sylvan Lakes and Crane Park from private ranch land in the northern section of Escondido Flats is zoned Agricultural and Forestry (AF). This parcel is listed as a Visual Resource Management II Area (VRM II), which is consistent with the goals of the Byway, but is also listed as a Category I parcel that can be disposed of. Very low density residential and non-intensive uses are allowed.

A second BLM parcel is located approximately one mile northwest of the US 24 and SH 91 intersection and is also zone Agricultural and Forestry (AF). Designated as a Visual Resource Management II Area (VRM II), it is also a Category II parcel, prioritizing its retention as a public land. This parcel provides public access to the Arkansas River. Scenic management directives are consistent with the goals of the Byway.

Existing Land Use and Protection: East side of Byway

- Ownership—Private, USFS, BLM
- Zoning/Land use—Agricultural Forestry (AF), Recreational (RC), Business (B), Scenic Overlay District
- Management Area—Foreground (2B, 4D, 5B), Middleground (2B, 4D, 5B), Background (4D, 5B), BLM VRM II
- Visual Quality Objectives—slightly altered (moderate), heavily altered (very low)

The majority of lands located within the middle and background viewsheds on the east side of the Byway are in USFS ownership. Management areas include 2B, Developed Recreation in a roaded, natural, rural setting; 4D, Improvement of aspen stands to provide scenic quality and plant and animal diversity; and 5B, Wildlife winter range, forage and cover. These designations are consistent with Byway goals. The two BLM parcels described above also are present on the east side of

the Byway.

Private lands along the Byway are predominately zoned Agricultural and Forestry (AF), with Recreational (RC) zoning at Ski Cooper, and the Business (B) zoning designation located between US 24 and SH 91 intersection and the northern city limit of Leadville. A Scenic Overlay district exists along the Byway through the Escondido Flats area.

Land Use: Conflict Identification

- Potential for significant residential development in Escondido Flats, and degradation of wetland and riparian habitat;
- Insensitive clear cutting of fuel wood within sensitive viewsheds;
- Transfer of BLM Category I parcel on Tennessee Pass to private ownership;
- Other scenic areas along the Byway are not governed by the Scenic Overlay district.

Intrinsic Qualities

Identified Intrinsic Qualities along this Byway segment are identified on the Interpretive Sites Map in 'Maps' and include:

- Ski Cooper Ski Area and the recreational opportunities for hiking, cross country skiing, snowmobiling and biking available at Pine Run Nordic Center and the Mitchell Loop, Lily Lake, Cooper Loop and 10th Mountain Hut and Trail systems (10);
- Wheeler Flats (9);
- Escondido Flats, including the panoramic vistas of the Mounts Massive and Elbert and the Sawatch Range (8).

Viewsheds of significance are illustrated on Scenic Viewshed Inventory Map in 'Maps' and include:

- View from summit of Tennessee Pass across the meadows and streams of Crane Park, set against the backdrop of Colorado's two highest peaks, Mount Elbert and Mount Massive; (10)
- Expansive view of the Tennessee Creek Valley, Mount Zion, and the Sawatch and Collegiate Ranges across the open rangeland of Escondido Flats (9).

Intrinsic Qualities: Conflict Identification

- Deterioration of historic structures;
- Potential loss of expansive Escondido Flats view if private lands are developed.

Analysis

The primary investment category for this section of US 24 is Safety.

The priority is listed as high. The goals being to provide tourist friendly travel; reduce crashes; improve shoulders, maintenance and improvement of the roadway pavements; and support economic development while maintaining the environment.

Renewed demand for residential development proximate to the Vail Valley employment center is expected to occur as the economy recovers. The vast expanse of privately held and easily developed land south of Tennessee Pass is within 30 miles of the Vail Valley resorts, and is likely to see development pressure in the future. If the Union Pacific rail line is made available for passenger rail use, significant residential development is likely. The replacement of ranchlands with residential, commercial or industrial development will alter the character of this Byway segment.

Recommendations

- Improvement of the roadway geometrics – shoulders, passing lanes, acceleration and deceleration lanes, and pullouts.
- Surface treatment and overlays.
- Construct separated bicycle facilities.
- Work with Lake County to extend the Scenic Overlay designation to include US 24 to Tennessee Pass.
- Ensure Lake County will continue to include the TOR Byway Board as a referral entity for land use applications for private parcels located in the Escondido Flats area and for the BLM parcel at Tennessee Pass, if it is transferred to private ownership.
- Work with BLM to reclassify the parcel at Tennessee Pass to Category II.

SEGMENT 7: Leadville – Milepost 175.000 (Northern City Limits) to Milepost 178.00 (Intersection with Stringtown Road)

US 24 is classified as a Principal Arterial in this section and varies in width from two to four through lanes through the city of Leadville. US 24 is the main street through town, heavily used by local, commercial truck, and tourist traffic. There is no alternative route available to commercial traffic. In addition, there is on-street parking throughout the urban core.

The Mineral Belt bicycle/pedestrian trail does provide off-road transportation for bikes and pedestrians.

This section of US 24 has a pavement rating of Good with a life expectancy of 11 years or more.

A total of 64 accidents occurred over a three-year period for this three mile section of highway.

Transportation System: Conflict Identification

- Lack of good by-pass for heavy trucks

Existing Land Use and Protection: West and East Sides of Byway

- Ownership—Private, USFS
- Zoning/Land use—Retail Core (RC), National Historic Landmark District Overlay, Commercial Highway/Business Overlay
- Management Area—Foreground (-), Middleground (-), Background (-)
- Visual Quality Objectives—none

US 24 through the town of Leadville exhibits a blend of retail, tourist services, commercial, and residential uses. Zoning along the Byway allows this diversity of uses. In addition, two overlay districts further control development character. The National Historic District Overlay applies to Leadville's retail core and all inventoried historic buildings. The Commercial/Highway Business Zone ensures the scenic enhancement of properties located along the US 24 and SH 91 approaches to town.

Land Use: Conflict Identification

- none

Intrinsic Qualities

Identified intrinsic resources along this Byway segment are identified on Interpretive Sites Map in 'Maps' and include:

- The historic mining community of Leadville, North America's highest incorporated city and one of Colorado's largest National Historic Landmark Districts (7).

Significant viewsheds are illustrated on Scenic Viewshed Inventory Map in 'Maps' and include:

- Leadville Panorama, a 360-degree view of the Sawatch, Collegiate and Mosquito Ranges (including views of four of Colorado's highest peaks), Turquoise Lake, the Leadville Mining District and the Leadville Historic District. (8)

Intrinsic Qualities: Conflict Identification

- none

Analysis

The primary investment category for this section of US 24 is Safety. The priority is listed as high. The goals being to provide tourist friendly travel; reduce crashes; improve shoulders, maintenance and improvement of the roadway pavements; and support economic development while maintaining the environment.

Due to the historic qualities of Leadville's design and infrastructure, little can be done to increase the roadway's capacity by adding lanes. Slow travel speeds through town have the benefit of creating a better pedestrian experience, but the variety of users including large commercial and haz-mat carriers have a degrading effect on this experience. The non-operation of the Union Pacific rail line, which used to carry hazardous materials over Tennessee Pass, contributes to this concern.

Recommendations

- Construct separated bicycle facilities – such as the Mineral Belt Trail.

SEGMENT 8: Malta – Identifier 024A178.000 (US 24 from Milepost 178.000 to Milepost 180.097 (Intersection with SH 300)

This section of US 24 is 2.097 miles long and extends from the southern limits of Leadville to the intersection with SH 300. US 24 is classified as a Principal Arterial in this section and is two lanes wide.
The shoulder widths consist of four-foot shoulder or less through this section.

This section of US 24 has a pavement rating of Good with a life expectancy of 11 years or more.

A total of 19 accidents occurred over a three year period for this two-mile section of highway. One fatality did occur at Milepost 180.000 – in the vicinity of the SH 300 intersection.

Traffic volumes in this section are projected to minimally increase. *Refer to http://apps.coloradodot.info/dataaccess/ for current traffic data.*

Transportation System: Conflict Identification

- Inadequate shoulder widths.

Existing Land Use and Protection: North Side of Byway

- Ownership—Private, BLM, USFS
- Zoning/Land use— Zoning/Land use—Industrial and Mining (IM), Business (B
- Management Area—Foreground (-), Middleground (-), Background (-), BLM VRM I
- Visual Quality Objectives—none

Virtually all lands within the foreground and middle ground viewsheds along the north side of the Byway are in private ownership. The one exception is a small isolated parcel of BLM land located north of the Malta curve, which is not designated a Visual Resource Management II area, and has been identified for disposal. Due to its size, location and Business (B) zoning, its transfer to private ownership is not critical to the preservation or enhancement of the Byway's goals.

Far distant background views looking the west are primarily under the administration of the USFS and are dominated by the Mount Massive Wilderness Area. Management direction for the designated Rare II Wilderness area is considered consistent with the goals of the Byway.

To the east, privately held lands in the Leadville Mining District and lands under the administration of the BLM extend to the horizon line. Due to the district's historical significance, and its relegation to the background viewshed, the scenic impacts of past mining are compatible with Byway goals.

Private lands show evidence and scenic scars of past mining operations, most specifically in the form of smelters that once occupied the Stringtown area. Large piles of slag, as well as structures, furnaces and machinery still occupy the foreground and middleground viewsheds just south of Leadville. Zoning along this segment is primarily Business (B) and Industrial and Mining (IM). Land uses include residential, commercial, heavy commercial (including auto salvage yards), and office. The Leadville District Office of the USFS is located along this segment of the Byway. An inactive rail loading area is located at the western terminus of this segment.

Existing Land Use and Protection: South Side of Byway

- Ownership—Private
- Zoning/Land use—Industrial and Mining (IM), Business (B), Agricultural Residential (AR)
- Management Area—Foreground (-), Middleground (-), Background (-)
- Visual Quality Objectives—none

Along the southern side of the Byway, a similar mix of residential, commercial and mining uses exist as the Byway passes through Stringtown. Further to the south and west is the Leadville Airport, the highest in North America, but is not visible from the Byway. Zoning includes Industrial and Mining (IM), Business (B) and Agricultural Residential (AR). The Industrial and Mining (IM) district located along a major commercial corridor in this area is unique to Leadville and proximate areas.

Land Use: Conflict Identification

- Potential development of new and expansion of existing industrial and heavy commercial uses could negatively affect the Byway.

Intrinsic Qualities

Identified intrinsic resources along this Byway segment are identified on the Interpretive Sites Map in 'Maps' and include:

- The Stringtown Smelting site that once processed and refined ore for transfer to the financial markets in the east (19);
- Malta, site of one of the first smelters in Lake County, and present day site of the Little Red Schoolhouse, an historic link to early education in the central Rockies (20).

Significant viewsheds are illustrated on Scenic Viewshed Inventory Map in 'Maps' and include:

- Views of the Sawatch and Mosquito Ranges over the Upper Arkansas Valley at Malta (7).

Intrinsic Qualities: Conflict Identification

- Private ownership of the Stringtown Smelting site could result in the loss of historically significant features.

Analysis

The primary investment category for this section of US 24 is Safety. The priority is listed as high. The goals being to provide tourist friendly travel; reduce crashes; improve shoulders, maintenance and improvement of the roadway pavements; and support economic development while maintaining the environment.

This segment was one of the most scenically altered areas along the entire Byway. Remnants of smelters that once refined the metals extracted from Leadville's world class ore body laid in ruins, while slag piles filled the valley floor. Efforts have been taken as a part of the California Gulch Superfund cleanup to mitigate potential health and environmental risks and preserve the historically significant artifacts.

A portion of the site has been deleted. Continued cleanup efforts, including those at the Stringtown smelting site, provide an opportunity to highlight and interpret Leadville's historic and current mining practices.

Industrial and heavy commercial uses existing and allowed along this segment of the Byway are scenically impactful to the Byway and are not compatible with its goals.

Recommendations

- Widen shoulder widths where applicable.

SEGMENT 9: Hayden – Identifier 024A180.097 (US 24 from Milepost 180.097 to Milepost 191.206 Intersection with SH 82)

This segment of US 24 is approximately 11 miles long, is classified as a Principal Arterial in this section, and is two-lanes wide. It passes through the ranchlands of the Upper Arkansas Valley, following both the course and the gradient of the Arkansas River. Terrain is generally flat to rolling with minimal curvature to the roadway. Vegetation is predominately grassland and sage, interspersed with riparian and wetland habitats.

The shoulder widths consist of four-foot shoulder or less except in the vicinity of the intersection with CR 10 where the shoulder widths increase to 10-feet.

This section of US 24 has a pavement rating of Good with a life expectancy of 11 years or more.

A total of 66 accidents occurred over a three year period for this 11-mile section of highway. One fatality did occur at Milepost 185.400 – in the vicinity of the CR 10 intersection.

Traffic volumes in this section are projected to minimally increase. *Refer to http://apps.coloradodot.info/dataaccess/ for current traffic data.*

Transportation System: Conflict Identification

- Inadequate shoulder widths.

Existing Land Use and Protection: West Side of Byway

- Ownership—Private, State Land Board, BLM, USFS
- Zoning/Land use— Agricultural Forestry (AF), Business (B), Urban Multi Family Residential (RM), Recreational (RC), Scenic

Conservation Overlay
- Management Area—Foreground (-), Middleground (-), Background (4B, 5A, 3A)
- Visual Quality Objectives—none

The west side of the Byway is predominately ranchland, presenting wide open vistas of the Upper Arkansas River Valley against the backdrop of Mount Elbert and Mount Massive. Scattered ranch buildings add to the sense of place, while grazing cattle compliment the bucolic setting. The southern end of this Byway segment diminishes in width as the roadway enters a short canyon, its steep hillsides limiting views to the Arkansas River and foreground features.

Due to the flat terrain and grassland vegetation, foreground and middleground viewsheds are difficult to protect from scenic intrusion. The primary development influences include a significantly prominent high-voltage transmission lines, and the Union Pacific rail line, which is seldom out of visual range as it follows the roadway closely.

The west side is largely undeveloped, with the exception of two trailer parks at the northern end near Malta, one of which is partially shielded from view by the Union Pacific rail line. The former Par Ark Motel, now a residential condominium, is located just north of the historic Hayden Ranch, with its hay barns, bunk houses, corrals and outbuildings. Ravaged over time by neglect, new interest in preserving the ranch has led to stabilization of many of the structures.

Foreground and middleground viewsheds are primarily in private ownership, with the exception of the State Land Board lands and BLM parcels illustrated on the Land Ownership Map in 'Maps'. The State lands are currently used for cattle grazing, but can be disposed of at the discretion of the Land Board. The current use is consistent with the Byway's goals. The BLM lands are managed in coordination with adjacent USFS lands for the benefit of wildlife habitat and winter range. The lands are designated as Category II and are prioritized for retention. These parcels are not visible from the Byway, but their uses of compatible with Byway goals.

Background views are predominately under USFS administration and include the Mount Massive Wilderness Area as well as lands designated for wildlife habitat (4B), winter range (5B) and non-motorized recreation in a non-wilderness, semi-primitive setting (3A). These management prescriptions are consistent with the goals of the Byway.

The zoning designations for the private lands is predominately Agricultural Forestry (AF), which protects productive agricultural and forested lands and allows very low density development. A Scenic Conservation Overlay further protects the Byway between Crystal Lakes

to the start of the narrow canyon. These designations are compatible with Byway goals.

Exceptions to the Agricultural and Forestry zoning include a small area zone Business (B) at the intersection of US 24 and County Road 300, the site of the existing trailer parks and an area zoned Urban Multi Family Residential (RM) at the intersection of US 24 and SH 82, which includes the Win Mar Cabins lodging and allows high density residential development.

Existing Land Use and Protection: East Side of Byway

- Ownership—Private, BLM, USFS
- Zoning/Land use—Agricultural Residential (AR), Agricultural Forestry (AF), Scenic Conservation Overlay
- Management Area—Foreground (-), Middleground (-), Background (5B, 7D, 4B, 4D) BLM VRM II
- Visual Quality Objectives—heavily altered (very low),

The majority of land adjacent to the east side of this Byway segment is in private ownership. Exceptions within the foreground and middleground viewsheds include those BLM parcels illustrated on the Land Ownership Map in 'Maps'. Only the parcels at Dry Union Gulch and across the Arkansas River from Balltown are listed as Visual Resource Management II areas (VRM II). All parcels within this segment are prioritized for retention as BLM properties. These lands are zoned Agricultural Forestry (AF). This is consistent with Byway goals.

Background views are predominately under USFS jurisdiction and are managed for wildlife winter range, forest and cover (5B), roundwood (fuel) production (7D), and wildlife habitat (4B and 4D). Management and visual quality objectives for these lands support the goals of the Byway.

Private lands include limited residential uses on both large tracts and in small subdivisions, ranching on large tracts and high-voltage transmission lines and a substation. Zoning includes Agricultural Forestry (AF), Recreational (RC), Agriculture Residential (AR).

Land Use: Conflict Identification

- Development of the Urban Multi Family Residential (RM)-zoned parcel at the intersection of US 24 and SH 82, and potential redevelopment of the trailer parks, could be incompatible with Byway goals;
- Roundwood production using clear cutting methods and proximal to Dry Union Gulch could be visible from the Byway;
- BLM parcels visible above the east side of the Arkansas River

within the canyon section are not currently protected under the Visual Resource Management II designation.

Intrinsic Qualities

Identified intrinsic resources along this Byway segment are identified on the Interpretive Sites Map in 'Maps' and include:

- Leadville National Fish Hatchery, the oldest such facility west of the Mississippi River and access to the Mount Massive Wilderness area, Colorado Trail and numerous hiking, cross country skiing, fishing opportunities (21);
- Mount Elbert and Mount Massive (22);
- Crystal Lakes (23);
- Upper Arkansas Headwaters Recreation Area (23);
- Hayden Ranch, which once produced significant hay and livestock to support mining (24);
- Old Leadville Stage Road, paralleling the Byway along the east side of the Arkansas River (26).

Significant viewsheds are illustrated on Scenic Viewshed Inventory Map in 'Maps' and include:

- Upper Arkansas River headwaters and Hayden Ranch, including views of the Sawatch and Mosquito Ranges (9);
- Arkansas River, particularly in the narrow canyon (10).
- Intrinsic Qualities: Conflict Identification
- Hayden Ranch structures are stabilized but need to be rehabilitated to ensure their long-term survival;
- Old Leadville Stage Road has been modified to create private land access adjacent to river;
- High voltage transmission lines and substation detract from the natural appearance of the valley.

Analysis

The primary investment category for this section of US 24 is Safety. The priority is listed as high. The goals being to provide tourist friendly travel; reduce crashes; improve shoulders, maintenance and improvement of the roadway pavements; and support economic development while maintaining the environment.

Much of the private ranchland along the Hayden segment of the Byway is maintained in large land holdings under common ownership. This increases the likelihood that large-scale residential and associated uses development could occur, significantly altering the bucolic character. Given the topography and lack of vegetative screening, such development would be highly visible from the Byway.

Recommendations

- Widen shoulder widths where applicable.
- Work with Lake County to extend the Scenic Overlay district south and west through the intersection of SH 24 and SH 82.
- Ensure Lake County will continue to include the TOR Byway Board as a referral entity for future land use applications for the Urban Multi Family Residential (RM)-zoned parcel.
- Ensure Lake County will continue to include the TOR Byway Board as a referral entity for future Location and Extent land use reviews of the expansion or modification of the high-power transmission lines and substation.
- Work with the USFS to ensure minimal scenic impact from clear cutting practices near Dry Union Gulch in areas visible from the Byway.
- Work with the BLM to protect parcels visible above the east side of the Arkansas River within the canyon section with a Visual Resource Management II designation.
- Work with owner of the Hayden Ranch and Lake County Open Space Initiative to protect the ranch through rehabilitation and adaptive reuse. Continue to work with Lake County Open Space Initiative on current and future projects.
- Support enhancement plans for the Leadville National Fish Hatchery, and monitor progress to ensure adequate funding remains available.

Highway 82 – Tennessee Pass to Twin Lakes - Lake County, Colorado (Segment 10)

SH 82 is classified by the Colorado Department of Transportation as a collector roadway. This section extends from the intersection with US 24 and travels west to the town of Twin Lakes, over Independence Pass and into the city of Aspen.

SEGMENT 10: Twin Lakes – Identifier 082A078.945 (SH 82 from Milepost 85.293 (intersection with US 24) to Milepost 78.945 (western limits of Twin Lakes and intersection with CR 26)

This segment of SH 82 is approximately 6.3 miles long and is two lanes wide. The roadway follows the Lake Creek drainage to the two lakes for which the town of Twin Lakes is named, and provides one of the most scenic backdrops in the State of Colorado. Twin Lakes lies at the northwest corner of the upper lake, at the foot of Mount Elbert, Colorado's highest peak. The lakes were created by terminal moraine that blocked the flow of Lake Creek, and are set within an amphitheater

of towering peaks that include Mount Elbert, Quail Mountain, Mount Hope, Twin Peaks, Rinker Peak and La Plata Peak.

The shoulder widths consist of six-foot or greater shoulder widths for the majority of this segment. The only segment that does not have adequate shoulder widths is in the vicinity of the winding section from the intersection with US 24 to the Twin Lakes Dam.

This section of US 82 has a pavement rating of Poor with a life expectancy of less than six years.

At approximately Milepost 84, there is the Twin Lakes Parking Lot. A total of four accidents occurred over a three-year period for this six-mile section of highway.

Traffic volumes in this section are projected to remain constant. *Refer to http://apps.coloradodot.info/dataaccess/ for current traffic data.*

Transportation System: Conflict Identification

- Inadequate shoulder widths from the intersection with US 24 to the Twin Lakes Dam.

Existing Land Use and Protection: South Side of Byway

- Ownership—USFS, Bureau of Reclamation, Private
- Zoning/Land use—Recreation (RC), Business (B), Agricultural Forestry (AF), Scenic Conservation Overlay
- Management Area—Foreground (2B), Middleground (3A), Background (5B), 1B-2

Lands on the south side of the Byway from the Twin Lakes dam to the town are principally in USFS ownership and are administered as wildlife range habitat (5B), developed recreation in a roaded, natural and rural setting (2B), and non-motorized recreation in a non-wilderness, semi-primitive setting (3A). These management prescriptions are compatible with Byway goals. Quail Mountain is designated a 1B-2 potential winter sports site. Further study and an environmental report is required under the National Environmental Policy Act to determine, among other elements, the scenic impacts of development on the Byway before a ski area could be created.

The area of the Twin Lakes Dam and the Twin Lakes Power Plant are administered by the Bureau of Reclamation as part of the operating plan for the Fryingpan-Arkansas water project and the USFS, which received jurisdiction for the majority of these lands from the Bureau of Reclamation. The power plant has been closed to the public as the result of terrorist concerns. The USFS lands are used for recreational

purposes, including camping and lake access. These lands are zoned Recreation (RC). Lands situated along the Byway between the dam and US 24 and SH 82 intersection are in private ownership and accommodate low density residential and commercial land uses. These parcels are zoned Recreation (RC) and Agricultural Forestry (AF). Exceptions are a CDOT maintenance facility and a gravel yard, which is zoned Industrial and Mining (IM). The gravel yard is not visible from the Byway. A Scenic Overlay District is in place along a portion of this segment, with the section between the dam and US 24 and SH 82 intersection being unprotected. These conditions are partially compatible with Byway goals.

Existing Land Use and Protection: North Side of Byway

- Ownership—USFS, Bureau of Reclamation, Private
- Zoning/Land use—Business (B), Urban Multi Family Residential (RM), Recreation (RC), Scenic Conservation Overlay
- Management Area—Foreground (2B), Middleground (3A), Background (-)

Properties along the north side of the Byway are both private and USFS lands, as illustrated on the Land Ownership Map in 'Maps'. USFS lands are designated for management as winter range (5B) and developed recreation (2B), and zoned Recreation (RC). Private lands are zoned Business (B), Urban Multi Family Residential (RM), and Recreation (RC). The Win Mar Cabins lodging, public and private storage, and relatively low density residential uses exist. The uses are visible from the Byway, and are somewhat incompatible with Byway goals.

Private lands within and surrounding the town of Twin Lakes are zoned, by Lake County, as Business (B) and Recreation (RC). A Scenic Overlay district exists between the Twin Lakes dam and the town of Twin Lakes. These conditions are consistent with the goals of the Byway.

Land Use: Conflict Identification

- Portion of Byway between the Twin Lakes Dam and the US 24 and SH 82 is at risk of significant residential and commercial development that will have scenic and transportation impacts on the Byway.
- Increased use of the Byway could impact wildlife winter range management.

Intrinsic Qualities

Identified intrinsic resources along this Byway segment are identified on the Interpretive Sites Map in 'Maps' and include:

- The town of Twin Lakes, once the center of commerce for Granite

Mining District miners and a stop along the Leadville to Aspen Stage line, was a favorite summer vacation destination at the turn of the century. The town is designated a National Historic Landmark District (28).

- Twin Lakes, originally one of Colorado's largest glacially formed lakes was expanded even further as a part of the Frying Pan Arkansas water project.
- The Interlaken Resort, built in the 1870s to cater to the growing number of wealthy vacationers, surpassed the Broadmoor in Colorado Springs in popularity. Interlaken is also designated a National Historic Landmark District (27).
- Mount Bump is located in the vicinity of a 1,200-year old Native American camp.

Significant viewsheds are illustrated on the Scenic Viewshed Inventory Map in 'Maps' and include:

- The view across Twin Lakes to the amphitheater of towering peaks that include Mount Elbert, Quail Mountain, Mount Hope, Twin Peaks, Rinker Peak and La Plata Peak. (11)

Intrinsic Qualities: Conflict Identification

- none

Analysis

The primary investment category for this section of SH 82 is Safety. The priority is listed as medium. The goals are identified as to increase travel reliability and improve mobility, reduce crashes, maintenance and improvement of the roadway pavements, promote erosion control and slope stabilization, and to promote environmentally responsible transportation improvements. Potential conflicts also exist between the desire to increase safety on the Byway and the USFS management prescriptive to manage wildlife winter range in areas proximate to the Byway.

Much of the private lands along the eastern end of this segment have the potential to significantly develop and/or redevelop, which could negatively impact the Byway. There are no protections in place to mitigate these potential impacts, except for limited topographic change. Similar zoning within the town of Twin Lakes is not as much of a concern given the town's designation as a National Historic Landmark District.

Recommendations

- Improvement of the roadway geometrics – shoulders
- Work with Lake County to extend the Scenic Overlay district east to the intersection of SH 24 and SH 82.

- Ensure Lake County will continue to include the TOR Byway Board as a referral entity for future land use applications for the Urban Multi Family Residential (RM)-zoned parcel.
- Coordinate with the Bureau of Reclamation to ensure that the interpretive opportunities at the power plant remain publicly accessible.

Analysis

Highway 82 - Independence Pass - Lake County, Colorado (Segments 11 and 12)

SEGMENT 11: Independence Pass – East Side of the Summit - Identifier 082A061.127 (SH 82 from Milepost 78.945 to Milepost 61.127 - Independence Pass Summit and Lake / Pitkin County line).

This section of SH 82 extends from the western limits of the town of Twin Lakes to Independence Pass, following Lake Creek, its north fork, and its headwaters located near the summit. The length of this section is approximately 17.82 miles long and is a two-lane roadway. Independence Pass is the highest paved state highway over the Continental Divide in Colorado. Though it is a paved road, it is very narrow in spots and difficult to travel in poor weather. It also has steep drop-offs in places along the route. Drivers must use caution and pay close attention when confronted with oncoming traffic.

Oversize and overweight vehicles are strictly prohibited from using Independence Pass at any time due to narrow and winding roads and steep inclines. Absolutely no vehicles over 35 feet in length may use the pass at any time. Length and weight limits remain in place due to several existing single lane widths and tight curves.

The pavement section consists of two 11-foot and sometimes 10-foot lanes with very narrow or non-existent shoulders.

This section of US 82 has a pavement rating of Poor with a life expectancy of less than six years.

Exiting the town of Twin Lakes, the speed limit is 45 MPH.

There is a pullout with a gravel parking area located at approximately Milepost 71.500. The parking is accessed via a loop road off of SH 82. There doesn't appear to be a recreation or tourist draw for this pullout and appears to be more of a maintenance parking facility. Adequate

Resource Analysis Map -

Independence Pass

legend

TOP OF THE ROCKIES SCENIC BYWAY

WATER COURSE

ROADWAY SEGMENTS

SEGMENT 11
INDEPENDENCE PASS - EAST SIDE OF SUMMIT
IDENTIFIER: 082A061.127

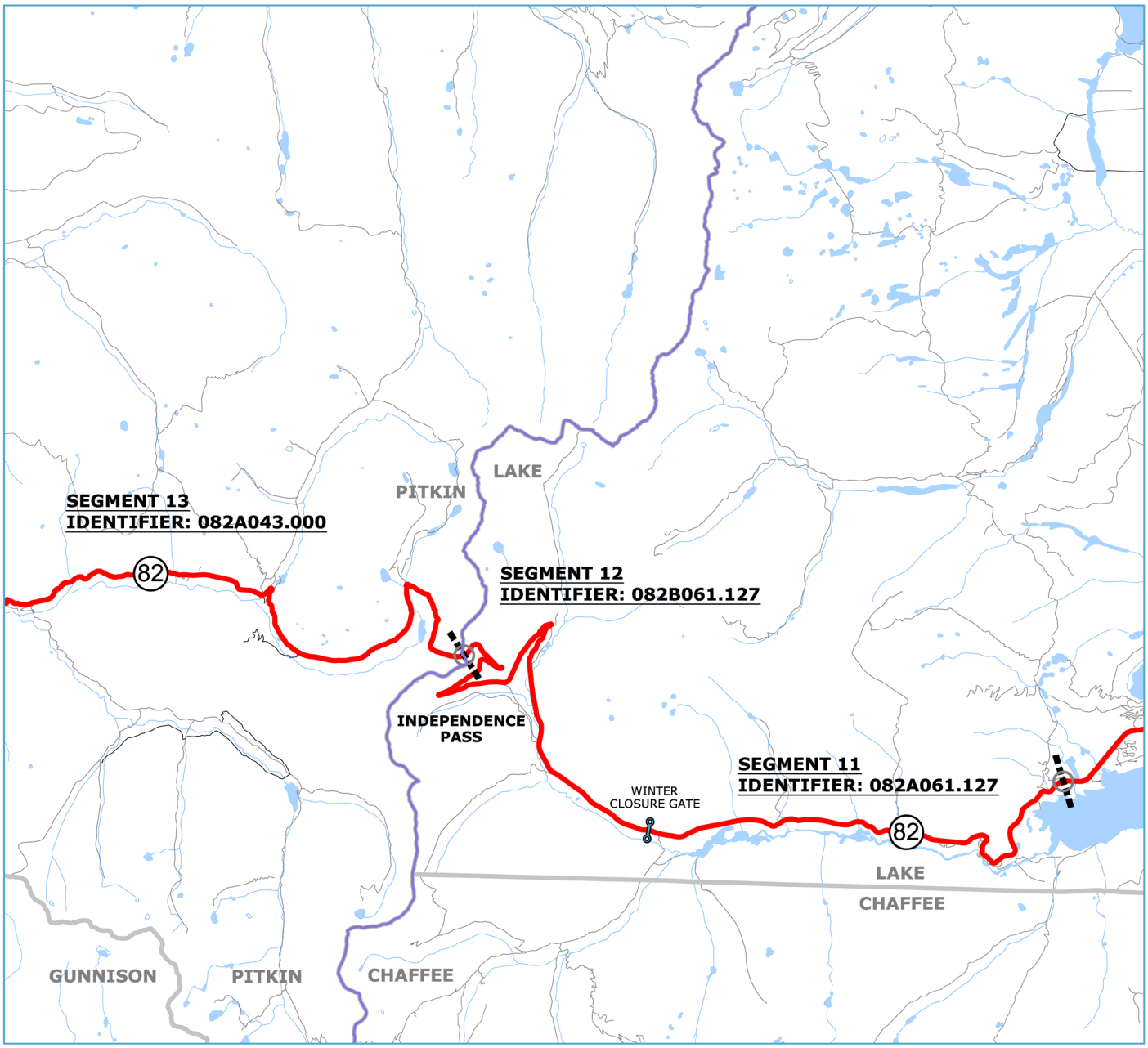
STATE HWY 82 FROM IT'S INTERSECTION WITH COUNTY ROAD 26 WEST OF TWIN LAKES TO THE SUMMIT OF INDEPENDENCE PASS AND THE LAKE / PITKIN COUNTY LINE

SEGMENT 12
INDEPENDENCE PASS SUMMIT
IDENTIFIER: 082B061.127

STATE HWY 82 AT THE SUMMIT OF INDEPENDENCE PASS

SEGMENT 13
INDEPENDENCE PASS - WEST SIDE OF SUMMIT
IDENTIFIER: 082A043.000

STATE HWY 82 FROM THE SUMMIT OF INDEPENDENCE PASS AND THE PITKIN / LAKE COUNTY LINE TO THE URBAN LIMITS OF ASPEN



sight distance is available for the ingress and egress. This pullout should be reviewed by CDOT to determine its value.

Just west of the parking area, near Milepost 72.000, the speed limit increases to 55 MPH.

The road closure gates for westbound traffic are located east of the Independence Stage Stop. However, the location of the gates does not provide a good location for vehicles to turn around.

Beginning at Milepost 67.000, the posted speed begins to drop from 55 MPH to 45 MPH then to 35 MPH, and finally to 30 MPH.

A total of 24 accidents occurred over a four year period for this 18-mile section of highway. No fatalities were report in the Independence Pass section.

The summit is located at Milepost 61.000.

Traffic volumes in this section increased by approximately 300 vehicles between Year 2005 and Year 2008 for a total of 1,600 vehicles per day. The volumes are projected to remain constant. *Refer to http://apps.coloradodot.info/dataaccess/ for current traffic data.*

Transportation System: Conflict Identification

- Inadequate shoulder widths for the entire stretch of highway
- Road closure gates for westbound traffic do not allow for vehicle turn-around.
- Narrow travel lanes – 10 feet wide in some areas – with no recovery zone
- Conflicts between bicyclists and vehicles utilizing the same narrow pavement
- Combination of commuter travelers that are accustomed to the roadway and tourists traveling slowly to see the sights.
- Commercial vehicles greater than 35 feet in length utilizing Independence Pass which causes congestion and often the need for assistance by the Sheriff's office.
- Some of the existing guardrail is in poor condition.

Existing Land Use and Protection: South Side of Byway

- Ownership—USFS, Private
- Zoning/Land use—Recreation (RC), Agricultural Residential (AR), Scenic Conservation Overlay
- Management Area—Foreground (5B/3A/2A), Middleground (3A/2A), Background (3A/2A)
- Visual Quality Objectives—heavily altered (very low), slightly

altered (moderate), and appears unaltered (high)

Lands along the south side of the Byway in this segment are predominately owned by the USFS, with just a couple discrete parcels in private ownership. These lands are zoned Recreation (RC) and Agricultural Residential (AR), which allow limited low-density residential uses, recreation and the Mount Elbert Lodge. A Scenic Overlay District from the town of Twin Lakes to the approximate location of the Mount Elbert Lodge is in place. Topography and dense vegetation can help mitigate potential scenic impacts. These conditions are compatible with Byway goals.

USFS management prescriptions in this area include winter range in forested areas (5B), non-motorized recreation in non-wilderness, semi-primitive setting (3A), and semi-primitive motorized recreation (2A). Visual quality objectives include heavily altered (very low) near Twin Lakes, slightly altered (moderate), and appears unaltered (high). These prescriptions and objectives are compatible with Byway goals.

Existing Land Use and Protection: North Side of Byway

- Ownership—USFS, Private
- Zoning/Land use—Recreation (RC), Agricultural Residential (AR), Scenic Conservation Overlay
- Management Area—Foreground (5B/3A), Middleground (3A), Background (3A/2A)
- Visual Quality Objectives—slightly altered (moderate), and unaltered (very high)

Lands along the north side of the Byway are also predominately owned by the USFS, with many private parcels interspersed as inholdings and larger holdings located along the Byway at Everett and at the easternmost summit switchback. These lands are zoned Recreation (RC) and Agricultural Residential (AR). Uses include recreation, the Mount Elbert Lodge and low-density residential. A Scenic Overlay District from the town of Twin Lakes to the approximate location of the Mount Elbert Lodge is in place. Topography and dense vegetation can help mitigate potential scenic impacts from development, but these impacts will be more visible as the Byway approaches Independence Pass. These conditions are compatible with Byway goals.

USFS management prescriptions in this area include non-motorized recreation in non-wilderness, semi-primitive setting (3A) and developed recreation (2B). Visual quality objectives include slightly altered (moderate), and unaltered (very high). These prescriptions and objectives are compatible with Byway goals.

Land Use: Conflict Identification

- Private lands can be developed with limited low density residential uses that may be visible from the Byway, especially closer to the Independence Pass summit.

Intrinsic Qualities

Identified intrinsic resources along this Byway segment are identified on the Interpretive Sites Map in 'Maps' and include:

- Brumley Town site (29).
- Lake Creek Trailhead (30).

Significant viewsheds are illustrated on Scenic Viewshed Inventory Map in 'Maps' and include:

- Twin Lakes to Independence Pass Summit, with high altitude views giving way to dense vegetation and then broad views of Lake Creek and the Collegiate Range (19, 20, 21).

Intrinsic Qualities: Conflict Identification

- Lake Creek Trailhead and access is located on private lands.

Analysis

While anything can be engineered, any roadway improvements along Independence Pass have to balance the roadway improvements with the sensitivity of the environment. Is widening of the roadway and/or shoulders really necessary and does it override the impacts to the natural landscape and the sensitive environment? Each modification should be carefully considered because each change can remove a piece of the road's character.

As identified in the 2035 Regional Transportation Plan, the primary investment category for SH 82 from Aspen to the SH 24 intersection is Safety. The priority is listed as medium. The goals and strategies are more of a macroscopic approach to the entire corridor and do not detail improvements and/or goals for the Independence Pass section.

The general goals for SH 82 are identified as to increase travel reliability and improve mobility, reduce crashes, maintenance and improvement of the roadway pavements, promote erosion control and slope stabilization, and to promote environmentally responsible transportation improvements.

The primary investment category for this section should also be safety. 24 accidents have occurred in a four year period for this 18-mile section of SH 82 and none of the accidents resulted in a fatality.

Guardrail - CDOT has placed guardrail in narrow and drop-off locations where it is feasible and more importantly possible to install guardrail. Some of the guardrail is in need of replacement and it should be reviewed and replaced regularly, if not already.

Shoulders – While there may be the possibility of widening the shoulders west of the Twin Lakes town limits, the ability to do so as you approach the summit of Independence Pass is minimized.

Westbound Road Closure Gates – The location of these gates makes it difficult for a vehicle – particularly a larger vehicle – to turn around if necessary. Rather than provide a turn-around at the current gate location, it might be easier and have less impact to move the gates closer to the Stage stop so that vehicles could turn around. Options should be explored with CDOT.

Over Size Vehicles – It is understood that the majority of commercial vehicles that use the Independence Pass roadway that are over 35-feet long do so unintentionally and are not aware of the restriction. While increased signage is not entirely desirable, perhaps the existing signage could be improved. Variable message boards at portals or some dynamic signing may be more effective than the static, smaller roadway signs. These signs could also be used to deliver critical roadway information.

Bicycles – To prohibit bicyclists over Independence Pass is not realistic as this is a favorite recreational route for avid bicyclists. While there is some signage related to bicyclists on the roadway, it should be reviewed for location and applicability.

Most lands are protected through public control and management prescriptions that are compatible with the Byway goals. The two large, privately held parcels could impact the Byway scenically if they are developed. Access to Lake Creek Trailhead may also be affected by development.

Recommendations

- Improvement of the roadway geometrics – shoulders, passing lanes, and guardrail installation.
- Improve the roadway surface.
- Improve visibility
- Add pullouts
- Add rest areas
- Work with Lake County to extend the Scenic Overlay district west to the Lake/Pitkin County line.

- Work with the private parcel owner at the Lake Creek Trailhead and access to ensure continued recreation use and compatibility with future development.

SEGMENT 12: Independence Pass Summit - Identifier 082B061.127

The summit of Independence Pass was given its own identifier so that conflicts and recommendations could be specific to this location. At 12,095 feet above sea level, the site is ringed by Mount Champion, Geissler Mountain, Twining Peak, Grizzly peak, and Casco Peak and is a popular place for tourists to stop along the Byway.

Transportation System: Conflict Identification

- The parking area is not well defined except for a few bumper curbs that are not firmly attached to the pavement.
- No delineation of ingress and egress.
- No delineation of safe pedestrian routes through the parking area.
- Vehicles park on the north side of the highway and then the passengers cross the highway.
- Lack of ADA compliance.
- Parking lot is often crowded.
- No defined parking for larger vehicles – RVs.
- No defined parking for other modes – bicycles and motorcycles.
- Short term parking (restroom only users) and long term parking (visitors to the site and skiers) are not identified.
- Inadequate signage.

Existing Land Use and Protection: South and North side of the Byway

- Ownership—USFS
- Zoning/Land use—Recreation (RC), Rural and Remote (RR)
- Management Area—Foreground (3A), Middleground (3A), Background (8B)
- Visual Quality Objectives—slightly altered (moderate) and unaltered (very high)
- Scenic Integrity Objectives—very high (unaltered)

Lands located at the summit site on the both sides of the Byway are under USFS jurisdiction, and are zoned Recreation (RC) in Lake County and Rural and Remote (RR) in Pitkin County. The Rural and Remote designation serves to conserve and protect the natural environment and its resources, while allowing very small-scale and low-density residential uses. These designations are compatible with Byway goals.

USFS management direction is non-motorized recreation in non-wilderness, semi-primitive setting (3A) and wilderness primitive recreation (8B). The Visual Quality Objectives are unaltered (very high) and slightly altered (moderate). The Scenic Integrity Objectives are very high (unaltered). These directions and objectives are consistent with the goals of the Byway.

Land Use: Conflict Identification

- Access to the USFS recreational lands is limited due to inadequacy of parking.

Intrinsic Qualities

Identified Intrinsic Qualities along this Byway segment are identified on the Interpretive Sites Map in 'Maps' and include:

- Independence Pass Summit site (31)

Viewsheds of significance are illustrated on Scenic Viewshed Inventory Map in 'Maps' and include:

- Panoramic view from Independence Pass Summit site to glacier-sculpted mountains, include the Collegiate Peaks (Mount Harvard, Mount Yale, and Mount Princeton), Mount Oxford, La Plata Peak, Mount Massive, and Mount Belford (21).

Intrinsic Qualities: Conflict Identification

- Services provided at the site are inadequate given the popularity of the stop along the Byway.
- The significant viewshed is remotely located and not easily accessible.

Analysis

Any improvements proposed or recommended should be balanced with the sensitivity of the environment.

The primary investment category for the summit should be safety. Fortunately, there are lower cost, lower impact improvements that can be made to the summit site that will make this a much safer site.

Separation of the Highway area from the Parking area – When vehicles reach the summit, the highway somewhat blends into the parking area and parking is occurring on both sides of the highway. One solution that would separate the roadway from the parking area would be to move the roadway north thus eliminating the parking on the north side while not eliminating any necessary parking. Of course, sight lines, pavement sections, and roadway alignment would have to be verified. If viable,

this would utilize existing infrastructure with minimal environmental impacts.

Parking – Currently the parking is only delineated by some bumper curbs that are not permanently attached to the pavement and are askew causing vehicles to park inefficiently. If the highway can be moved north, a larger, cohesive parking area could be designed that would accommodate clearly defined parking stalls, handicapped stalls, large vehicle (RV) stalls, bicycle and motorcycle parking stalls, and even short-term and long-term stalls. The materials chosen would need to be cognizant of the CDOT plowing operations.

Delineation of Ingress and Egress – Access to and from the parking area should be defined so that vehicles are certain of their paths. Minimal curbing could be constructed that defines the access points. The site is large enough that two access points could work with enough separation and good sight distance, but one access point would reduce conflicts and would better delineate vehicle paths.

Pedestrian Safety – Delineation of the highway from the parking area and delineation of the ingress and egress to the parking area also helps increase pedestrian safety. When the pedestrians know where the vehicles will be parking and/or driving, it is much easier for a pedestrian to navigate their way to their destination. Pedestrian safety could also be enhanced by some signage and some delineated walkways around the parking areas. All walkways should conform to ADA requirements.

Recommendations

- Increase separation of roadway and pullout.
- Increase parking area efficiency by improving the delineation of parking types.
- Improve ingress and egress of pullout.
- Enhance pedestrian safety through a variety of methods, including clearly demarcating vehicle driving and parking areas, and complying with ADA requirements.
- Improve services and visitor experience to address site popularity.

Analysis

Highway 82 – Independence Pass to Aspen - Pitkin County, Colorado (Segment 13)

Independence Pass - West Side of the Summit - Identifier 082A043.000 (SH 82A from Independence Pass Summit to the Town of Aspen Urban Limits.)

This section extends from the Independence Pass summit west to the eastern urban limits of the city of Aspen at MP 43.000. The length of this section is approximately 18 miles long and is a two-lane roadway. SH 82 is very narrow in spots and difficult to travel in poor weather. Similar to the east side of the summit, the highway has steep drop-offs in places along the route. Oversize and overweight vehicles are strictly prohibited from using Independence Pass at any time due to narrow and winding roads and steep inclines. Absolutely no vehicles over 35 feet in length may use the Pass at any time. Length and weight limits remain in place due to several existing single lane-only widths and tight curves.

The pavement section consists of two 10-foot lanes with very narrow or non-existent shoulders.

This section of US 82 has a pavement rating of Poor with a life expectancy of less than six years.

Exiting the summit, the speed limit is 25 MPH.

The existing guardrail in this section is in disrepair.

At approximately MP 59.000, the **Upper Lost Man Trailhead** Interpretive site exists. There is a small pullout with room for a few vehicles.

At approximately MP 57.000 is the **Independence Historic Town Site**. The parking area is located on the south side of SH 82 and is basically an extended gravel shoulder with parking for a few vehicles. Advance signing of the pullout should be installed.

The speed limit increases to 30 MPH at approximately MP 55.000.

The Braille and Discovery Trail is located at MP 54.000. There is off-highway parking available at this site, as well.

At MP 52.000, the speed limit drops to 25 MPH and the road narrows further.

Lincoln Creek Road is located at approximately MP 51.920 in the vicinity

Resource Analysis Map -

Independence Pass to Aspen

legend

TOP OF THE ROCKIES SCENIC BYWAY

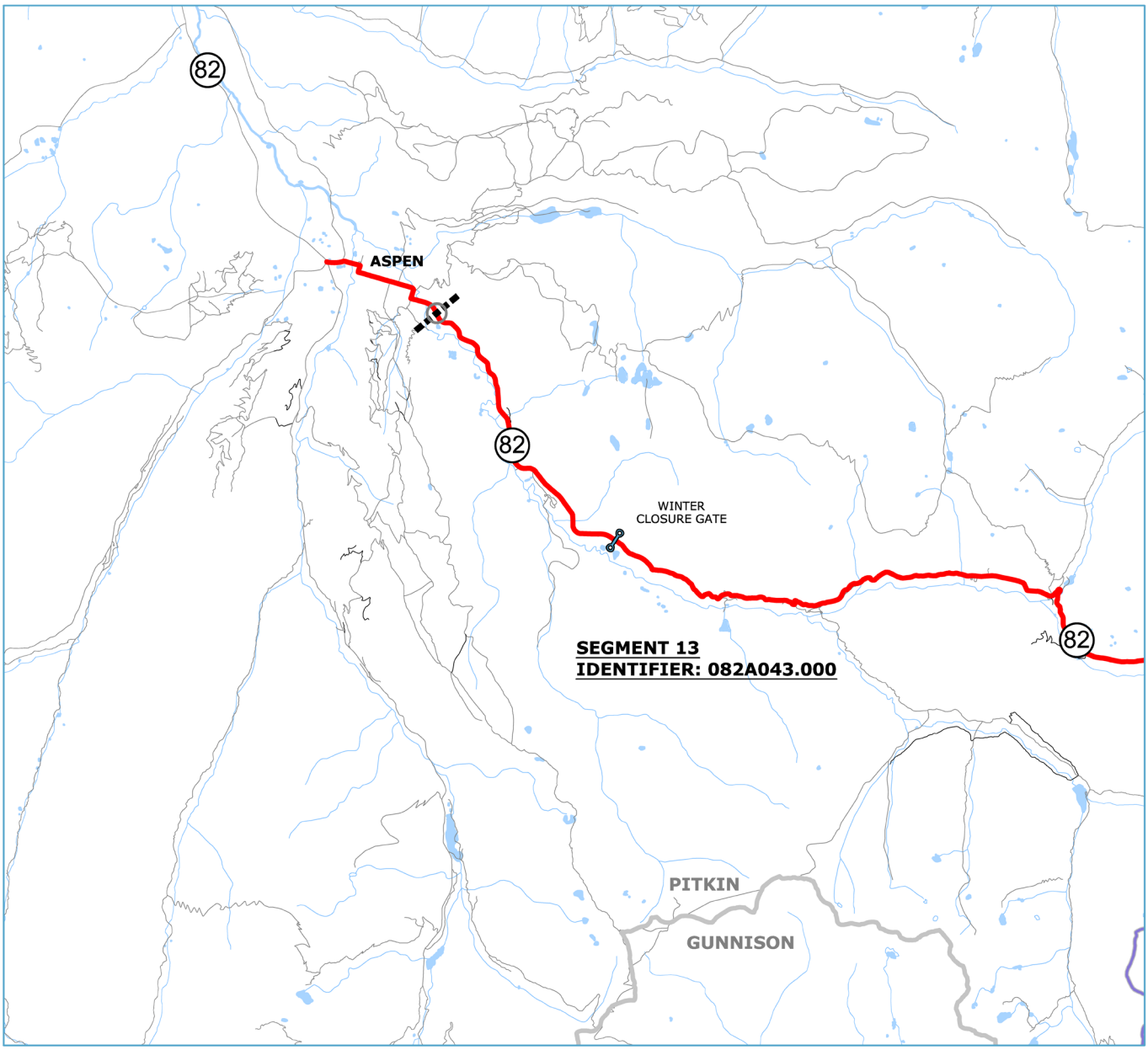
WATER COURSE

ROADWAY SEGMENTS

SEGMENT 13 INDEPENDENCE PASS -
WEST SIDE OF SUMMIT

IDENTIFIER: 082A043.000

STATE HWY 82 FROM THE SUMMIT OF INDEPENDENCE PASS AND THE PITKIN / LAKE COUNTY LINE TO THE URBAN LIMITS OF ASPEN



of the Lincoln Gulch campground and the Grottos area. Pullouts and parking are located on both sides of SH 82.

Just west of the Lincoln Creek area, the roadway narrows to one lane.

The road closure gates for eastbound traffic are located at MP 47. The road closure gates are in disrepair but there is adequate room for vehicles to turn around at this site.

The highway continues westward into the Town of Aspen limits.
A total of 32 accidents occurred between MP 61.000 and MP 43.000 – just outside the Aspen urban area limits. Two fatalities were reported – both at MP 48.050. The roadway curves in this location and three vehicles were identified as having gone off the road.

Inside the urban area, there were approximately 802 accidents between MP 42.000 and MP 39.000.

Transportation System: Conflict Identification

- Inadequate shoulder widths for the entire stretch of highway
- Narrow travel lanes – One lane roadway in one area
- Conflicts between bicyclists and vehicles utilizing the same narrow pavement
- Combination of commuter travelers that are accustomed to the roadway and tourists traveling slowly to see the sights.
- Commercial vehicles greater than 35 feet in length utilizing Independence Pass which causes congestion and often the need for assistance by the Sheriff's office.
- Some of the existing guardrail is in poor condition.
- Abundance of pullouts that are not adequately signed.

Existing Land Use and Protection: South Side of the Byway

- Ownership—USFS, Private
- Zoning/Land use—Rural and Remote (RR)
- Scenic Integrity Objectives—very high (unaltered), high (appears unaltered), moderate (slightly altered)

Lands on the south side of the Byway are predominately controlled by the USFS. Private lands exist along the Byway in discrete areas. Nearer the summit the majority of the private lands have had their development rights removed through Pitkin County's Transferable Development Rights program, a key component of the Rural and Remote zoning classification that exists along the majority of this Byway segment. These conditions are mostly compatible with Byway goals.

Approximately 4.5 miles from the city of Aspen boundary, the zoning

along the south side of the Byway is predominately AR-10, with an exception of a Rural and Remote zoned parcel adjacent to the city limit. This land is owned by Pitkin County and is the North Star Nature Preserve. This district allows small-scale agricultural activities and low-density residential that maintains the rural character and natural setting. There are limited residential uses, including a large property at Tagert Lake, recreational uses, and the Wildwood School located along this segment. This segment of the Byway is considered a Scenic Corridor by Pitkin County. These conditions are compatible with Byway goals.

The Scenic Integrity Objectives in this area are mostly very high (unaltered) with preservation being the directive. Discrete areas of high (appears unaltered) are found dispersed within the unaltered areas. The largest area of high (appears unaltered) is found adjacent to the moderate (slightly altered) area adjacent to the Byway. This is the same area of private lands where development rights have been transferred. These objectives are consistent with goals of the Byway.

Existing Land Use and Protection: North Side of the Byway

- Ownership—USFS, Private
- Zoning/Land use—Rural and Remote (RR)
- Scenic Integrity Objectives—very high (unaltered), high (appears unaltered), moderate (slightly altered)

Lands on the north side of the Byway are predominately controlled by the USFS. Private lands exist along the Byway in discrete areas. Nearer the summit the majority of the private lands have had their development rights removed through Pitkin County's Transferable Development Rights program, a key component of the Rural and Remote zoning classification that exists along the majority of this Byway segment. Other private lands exist proximate to the city of Aspen boundary. These conditions are mostly compatible with Byway goals.

Approximately 4.5 miles from the city of Aspen boundary, the zoning along the north side of the Byway is predominately AR-10. This district allows small-scale agricultural activities and low-density residential uses that maintain the rural character and natural setting. There are limited residential uses, including a large property at Tagert Lake and the Mountain Valley and Knollwood Subdivisions, located along this segment. This segment of the Byway is considered a Scenic Corridor by Pitkin County. These conditions are compatible with Byway goals.

The Scenic Integrity Objectives in this area are mostly very high (unaltered) with preservation being the directive. Discrete areas of high (appears unaltered) are found dispersed within the unaltered areas. The largest area of high (appears unaltered) is found adjacent to the city limit. These objectives are consistent with goals of the Byway.

Intrinsic Qualities

Identified Intrinsic Qualities along this Byway segment are identified on the Interpretive Sites Map in 'Maps' and include:

- Top Cut Pullout (32)
- Independence Town Site (33)
- Lower Lost Man Trailhead (34)
- Discovery Trail and Braille Trail (35)
- Lincoln Creek Road (36)
- The Grottos (37)
- Weller Lake (38)
- Independence Pass Closure Site (39)

Viewsheds of significance are illustrated on Scenic Viewshed Inventory Map in 'Maps' and include:

- Independence Town Site and Ghost Town, view of a characteristic high alpine landscape with numerous beaver ponds, scattered vegetation, and historic structures of the Independence town site. Revegetation efforts by the Civilian Conservation Corps (CCC) can also be seen (22).
- The Weller-Lost Man Area, view of a narrow river canyon and close-in vegetation near the Lincoln Creek Road turnoff (23).
- The Narrows, located between MPs 48 and 49 is where the roadway narrows dramatically and is cut into the Cliffside.
- Tagert Lake Area, private property at MP 47 dominated by a pair of man-made lakes created when the property was homesteaded in the 19th century (24).
- Roaring Fork Valley East of Aspen, dominated by Mount Shiner and Difficult and New York Peaks with Weller Lake and the Lincoln Creek in the foreground (26).

Intrinsic Qualities: Conflict Identification

- Potential degradation of the resources due to overuse.

Analysis

While anything can be engineered, any roadway improvements along Independence Pass have to balance the roadway improvements with the sensitivity of the environment. Is widening of the roadway and/or shoulders really necessary and does it override the impacts to the natural landscape and the sensitive environment? Each modification should be carefully considered because each change can remove a piece of the road's character.

The primary investment category for this section should also be safety. Fortunately, only 32 accidents have occurred in a four-year period for

this 18-mile section of SH 82. As in the East Side of the summit, the low accident rate could be due to the familiarity of the roadway by the commuters and the fact that the roadway does not lend itself for careless or non-attentive driving.

The general goals for SH 82 are identified as to increase travel reliability and improve mobility, reduce crashes, maintenance and improvement of the roadway pavements, promote erosion control and slope stabilization, and to promote environmentally responsible transportation improvements.

Guardrail - CDOT has placed guardrail in narrow and drop-off locations where it is feasible and more importantly possible to install guardrail. Some of the sheer drop-off areas that currently do not have guardrail don't have guardrail because of the inability to secure it to the mountainside. However, some of the guardrail is in need of replacement and it should be reviewed and replaced regularly, if not already.

Shoulders – There is little opportunity to widen the shoulders in this section of highway.

Over Size Vehicles – Signage as proposed for the East Side of the summit would be beneficial. Signage should be located in areas where over-sized vehicles could turn around.

Bicycles – To prohibit bicyclists over Independence Pass is not realistic as this is a favorite recreational route for avid bicyclists. While there is some signage related to bicyclists on the roadway, it should be reviewed for location and applicability, and a management plan should be developed for events such as USA Pro Cycling Challenge and Ride the Rockies.

Pullouts – All of the pullouts along SH 82 should be reviewed for applicability, safety, sight distance, and proximity to attractors. If the pullouts are not required or are not safe, they should be removed. There may be locations of interest where pullouts don't exist that would make better sense. Those pullouts that are safe and near attractors should be delineated with modest signage so that travelers are aware of vehicles pulling on and off the roadway.

While there are adequate zoning and land use protections in place for this Byway segment, the portion of the Byway within Pitkin County's Tagert Lake East planning area is not considered a scenic corridor. This planning area extends from Independence Pass to Tagert Lake.

The intrinsic resources located in this Byway segment are well-protected by efforts of the Independence Pass Foundation and the Aspen Historical Society, which is responsible for the Independence Town Site. The greatest risk to these resources is the potential for overuse.

Recommendations

- Review and replace existing guardrail as necessary.
- Improve signage controlling oversize vehicles.
- Review and improve signage pertaining to bicyclist use of the Byway.
- Review existing pullouts for applicability and safety, and eliminate ones as needed.
- Provide advanced warning of upcoming pullouts.
- Work with Pitkin County to designate the segment within the Tagert Lake East planning area a Scenic Corridor.

SEGMENT 13: Aspen - Identifier 082A043.000 (SH 82A from eastern City Limits to western City Limits (Milepost 40.00 (Roundabout Intersection with CR 13).

This section extends from the eastern city limits at Milepost 42.111 to the end of the Byway designation at approximately Milepost 40 at the roundabout intersection with County Road 13. The length of this section is approximately 3 miles long and is a two-lane roadway – except for a an almost one mile long section through the heart of downtown where the roadway is four-lanes and three-lanes wide (MP 41.289 to MP 40.381). After the intersection with Hallam Street, SH 82 becomes a two-lane roadway again. There are auxiliary turn lanes at the major intersections. On-street parking also exists on the highway through the downtown area.

This section of US 82 has a pavement rating of Fair with a life expectancy of 6 to 10 years.

Through the town, the posted speed limit is 25 MPH.

The highest average annual daily traffic within the town limits is in the vicinity of Garmisch Street and is 23,300 vehicles per day. *Refer to http://apps.coloradodot.info/dataaccess/ for current traffic data.*

Inside the urban area, there were approximately 802 accidents between Milepost 42 and Milepost 39. The accidents reported were for a five-year period (January 1, 2004-December 31, 2008).

Transportation System: Conflict Identification

- Conflicts between bicyclists and vehicles
- Combination of commuter travelers that are accustomed to the roadway and tourists traveling slowly

Existing Land Use and Protection: South and North Side of Roadway

- Ownership—Private, USFS
- Zoning/Land use—Moderate Density Residential (R-15B), Commercial Core (CC), Medium Density Residential (R-6), Open Space (OS), and Park (P)
- Scenic Integrity Objectives—high (appears unaltered), moderate (slightly altered), low (moderately altered)

Lands on the both sides of the Byway are predominately private lands. Zoning for these lands is mostly Moderate Density Residential (R-15B), Commercial Core (CC), Medium Density Residential (R-6), Open Space (OS), and Park (P). The Main Street segment of the Byway is also included within the city's Historic Preservation review and all residential and commercial developments must meet design guidelines. The USFS Aspen Ranger District office is located on the Byway at 8th Street and is zoned Conservation (C). The district office facility is at the end of its useful life and is the subject of a redevelopment process by the USFS. These conditions are compatible with Byway goals.

The Scenic Integrity Objectives in this area are mostly moderate (slightly altered) with moderate retention being the directive. A discrete area of high (appears unaltered) is found north of the city boundary, and several discrete areas of low (moderately altered) occur on the Aspen Mountain ski area. The directive for low areas is modification. The largest area of high (appears unaltered) is found adjacent to the city limit. These objectives are consistent with goals of the Byway.

Land Use: Conflict Identification

- None

Intrinsic Qualities

Identified Intrinsic Qualities along this Byway segment are identified on the Interpretive Sites Map in 'Maps' and include:

- The North Star Preserve (40)
- The USFS Aspen Ranger District office (41)

Viewsheds of significance are illustrated on Scenic Viewshed Inventory Map in 'Maps' and include:

- City of Aspen, surrounded by the White River National Forest that serves as a backdrop for this historic mountain community (27).

Intrinsic Qualities: Conflict Identification

- The redevelopment of the USFS Aspen Ranger District property provides significant opportunities for the Byway.

Analysis

The primary investment category for this section should also be safety. This section of SH 82 is predominately urban with several intersections. Most of the accidents within the town limits were intersection related accidents with a high number of rear-end type accidents. While the intersections are clearly marked, the number of accidents could be high due to Aspen being a prime tourist destination with non-familiar drivers.

Recommendations

- Work with the USFS to ensure opportunities for the Byway are incorporated into the new Aspen Ranger District facility.

Bank Stabilization near Indpendence Pass
Photo courtesy of Independence Pass Foundation

Introduction

The success of the Top of the Rockies National Historic and Scenic Byway relies upon the foundation of strong partnerships and funding. These partnerships may include government agencies, non-profits or private businesses. The Top of the Rockies Board (TORB) has collaborated on a variety of projects and activities, ranging from scientific studies and planning to educational programs and reclamation projects. They have also been instrumental in securing open space. Below is a list of successful existing and potential partners:

Arkansas Headwaters Recreation Area
Arkansas River Restoration Team
Aspen Center for Environmental Studies
Aspen Country Day School
Aspen Cycling Club
Aspen Historical Society
Aspen School District
Aspen Youth Center
Bureau of Land Management
City of Aspen
City of Leadville

Climax Molybdenum Mine
Colorado Mountain College
Colorado Department of Corrections
Colorado Department of Natural Resources
Colorado Department of Transportation
Colorado Division of Parks and Wildlife
Colorado Geological Survey
Colorado Historical Society
Colorado State University
Eagle County
For the Forest
Independence Pass Foundation
International Erosion Control Association
Lake County
Lake County Open Space Initiative
Leadville Coalition
Outward Bound
Pitkin County
Pitkin County Open Space and Trails
Pueblo Board of Water Works
Roaring Fork Outdoor Volunteers
Sierra Club
Summit County
The Access Fund
The Conservation Fund
United States Bureau of Land Management
United States Bureau of Reclamation
United States Environmental Protection Agency
United States Fish and Wildlife Service
United States Forest Service
United States Natural Resources Conservation Service

On a long-term basis, the United States Forest Service, the Colorado Department of Transportation, local jurisdictions (counties, towns and cities) and other partners have missions that closely parallel TOR. Ongoing work with these partners includes coordinating annual activities and events, long term planning support and providing mutual support for site specific efforts. In addition to this section of the CMP, refer to Partners and Funding in the IMP. Below are some successful partnerships in greater detail.

Lake County Open Space Initiative (LCOSI)

TOR is a member of the Lake County Open Space Initiative which is an award-winning partnership of local, state and federal agencies and organizations. As a part of LCOSI, TOR participates with all of the Federal agencies managing land along US Highway 24 including USFS, BLM and State Parks (both BLM and State Parks jointly manage Arkansas Headwaters Recreation Area (AHRA)). This partnership is extremely active and TOR

works closely on partner issues that impact the Byway. Local landowners are also part of the LCOSI partnership but are not listed as individuals.

The Hayden Ranch as well as other adjacent private properties was protected through LCOSI partnerships, converting previously private ranch lands to public ownership. The Bureau of Land Management (BLM), LCOSI, the City of Aurora and The Conservation Fund were able to protect the west parcel of the Hayden Ranch south of Leadville as well as the northeast portion of the Hayden Ranch now known as Hayden Meadows Recreation Area. Colorado State Parks, now Colorado Parks and Wildlife, BLM and LCOSI helped to protect the Arkansas River Ranch, located at the southeastern end of the Hayden Ranch, as well as several other small private parcels. This effort assured public access to the Arkansas River. The team also obtained conservation easements on ranch lands north of the Hayden Ranch, ensuring protection of critical viewsheds and wildlife habitat along the Byway corridor.

The LCOSI Ecosystem Management Plan was developed through cooperation between federal and state land owners and the local community, creating a 13 square mile landscape linkage spanning the Arkansas River between the Sawatch and Mosquito Mountain Ranges. This action secured important migration routes and winter range while preserving the viewsheds framing Colorado's two highest peaks. The Ecosystem Management Plan is a voluntary, consensus document crossing jurisdictional lines to establish management emphasis for areas such as wildlife, winter range, historic preservation, dispersed outdoor recreation, water storage, viewshed protection, habitat restoration and water based recreation.

LCOSI was instrumental in the planning, design and funding of the 60.35 acre Hayden Meadows Recreation Area. By leveraging cash and in-kind match for total project funding of $1.25 million, LCOSI helped provide water storage for Lake County and a recreational amenity offering approximately 2 miles of ADA accessible interpretive trails as well as lake and Arkansas River fishing access to the residents and visitors.

The Hayden Homestead National Historic Landmark District, containing 16 contributing structures on the Hayden Ranch, was a major project for LCOSI. The land was donated by the City of Aurora to Colorado Preservation Inc.(CPI), who completed the nomination process placing the Homestead on the State and National Registers. In cooperation with LCOSI partners, CPI also secured a 2007 State Historic Fund (SHF) Grant for $240,000 to stabilize the most significant ranch structures. The stabilization work continued with an additional $250,000 in SHF stabilization funds secured by CPI prior to the transfer of the property to Colorado Mountain College (CMC) for an off-campus experiential learning site for the Natural Resource Management, Science and Historic Preservation programs. CMC has received an additional $250,000 SHF grant for further stabilization and is currently working on the adaptive re-use of the site with the planning of

the Hayden Ranch Sustainable Agronomy Center.

Independence Pass Foundation (IPF)

The designation of Highway 82 from Aspen to Twin Lakes will provide an important tie between the Arkansas and Roaring Fork Valley communities in the future. Previously much of the work on Independence Pass was organized by the Independence Pass Foundation.

The IPF has hosted volunteer groups, professional seminars, and graduate study programs while sponsoring and supervising various activities in cooperation with private contractors. Without these partnerships, the IPF would not be able to carry out its mission to preserve, protect and improve the environmental quality of the Independence Pass corridor. Since the designation of the Pass corridor as a Scenic Byway, the IPF has worked hand-in-hand with the Top of the Rockies Scenic Byway Board to coordinate activities and provide mutual support. The Scenic Byway designation was instrumental in securing Department of Transportation grants to carry out revegetation projects and in raising the profile of IPF.

The IPF works with the US Forest Service to craft a Partnership Agreement every year which outlines IPF's project plans and the protocols for coordinating their activities with those of the Forest Service. A specific example is the recent work by the IPF to improve forest health by preventing pine beetle infestation. The IPF worked with private consultants and Forest Service personnel to identify appropriate areas for treatment and to plan short-term and long-term projects to improve the vitality of forests on the Pass, while also providing public education and recreation opportunities. One aspect of this collaboration was to coordinate the IPF tree-planting activities with those of the USFS to assure that appropriate varieties of seedling trees from USFS-approved sources were being installed in their revegetation areas.

The Sierra Club sponsored a number of service trips to the Roaring Fork and Arkansas Valleys which included several days of volunteer work on the Pass under the IPF's supervision. These projects were no more than 4-5 days long but provided important manpower for planting, clean-up and trail improvement work. The Aspen Cycling Club and the City of Aspen provide vital support for the IPF's annual fundraiser, Ride for the Pass. The Aspen Skiing Company has provided helicopters at greatly reduced rates to help transport materials to and from work sites. Working together on short-term projects has helped the IPF build a relationship with these entities that will allow the IPF and TORB to call on them in the future should the need arise.

Local Jurisdictions

TORB also works closely with local jurisdictions to ensure TOR documents are recognized for proposed developments and projects along the Byway.

Lake County and Eagle County use TORB as a referral agency for land use applications. For example, when Minturn was looking at the proposed Ginn project to develop a private ski area, TORB worked closely with Minturn and the Ginn Company to review the proposed development and its impact on the Byway. Pitkin and Summit County also recognize the CMP in their community plans and planning departments. These partnerships will be strengthened as development pressures along the Byway are presented.

Funding the Byway

A number of sources of funding and technical assistance are available at the state and federal level that may be applicable to the implementation of CMP Action Plans. These programs include Government Grant Assistance Sources, Private Foundations, Corporate Support, Private Donations, Fund-raisers and Partnerships. Assistance may vary dramatically in response to economic and political circumstances.

- Aspen Valley Land Trust (AVLT): The Colorado Natural Heritage Program tracks important lands for conservation planning, many which are partially or entirely located on private property. AVLT strives to conserve land within these "Potential Conservation Areas" and holds many conservation easements that overlay or connect to these areas. http://www.avlt.org

- Colorado Creative Industries (CCI): Colorado Creates is CCI's largest grant program, providing critical financial support that helps nonprofit cultural organizations and communities produce and present arts and cultural activities, bringing jobs to their communities and enhancing the quality of life. http://www.coloarts.state.co.us/grants/

- Colorado Department of Transportation (CDOT); Transportation Enhancement Funds: Federal transportation policy, as reflected in the strategic goals of the US Department of Transportation (USDOT), the Federal Highway Administration (FHWA), and its Environmental Policy Statement, continues to stress mobility, protection of the human and natural environment, community preservation and sustainability. http://www.coloradodot.info/business/designsupport/bulletins_manuals/TE%20Guide%20050704.doc/view

- Colorado Grants: This grant writing foundation has helped nonprofit and tax-exempt groups raise millions of dollars. Colorado Grants provides a grant calendar deadline as a community service. This list includes major funders throughout Colorado but does not include many of the small funders or those with inactive grant programs. http://coloradogrants.org

- Colorado Open Lands Trust: This organization aims to preserve the significant open lands and diminishing natural heritage of Colorado through private and public partnerships, innovative land conservation techniques and strategic leadership. http://www.coloradoopenlands.org

- Economic Development Administration (EDA): The EDA will accept and review applications submitted under its Public Works and Economic Adjustment Assistance programs. http://www.eda.gov/

- El Pomar Foundation: Many parts of Colorado don't have access to the same resources as the state's bigger cities, yet these areas still have important issues to confront. In 2003, El Pomar Foundation established the Regional Partnerships program to better understand and respond to the specific needs of these often under-served communities across the state. http://www.elpomar.org/what-we-do/grants

- Gates Family Foundation (GFF): Capital grants from this foundation are generally limited to comprehensive capital campaigns that are typically for building purchase, construction, expansion, renovation, and/or land acquisition. http://www.gatesfamilyfoundation.org/

- Grants.gov: This portal allows organizations to electronically find and apply for more than $400 billion in federal grants. Grants.gov is the single access point for over 1000 grant programs offered by all federal grant-making agencies. http://www.grants.gov/

- Great Outdoors Colorado (GOCO): This organization uses a portion of state lottery dollars to help preserve, protect, enhance and manage Colorado's wildlife, park, river, trail and open space heritage. http://www.goco.org

- History Colorado; State Historical Fund: The State Historical Fund is used for historic preservation purposes. To be eligible for funding, all State Historical Fund projects must relate to one or more of the following 2020 Action Agenda goals: preserving the places that matter, strengthening and connecting the Colorado preservation network, shaping the preservation message, promoting the benefits of preservation, weaving preservation throughout education and advancing preservation practices. http://www.historycolorado.org/oahp/state-historical-fund

- National Parks Service; Land and Water Conservation Fund (LWCF): The LWCF Program provides matching grants to state and local governments for the acquisition and development of

public outdoor recreation areas and facilities (as well as funding for shared federal land acquisition and conservation strategies). http://www.nps.gov/lwcf/

- National Parks Service; Rivers, Trails, and Conservation Assistance Program (RTCA): RTCA is the community assistance arm of the National Park Service. This program supports community-led natural resource conservation and outdoor recreation projects. http://www.nps.gov/ncrc/programs/rtca/

- National Scenic Byway Program (NSBP): Projects considered for grants through this program should benefit the byway traveler's experience, whether it will help manage the intrinsic qualities that support the byway's designation, shape the byway's story, interpret the story for visitors, or improve visitor facilities along the byway. http://www.bywaysonline.org/grants/

- The Anschutz Family Foundation: The Anschutz Family Foundation supports Colorado nonprofit organizations that help people help themselves while nurturing and preserving their self-respect. The Foundation encourages endeavors that strengthen families and communities and advance individuals to become productive and responsible citizens. There is a special interest in self-sufficiency, community development and programs aimed at the economically disadvantaged, the young, the elderly and the disabled. The Foundation is also dedicated to funding efforts in rural Colorado. http://www.anschutzfamilyfoundation.org/home.aspx

- The Edmund T. and Eleanor Quick Foundation: The Quick Foundation is a private organization benefiting general charitable groups in the State of Colorado. Though the Foundation supports a wide variety of concerns and causes, it will not make grants to conduit organizations or to individuals but directly to worthwhile 501(c)(3) charities. http://www.quickfoundation.org/

- The US Fish and Wildlife Service (USFWS): This agency administers a variety of natural resource assistance grants to governmental, public and private organizations, groups and individuals. http://www.fws.gov/grants/

- The Helen K. and Arthur E. Johnson Foundation: The Foundation considers a wide range of applicants serving people in Colorado, Idaho and Oregon. Grant proposals are welcomed throughout the year. http://www.johnsonfoundation.org/

- The Summit Foundation: The Foundation strives to inspire donors, build partnerships and mobilize resources to support

community organizations in Summit County (and the surrounding communities) that foster health and human service, education, art and culture, sports and recreation and environmental stewardship. http://www.summitfoundation.org/

- The Trust for Public Land (TPL): This organization helps communities across the country protect the places that matter most to them—the historic sites, favorite hikes and iconic views that preserve communities' character and livability. From green-space planning to fundraising and park design, TPL brings national expertise to local challenges through services that represent the best in conservation strategy and practices. http://www.tpl.org

- United States Department of Agriculture; Natural Resources Conservation Service (NRSC): Natural resources conservation programs sponsored by NRCS help people reduce soil erosion, enhance water supplies, improve water quality, increase wildlife habitat, and reduce damages caused by floods and other natural disasters. Public benefits include enhanced natural resources that help sustain agricultural productivity and environmental quality while supporting continued economic development, recreation and scenic beauty. http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/financial

- Volunteers for Outdoor Colorado (VOC): VOC is a statewide nonprofit volunteer organization whose mission is to motivate and enable citizens to be active stewards of Colorado's natural resources. http://www.voc.org/

MAPS

General Location

legend

TOP OF THE ROCKIES SCENIC BYWAY

EAGLE COUNTY

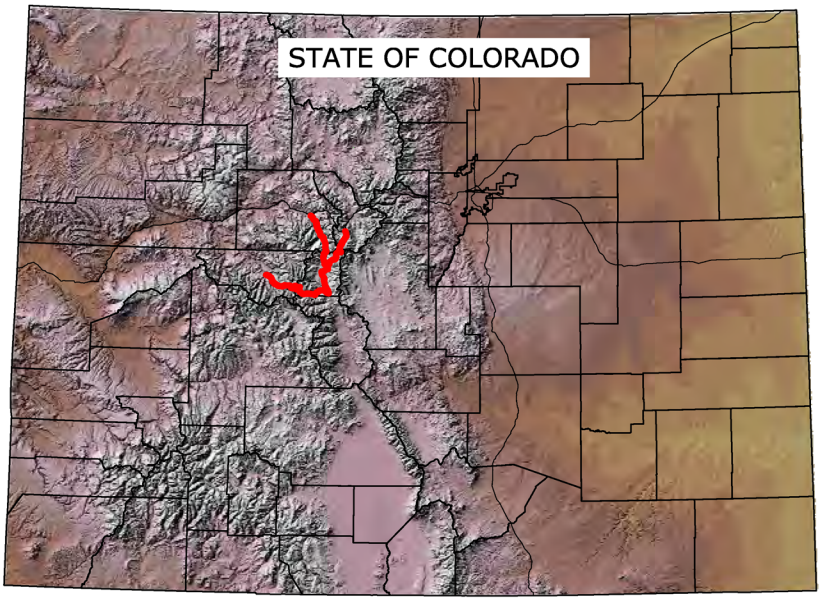
LAKE COUNTY

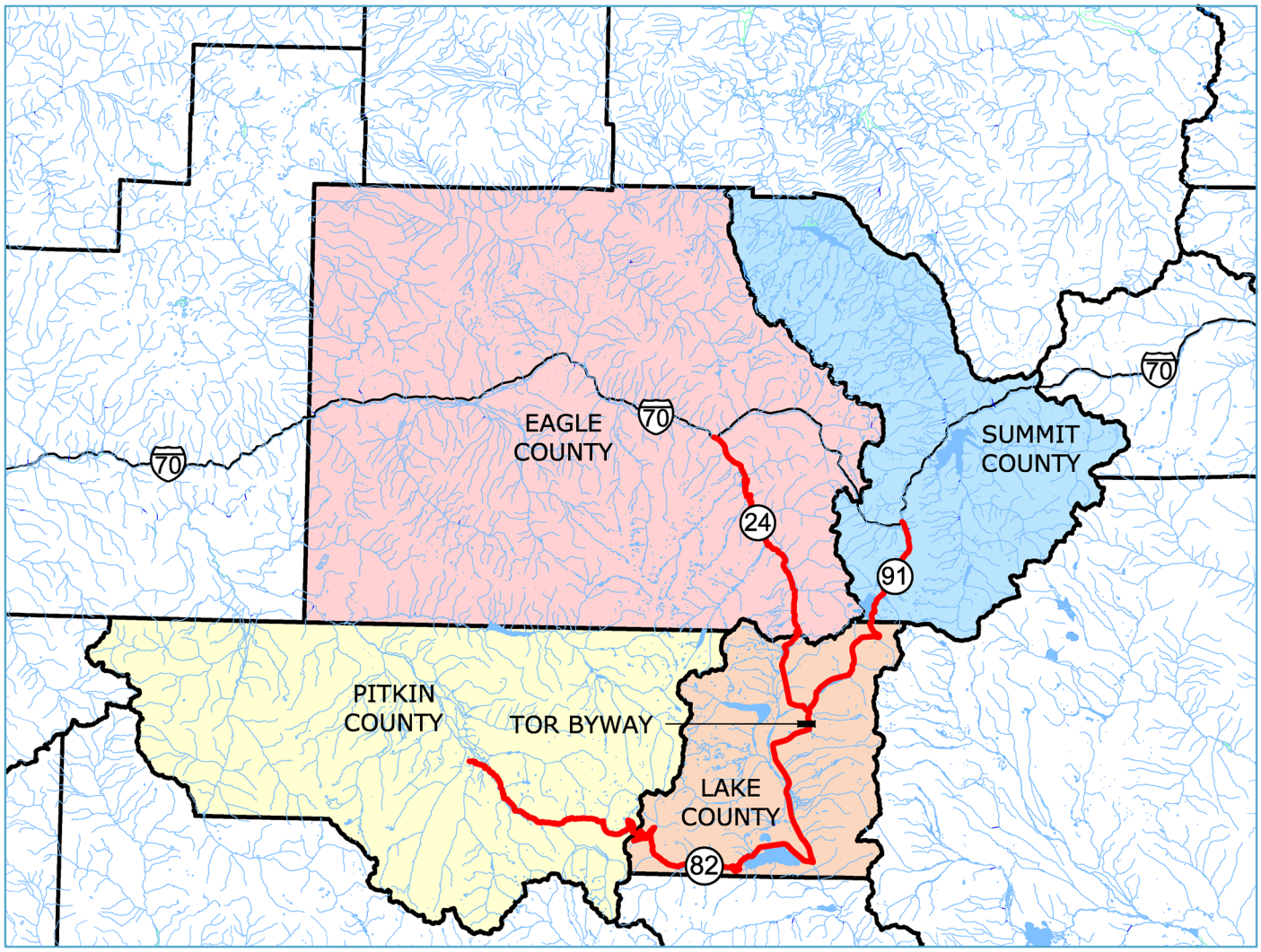
PITKIN COUNTY

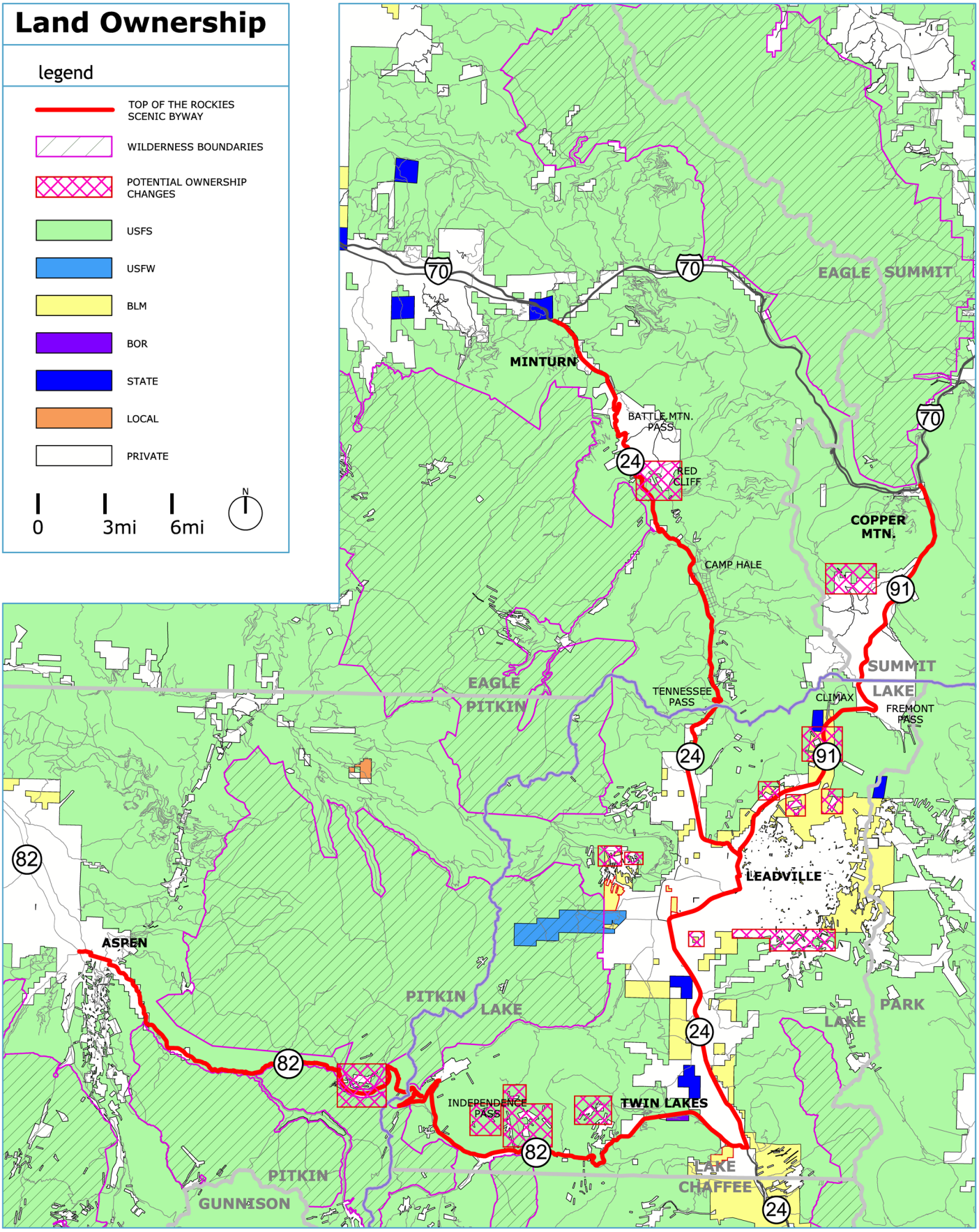
SUMMIT COUNTY

0 7.5mi 15mi

N






Land Ownership
legend
TOP OF THE ROCKIES SCENIC BYWAY
WILDERNESS BOUNDARIES
POTENTIAL OWNERSHIP CHANGES
USFS
USFW
BLM
BOR
STATE
LOCAL
PRIVATE
0
3mi
6mi
N
MINTURN
BATTLE MTN. PASS
RED CLIFF
CAMP HALE
TENNESSEE PASS
COPPER MTN.
CLIMAX
FREMONT PASS
LEADVILLE
ASPEN
INDEPENDENCE PASS
TWIN LAKES
EAGLE
SUMMIT
PITKIN
LAKE
PARK
CHAFFEE
GUNNISON
70
24
91
82

Zoning

legend

TOP OF THE ROCKIES SCENIC BYWAY

EAGLE COUNTY - ZONING

AL	PUD	RR
AR	R	RSL
BC	RL	RSM
CG	RMF	TOWN
CL	RP	UNNAMED

LAKE COUNTY - ZONING

AF	RC	FL NP
AR	RM	FL AF
B	UR	FL IM
IM	CI	FL RC

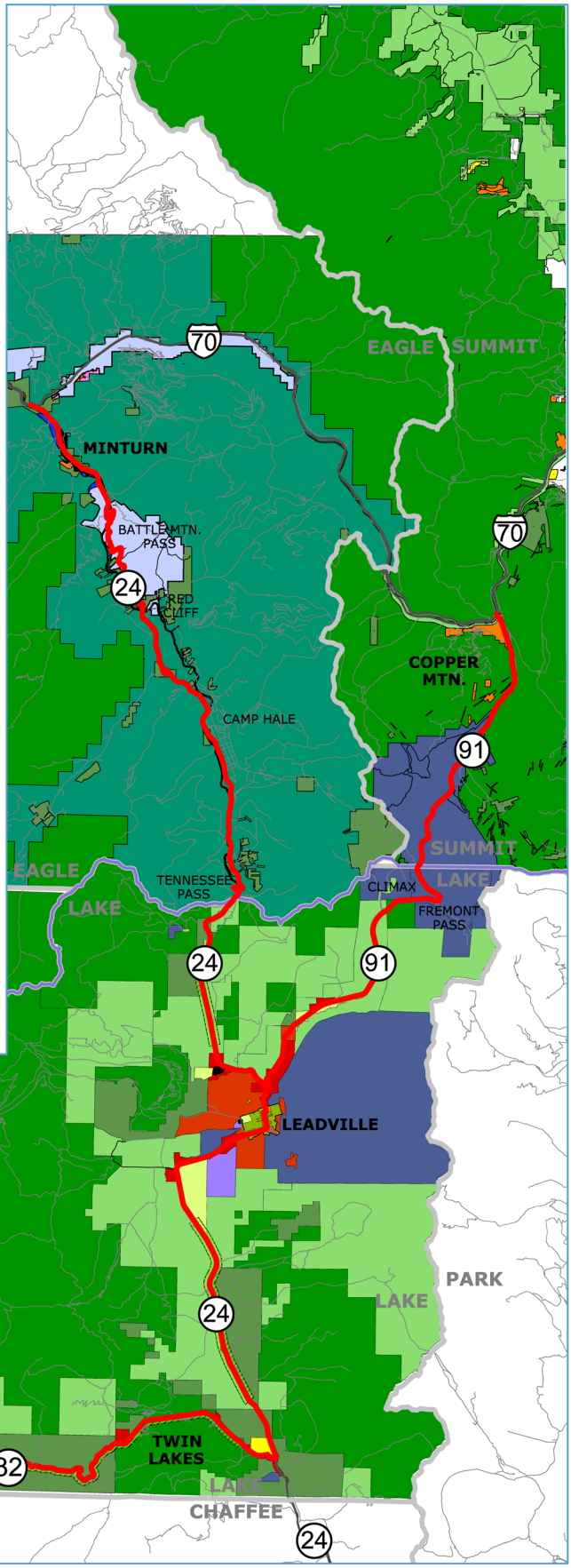
SUMMIT COUNTY - ZONING

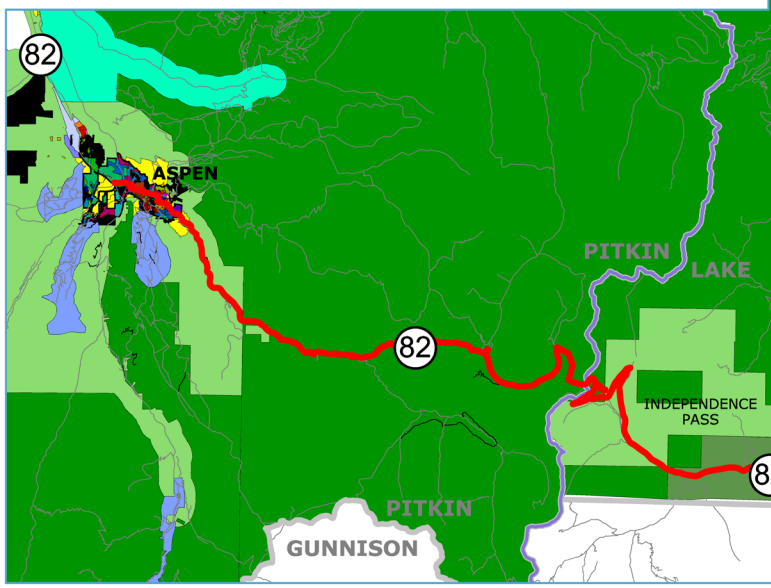
1_A-1	17_R-U	24_RC5000
7_I-1	18_R-1	25_RC40000
8_M-1	19_R-2	28_R6 w/ Plan
11_NR-2	20_R-3	29_Backcountry
12_PUD	21_R-4	30_OSZD
13_R-E	22_R-6	TOWN

PITKIN COUNTY - LAND USE

AC / REC-2	I	R-15B	SKI-REC
AFR-10	LIR-35	R-30	T
AH	MHP	RR	TR-1
AH / PUD	P-I	RS-160	TR-2
AR-10	PUB	RS-20	U
AR-2	R-15	RS-30	VC
B-1	R-15A	RS-35	VR
B-2			

0 3mi 6mi N





Existing Scenic Integrity (ESI) / Existing Visual Conditions (EVC)

legend

TOP OF THE ROCKIES SCENIC BYWAY

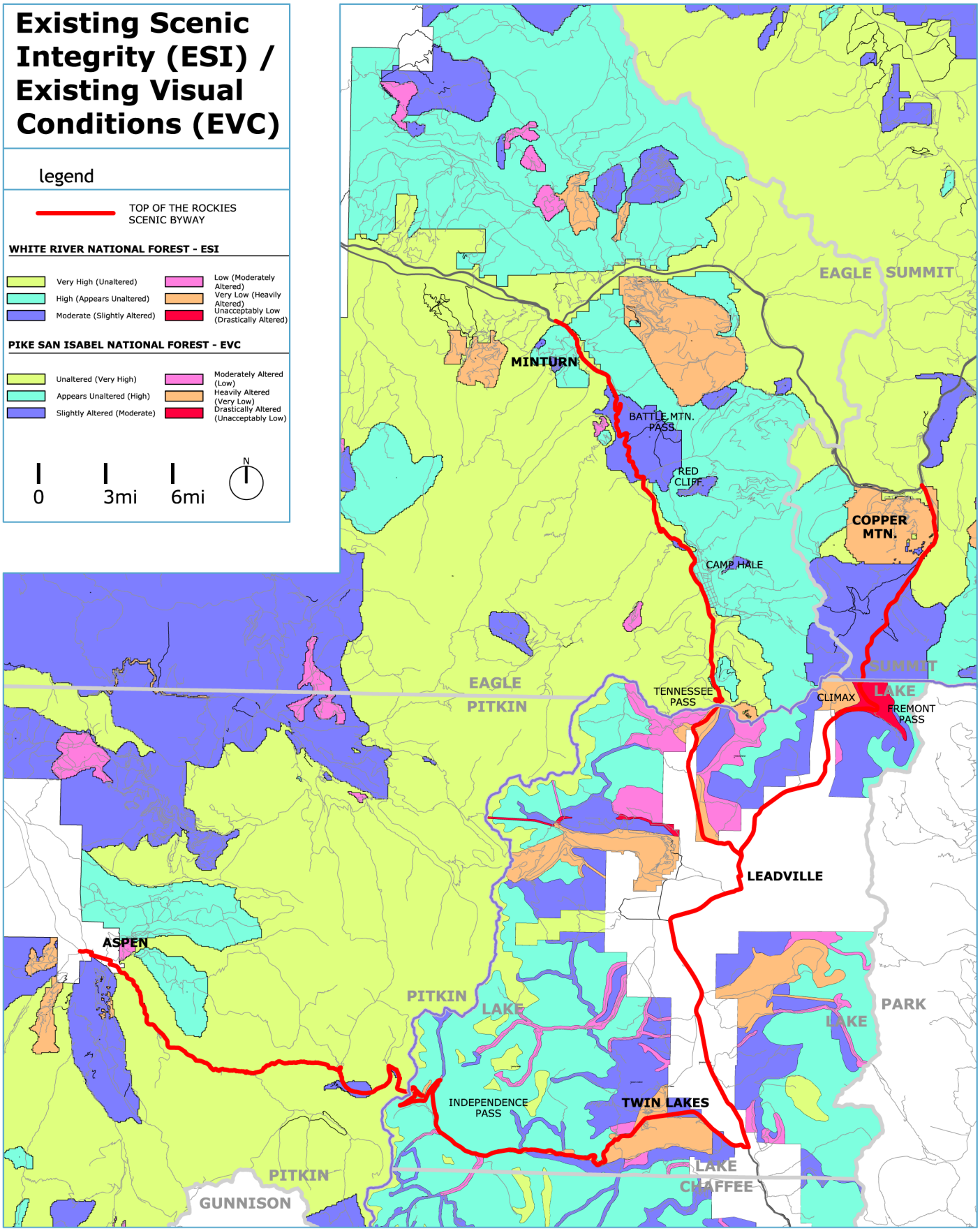
WHITE RIVER NATIONAL FOREST - ESI

- Very High (Unaltered)
- High (Appears Unaltered)
- Moderate (Slightly Altered)
- Low (Moderately Altered)
- Very Low (Heavily Altered)
- Unacceptably Low (Drastically Altered)

PIKE SAN ISABEL NATIONAL FOREST - EVC

- Unaltered (Very High)
- Appears Unaltered (High)
- Slightly Altered (Moderate)
- Moderately Altered (Low)
- Heavily Altered (Very Low)
- Drastically Altered (Unacceptably Low)

0 3mi 6mi N



Scenic Integrity Objectives (SIO) / Visual Quality Objectives (VQO)

legend

TOP OF THE ROCKIES SCENIC BYWAY

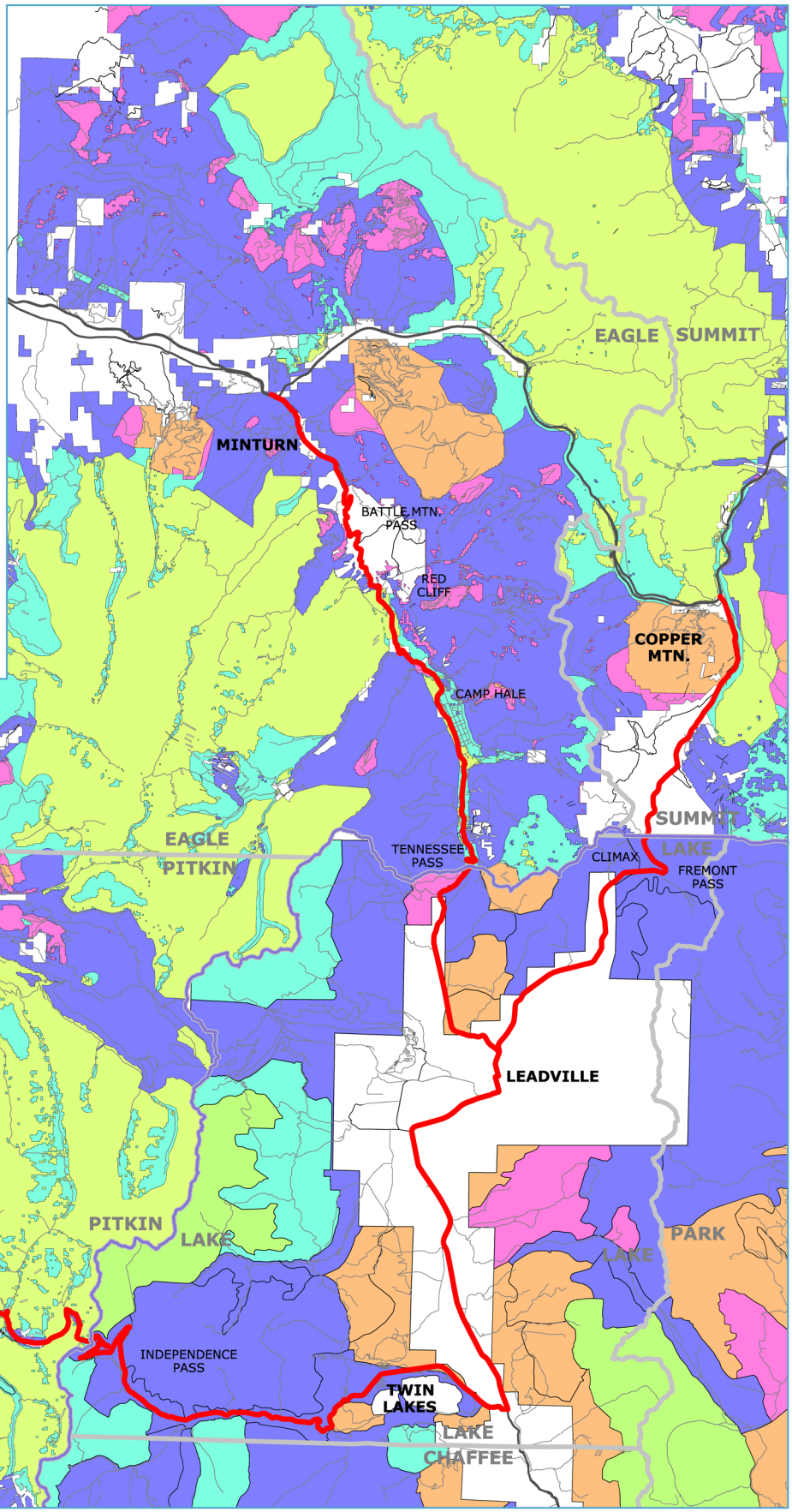
WHITE RIVER NATIONAL FOREST - SIO

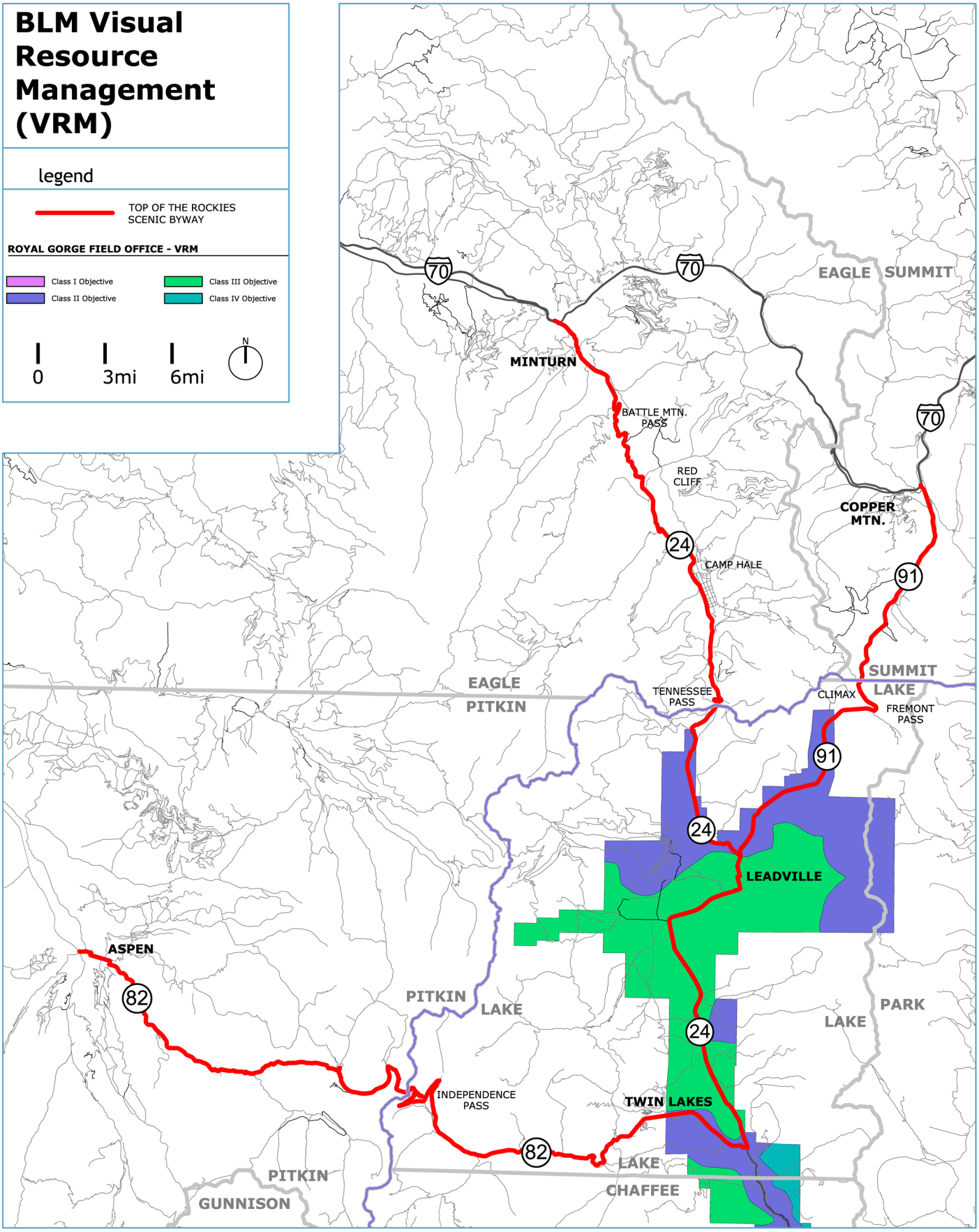
- Very High (Unaltered)
- High (Appears Unaltered)
- Moderate (Slightly Altered)
- Low (Moderately Altered)
- Very Low (Heavily Altered)

PIKE SAN ISABEL NATIONAL FOREST - VQO

- Unaltered (Very High)
- Appears Unaltered (High)
- Slightly Altered (Moderate)
- Moderately Altered (Low)
- Heavily Altered (Very Low)
- Drastically Altered (Unacceptably Low)

0 3mi 6mi N




BLM Visual Resource Management (VRM)
legend
TOP OF THE ROCKIES SCENIC BYWAY
ROYAL GORGE FIELD OFFICE - VRM
Class I Objective
Class II Objective
Class III Objective
Class IV Objective
0
3mi
6mi
N
70
EAGLE
SUMMIT
MINTURN
BATTLE MTN. PASS
RED CLIFF
COPPER MTN.
24
CAMP HALE
91
EAGLE
PITKIN
TENNESSEE PASS
CLIMAX
SUMMIT
LAKE
FREMONT PASS
LEADVILLE
ASPEN
82
PITKIN
LAKE
PARK
LAKE
INDEPENDENCE PASS
TWIN LAKES
LAKE
CHAFFEE
PITKIN
GUNNISON

Recreational Opportunity Spectrum (ROS)

legend

TOP OF THE ROCKIES SCENIC BYWAY

WHITE RIVER NATIONAL FOREST - ROS

- Primitive Area (P)
- Semi-primitive Non Motorized Area (SPNM)
- Semi-primitive Motorized Area (SPM)
- Roaded Natural Area (RN)
- Roaded Modified Area (RM)
- Semi-primitive (SP) (assumed)

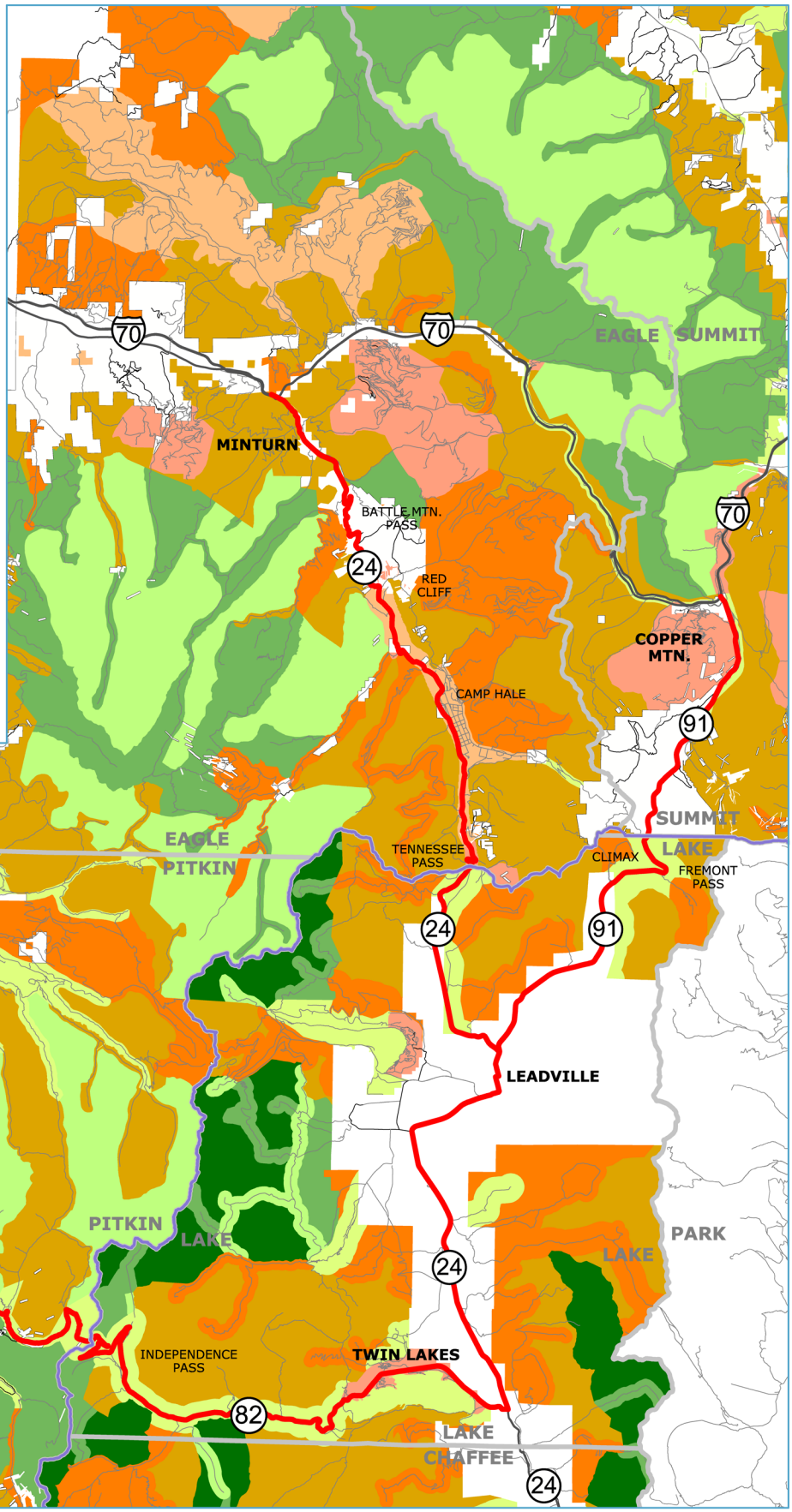
PIKE SAN ISABEL NATIONAL FOREST - ROS

- Semi-primitive Non-motorized (SPNM)
- Semi-primitive Motorized (SPM)
- Roaded Natural (RN)
- Rural (R)

PIKE SAN ISABEL NATIONAL FOREST - WILDERNESS ROS

- Pristine Wilderness
- Primitive Wilderness
- Semi-primitive Wilderness

0 3mi 6mi N



Scenic Viewshed Inventory

legend

TOP OF THE ROCKIES SCENIC BYWAY

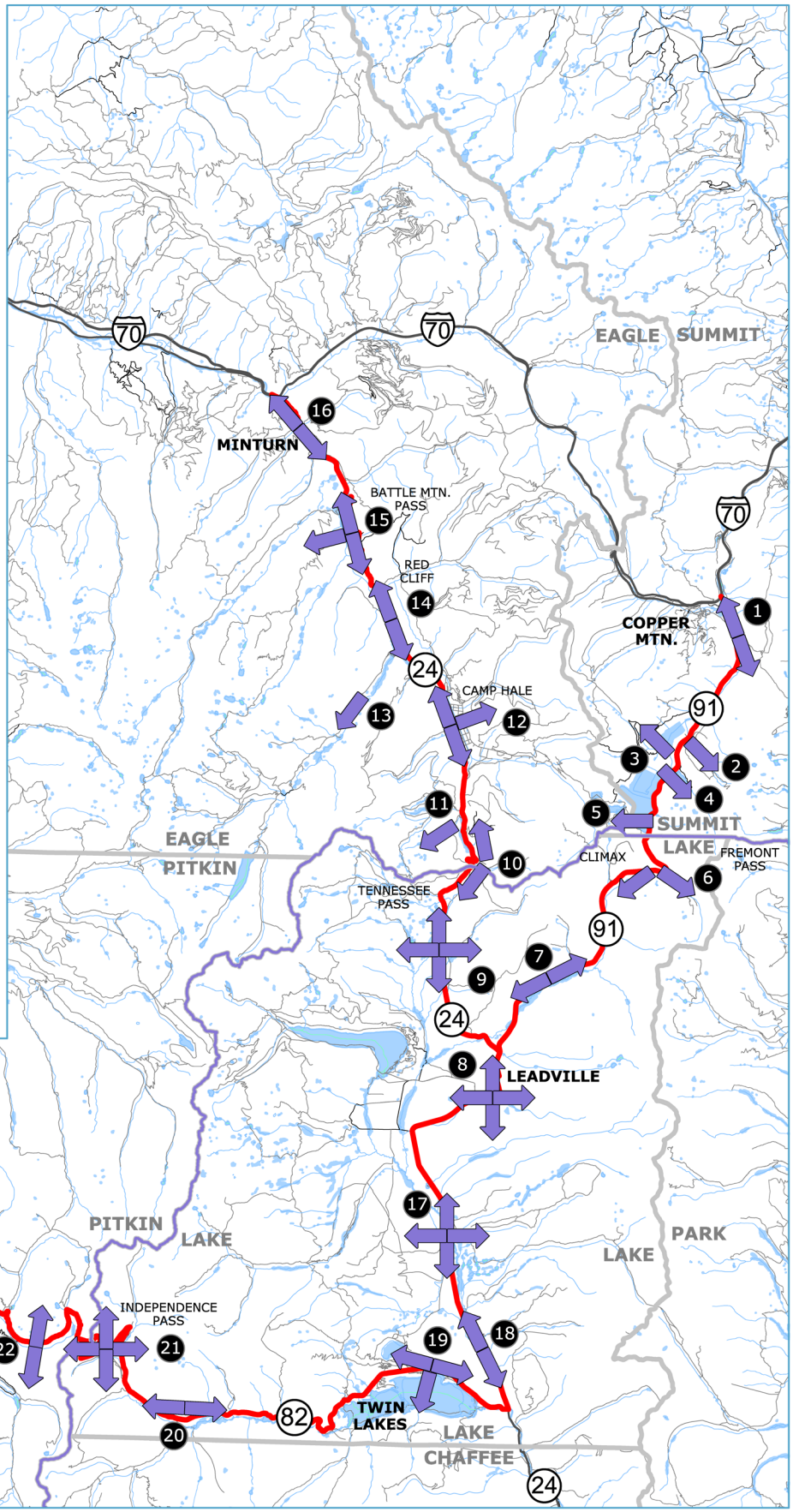
WATER COURSE

PRIMARY VIEW VECTOR - ORIGINAL CMP

SCENIC VIEWSHEDS - KEY

1. COPPER MOUNTAIN / TENMILE CANYON
2. MAYFLOWER GULCH
3. SEARLE GULCH
4. CLINTON GULCH
5. HOLY CROSS OVERLOOK
6. CLIMAX / ARKANSAS HEADWATERS
7. ARKANSAS VALLEY - E. FORK
8. LEADVILLE, COLORADO
9. ESCONDIDO FLATS
10. SKI COOPER / TENNESSEE PASS
11. MITCHELL CREEK
12. CAMP HALE
13. HOMESTAKE VALLEY
14. HOMESTAKE CREEK
15. BATTLE MOUNTAIN PASS
16. MINTURN, COLORADO / EAGLE RIVER VALLEY
17. ARKANSAS HEADWATERS / HAYDEN RANCH
18. ARKANSAS RIVER
19. TWIN LAKES
20. LAKE CREEK
21. INDEPENDENCE PASS SUMMIT
22. THE INDEPENDENCE TOWN SITE AND GHOST TOWN
23. THE WELLER - LOST MAN AREA
24. THE NARROWS
25. TARGET LAKE AREA
26. ROARING FORK VALLEY EAST OF ASPEN
27. ASPEN, COLORADO

0 3mi 6mi N



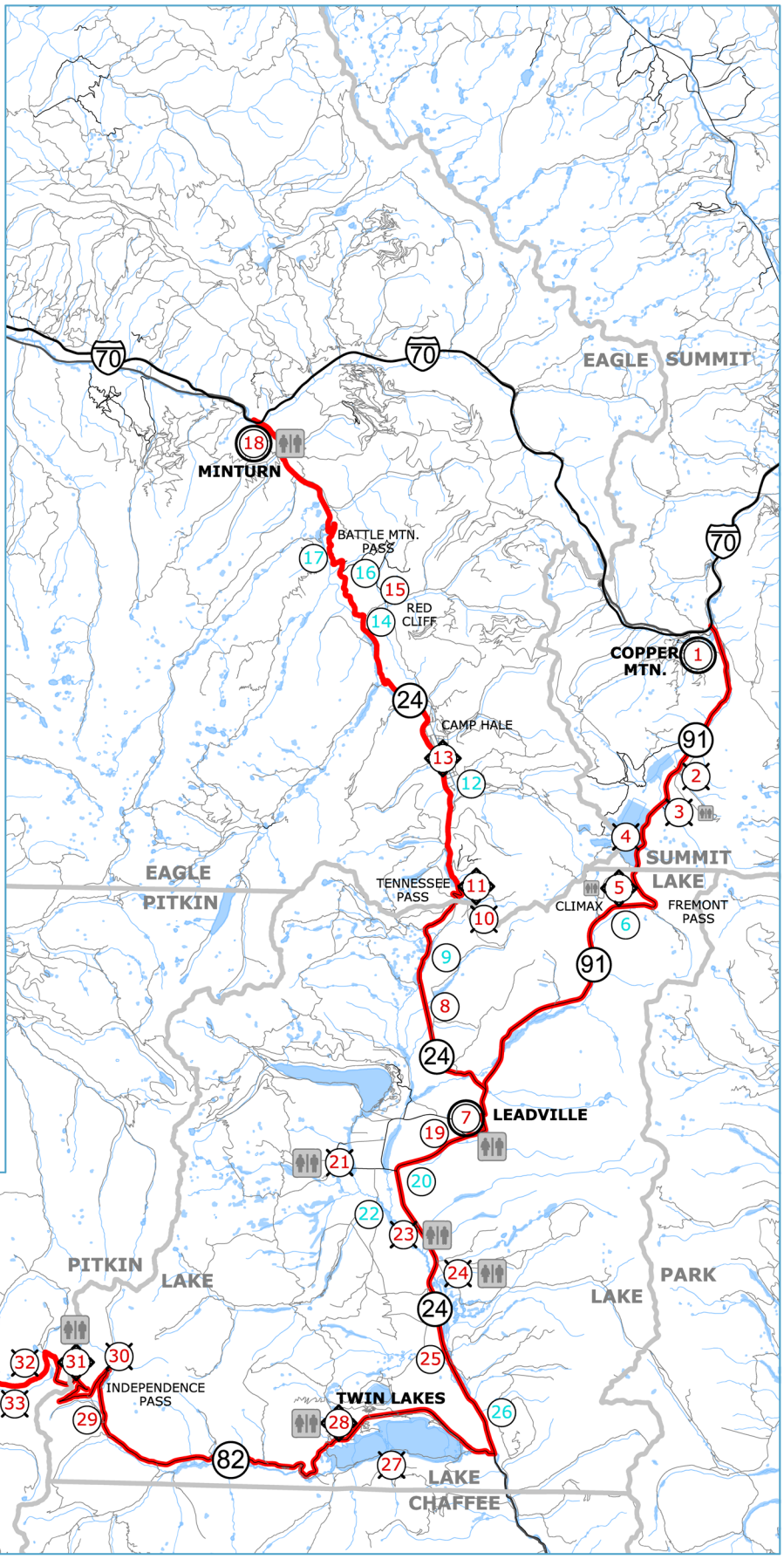
Interpretive Sites Map

legend

- TOP OF THE ROCKIES SCENIC BYWAY
- WATER COURSE
- RESTROOM
- PORTA POTTY IN SUMMER
- ONSITE INTERPRETATION
- NO ONSITE INTERPRETATION POSSIBLE
- GATEWAY
- STATION
- STOP
- SITE

INTERPRETIVE SITES - KEY

1. COPPER MOUNTAIN
2. MAYFLOWER GULCH
3. CLINTON GULCH RESERVOIR
4. HOLY CROSS / KOKOMO OVERLOOK
5. CLIMAX MINE / FREMONT PASS SUMMIT
6. MOUNT ARKANSAS
7. USFS LEADVILLE OFFICE
8. ESCONDIDO FLATS
9. WHEELER FLATS
10. SKI COOPER
11. 10TH MOUNTAIN DIVISION MEMORIAL
12. COKING OVENS
13. CAMP HALE
14. STEEL ARCH BRIDGE AND LOVERS LEEP
15. RED CLIFF MUSEUM
16. BATTLE MOUNTAIN AND NOTCH MOUNTAIN
17. GILMAN TOWN SITE
18. USFS HOLY CROSS RANGER DISTRICT OFFICE
19. SMELTING SITE
20. MALTA SCHOOL HOUSE
21. LEADVILLE NATIONAL FISH HATCHERY
22. MOUNT ELBERT AND MOUNT MASSIVE
23. CRYSTAL LAKES / ARKANSAS HEADWATERS
24. HAYDEN MEADOWS RECREATION AREA
25. HAYDEN RANCH
26. OLD LEADVILLE STAGE ROAD
27. INTERLAKEN NATIONAL HISTORIC DISTRICT
28. TWIN LAKES NATIONAL HISTORIC DISTRICT
29. BRUMLEY TOWN SITE
30. LAKE CREEK TRAILHEAD
31. INDEPENDENCE PASS SUMMIT
32. TOP CUT PULLOUT
33. INDEPENDENCE TOWN SITE
34. LOWER LOST MAN TRAILHEAD
35. DISCOVERY TRAIL AND BRAILLE TRAIL
36. LINCOLN CREEK ROAD
37. THE GROTTOS
38. WELLER LAKE
39. INDEPENDENCE PASS WINTER GATE CLOSURE SITE
40. NORTH STAR PRESERVE
41. USFS - ASPEN



Map was created with GIS information from Summit, Lake, Eagle and Pitkin Counties.

Resource Analysis Map -

Copper Mountain to Leadville

legend

TOP OF THE ROCKIES SCENIC BYWAY

WATER COURSE

ROADWAY SEGMENTS

SEGMENT 1:
TEN MILE CANYON

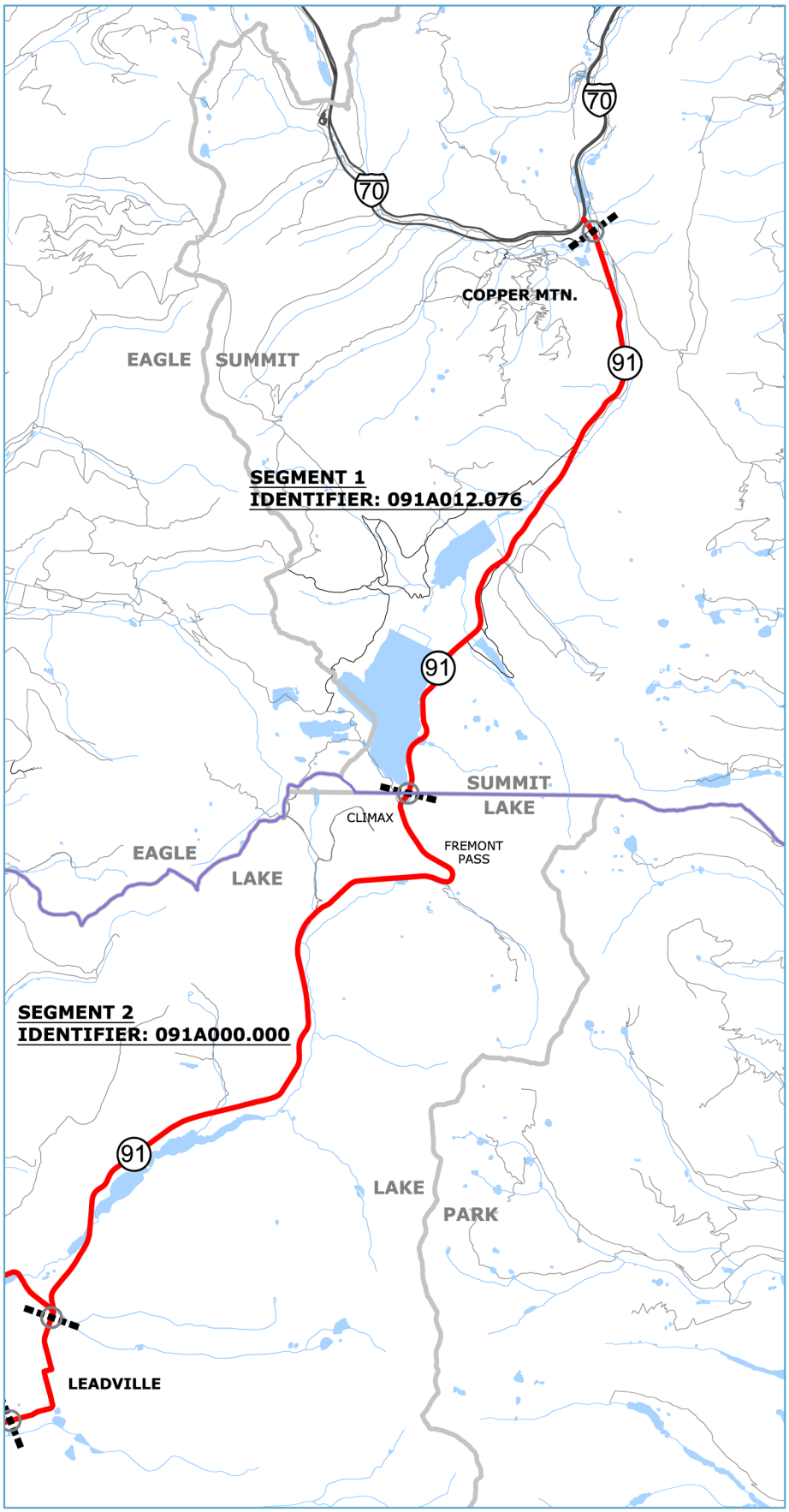
IDENTIFIER: 091A012.076

STATE HWY 91 FROM IT'S INTERSECTION WITH I-70 AT COPPER MOUNTAIN TO THE LAKE / SUMMIT COUNTY LINE

SEGMENT 2:
CLIMAX

IDENTIFIER: 091A000.000

STATE HWY 91 FROM THE LAKE / SUMMIT COUNTY LINE TO IT'S INTERSECTION OF US HWY 24, NORTH OF LEADVILLE



Resource Analysis Map -

Minturn to Tennessee Pass

legend

TOP OF THE ROCKIES SCENIC BYWAY

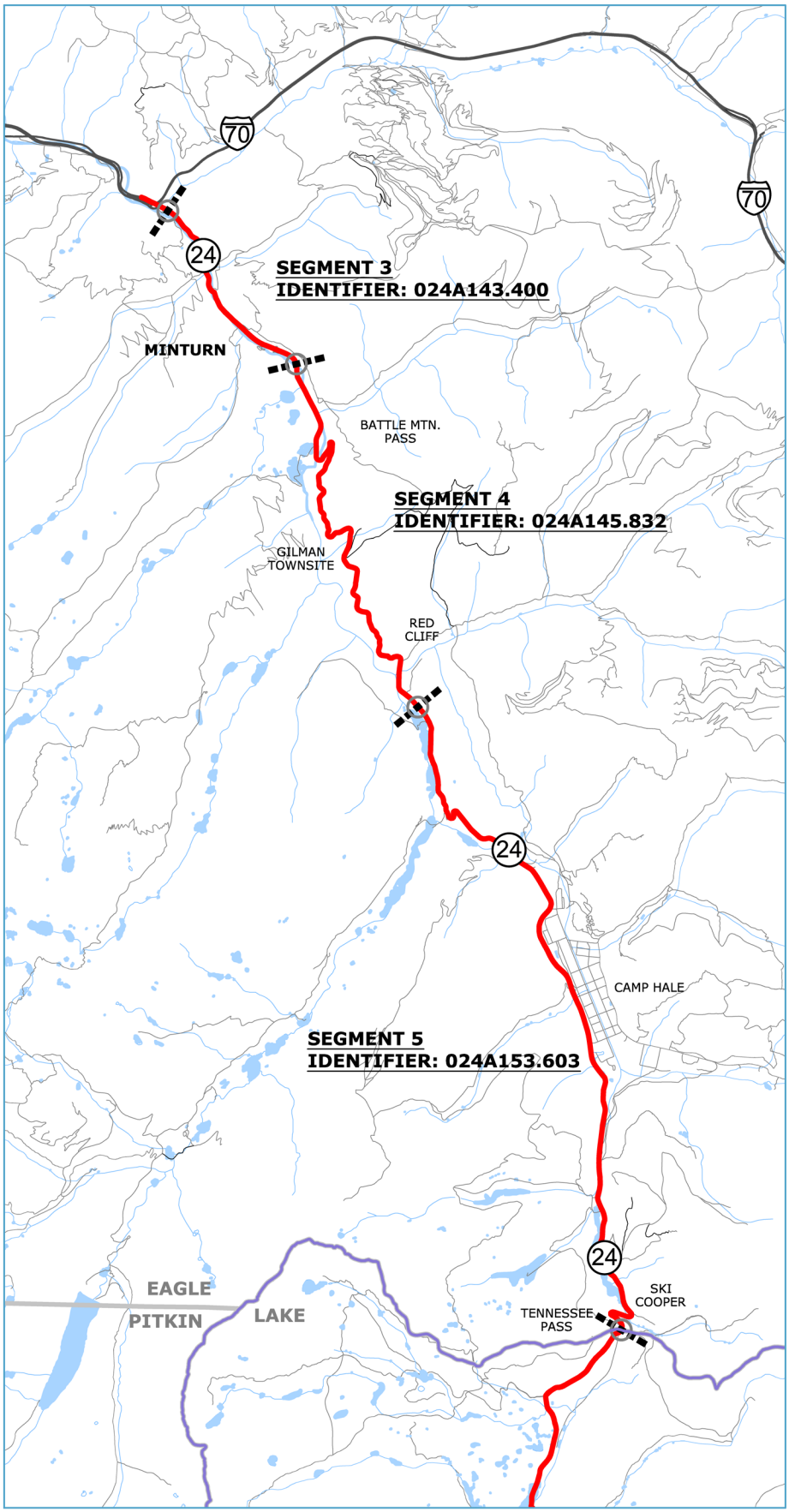
WATER COURSE

ROADWAY SEGMENTS

SEGMENT 3:
MINTURN
IDENTIFIER: 024A143.400
US HIGHWAY 24 FROM IT'S INTERSECTION WITH I-70 TO THE SOUTH MINTURN CITY LIMIT

SEGMENT 4:
BATTLE MOUNTAIN
IDENTIFIER: 024A145.832
US HIGHWAY 24 FROM THE SOUTH MINTURN CITY LIMITS TO THE SOUTHERN CITY LIMITS OF RED CLIFF

SEGMENT 5:
CAMP HALE
IDENTIFIER: 024A153.603
US HIGHWAY 24 FROM THE SOUTH RED CLIFF CITY LIMIT TO THE SUMMIT OF TENNESSEE PASS AT THE EAGLE / LAKE COUNTY LINE



Resource Analysis Map -

Tennessee Pass to Twin Lakes

legend

TOP OF THE ROCKIES SCENIC BYWAY

WATER COURSE

ROADWAY SEGMENTS

SEGMENT 6
TENNESSEE PASS
IDENTIFIER: 024A165.891

US HIGHWAY 24 FROM THE SUMMIT OF TENNESSEE PASS TO THE NORTHERN CITY LIMITS OF LEADVILLE

SEGMENT 7
LEADVILLE
IDENTIFIER: 024A175.000

US HIGHWAY 24 FROM THE NORTHERN CITY LIMITS OF LEADVILLE TO THE SOUTHERN CITY LIMITS OF LEADVILLE

SEGMENT 8
MALTA
IDENTIFIER: 024A177.000

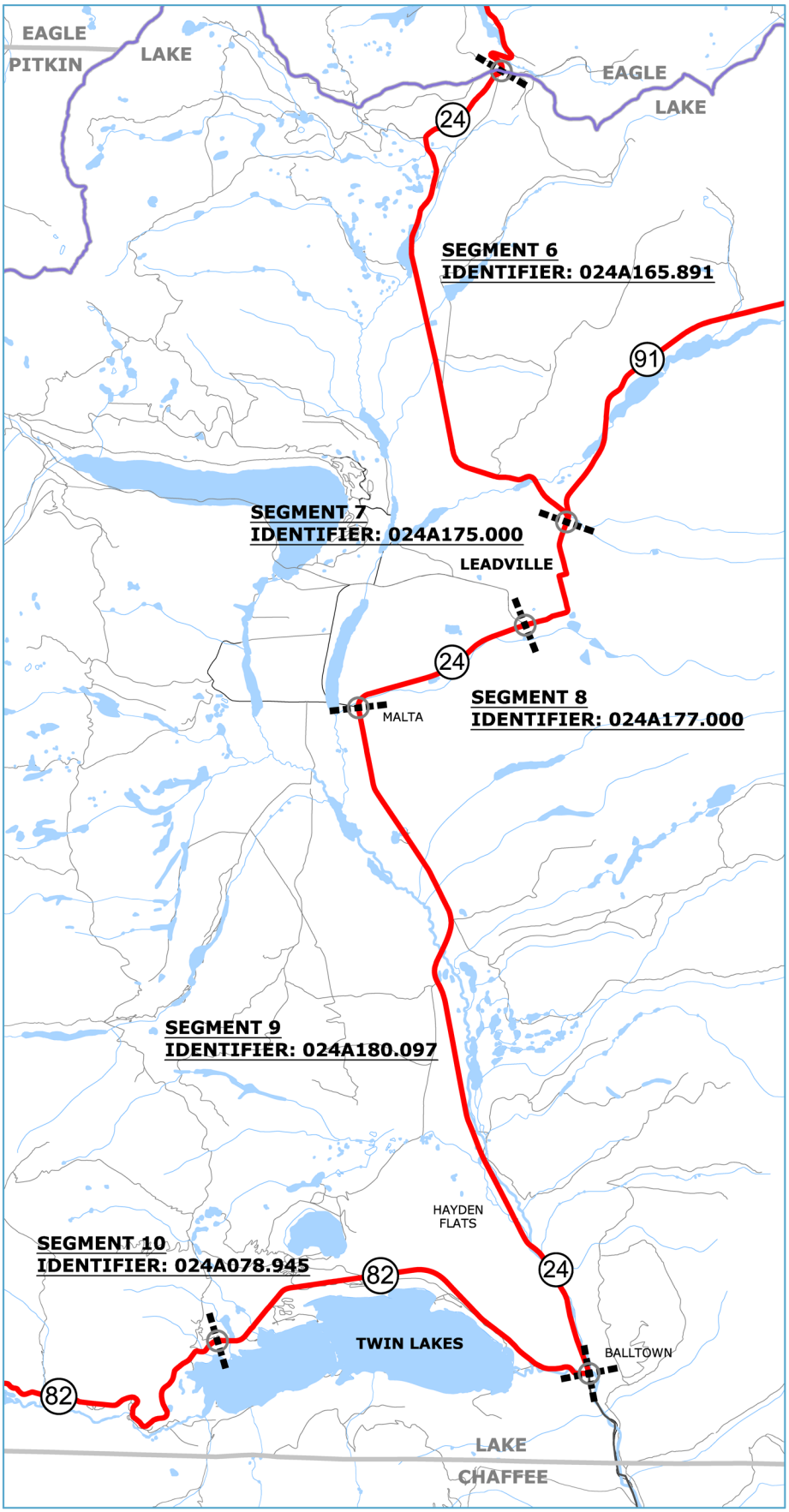
US HIGHWAY 24 FROM THE SOUTHERN CITY LIMITS OF LEADVILLE TO IT'S INTERSECTION WITH STATE HWY 300 AT MALTA

SEGMENT 9
HAYDEN
IDENTIFIER: 024A180.097

US HIGHWAY 24 FROM IT'S INTERSECTION WITH STATE HWY 300 AT MALTA TO THE CHAFFEE COUNTY LINE

SEGMENT 10
TWIN LAKES
IDENTIFIER: 082A078.945

STATE HWY 82 FROM COUNTY IT'S INTERSECTION WITH US HWY 24 AT BALLTOWN TO COUNTY ROAD 26 IN THE TOWN OF TWIN LAKES



Resource Analysis Map -

Independence Pass

legend

TOP OF THE ROCKIES SCENIC BYWAY

WATER COURSE

ROADWAY SEGMENTS

SEGMENT 11
INDEPENDENCE PASS - EAST SIDE OF SUMMIT
IDENTIFIER: 082A061.127

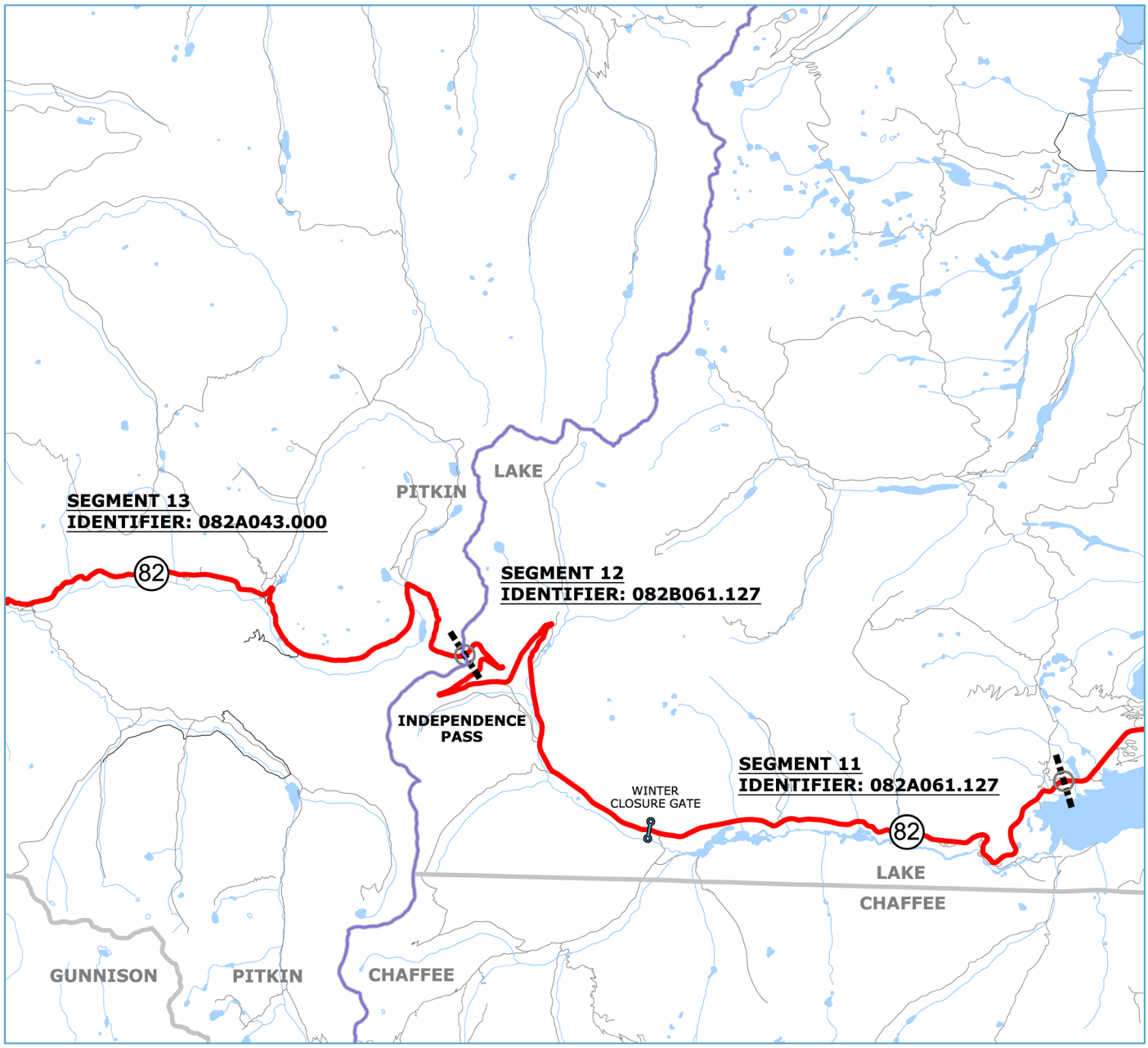
STATE HWY 82 FROM IT'S INTERSECTION WITH COUNTY ROAD 26 WEST OF TWIN LAKES TO THE SUMMIT OF INDEPENDENCE PASS AND THE LAKE / PITKIN COUNTY LINE

SEGMENT 12
INDEPENDENCE PASS SUMMIT
IDENTIFIER: 082B061.127

STATE HWY 82 AT THE SUMMIT OF INDEPENDENCE PASS

SEGMENT 13
INDEPENDENCE PASS - WEST SIDE OF SUMMIT
IDENTIFIER: 082A043.000

STATE HWY 82 FROM THE SUMMIT OF INDEPENDENCE PASS AND THE PITKIN / LAKE COUNTY LINE TO THE URBAN LIMITS OF ASPEN



Resource Analysis Map -

Independence Pass to Aspen

legend

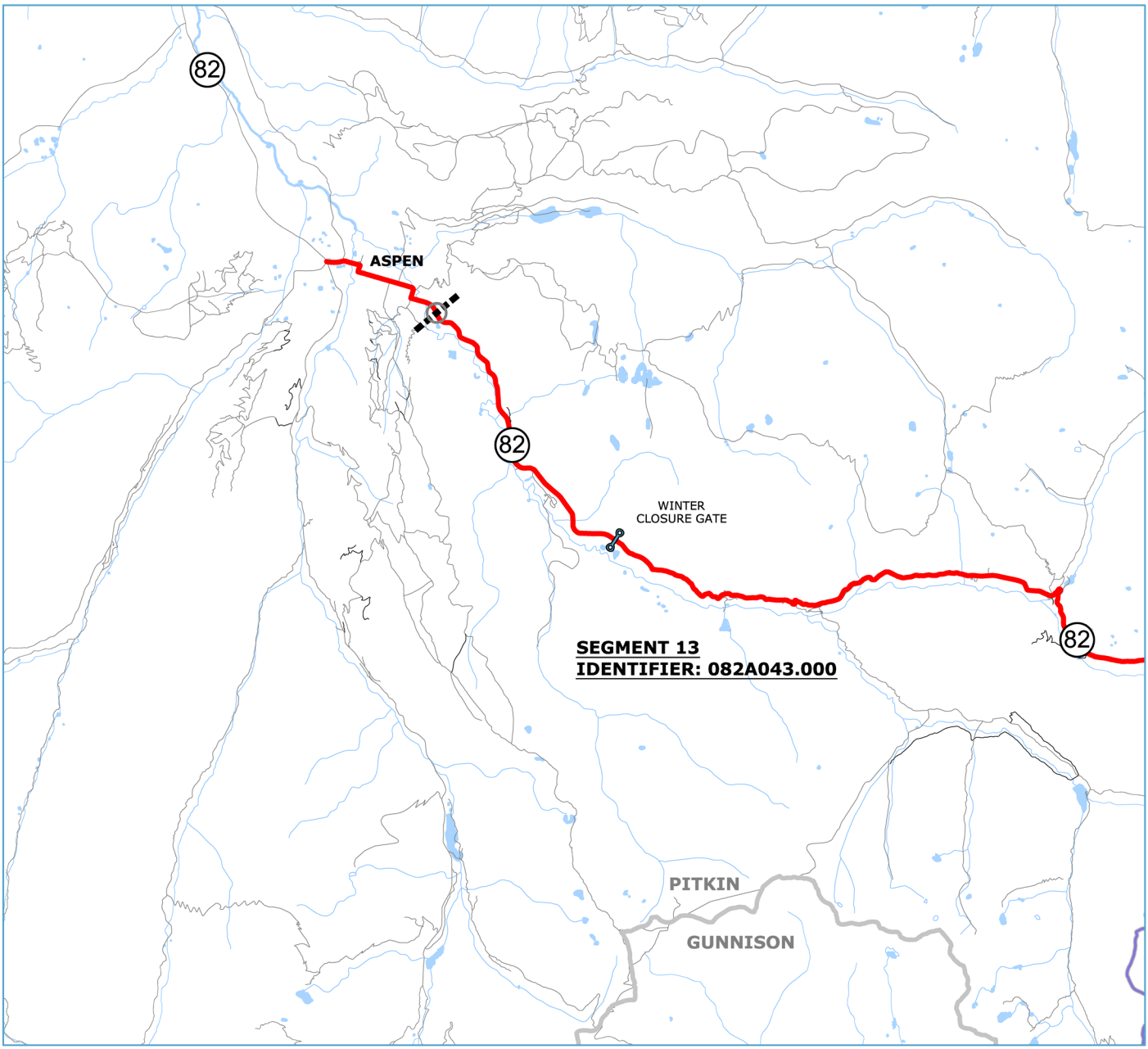
TOP OF THE ROCKIES SCENIC BYWAY

WATER COURSE

ROADWAY SEGMENTS

SEGMENT 13 INDEPENDENCE PASS -
WEST SIDE OF SUMMIT
IDENTIFIER: 082A043.000

STATE HWY 82 FROM THE SUMMIT OF INDEPENDENCE PASS AND THE PITKIN / LAKE COUNTY LINE TO THE URBAN LIMITS OF ASPEN



Public Design Charrette

Introduction

The public input process for the Top of the Rockies National Historic and Scenic Byway CMP was based around a design charrette, two public meetings and a public comment period of the pre-final document. All events were publicized in newspapers, online and in the public right of way to reach the largest amount of the concerned public. As the public process was an integral step in creating these and the previous CMP, a thorough process is outlined here.

For the design charrette, the CMP team gathered information on existing conditions, potential design precedents in the form of photographic boards, and a site analysis of the Independence Pass Summit Site. The charrette, which included representatives from US Forest Service, Top of the Rockies Board, Independence Pass Foundation, Colorado Department of Transportation, City of Aspen, Pitkin County Community Development, Pitkin County Sheriff's Office, Roaring Fork Conservancy, Roaring Fork Outdoor Volunteers, Aspen Historical Society, local outfitters, the design team and other experts, examined these materials in depth. Round table discussions generated questions, comments and potential design solutions which were added to maps and other graphic presentation materials. Comments were also recorded via existing and design precedent images; charrette attendees exercised personal opinion with a green sticker (a 'like' vote) or a red sticker (a 'dislike' vote) upon shared image boards. All of the information gathered during this process was then displayed for a public open house later that day.

Group Interaction
The CMP process engaged groups of stake holders to uncover as much information as possible about needs and wants, likes and dislikes.

Individual Opinion
It was essential to listen and record the opinions of all individuals.

Not only were technical documents such as site analyses on display, but the design team and USFS employees were present to clarify information and answer questions. Documenting public comment was paramount in the public open house; scribes circulated with clip boards while other facilitators marked comments on large presentation boards. At the end of the design charrette and public open house, all data was recorded in project files where the ideas were categorized and clarified for the 60% version of the Byway documents. This data and a meeting record were linked to the Top of the Rockies website.

For the second public open house, the project team displayed updated versions of the CMP, IMP, Design Guidelines and Independence Pass Summit Site master plan. There was a particular focus on Byway site design elements (see 'Design Guidelines') and the Independence Pass master plan (see 'Independence Pass Master Plan'). Presentation boards with maps, diagrams and synopses of the prior open house were accompanied by an existing conditions multimedia slide show to ensure maximum available information. As in the first open house, the documentation of public comment was the main goal of the event. This information was synthesized by the design team and drove the development of the 90% document.

The final step of the process was the public comment period mediated by the Top of the Rockies website. On the site, the public was able to view the 90% Byway documents and provide comments which were taken as another level of feedback. This feedback went to shape the final document.

Public process was the driving force behind the CMP, IMP, Design Guidelines and Independence Pass Summit Site master plan. All future updates to these documents should pursue this same policy to ensure that the users of the Byway guide its sensitive and successful development.

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aspen, colorado 81611
t 970 429 7499 | f 970 429 9499

meeting record

to Attendees

meeting date 01 February 2011

meeting time 1:00pm – 5:30pm

location USFS Office, Glenwood Springs, USFS—Fort Collins Office, USFS—Leadville Office, USFS—Steamboat Springs Office

project Top of the Rockies (TOR)

subject Meeting 1

attendees Loretta Crystal, Cheryl Hazlitt, Martha Moran, Donna Graham, Bill Mulholland, Rich Nook, Kevin Warner —USDA Forest Service (USFS); Cathy Patti, Mark Fuller—Top of the Rockies Board (TORB); Rich Smith—Advanced Resource Management (ARM); Anne Pagano, Ann Bowers—Drexel Barrell (DB); Sheri Sanzone, Ryan Vugteveen—Bluegreen

from Ryan Vugteveen

date 10 February 2011

cc Carla Farrand, Tom Egan—Top of the Rockies Board (TORB); Jon Morrissey, Neal Weierbach, Kay Hopkins, Kimberly Luft—USDA Forest Service (USFS); Julie Findley—Esse Design (ED); Dan Richardson—Schmueser Gordon Meyer (SGM); Dan McCormick—Bluegreen; project files

The following notes are a summary of the information acquired during a meeting for the Top of the Rockies Scenic Byways Update. Please inform Bluegreen should you identify any inaccuracies or omissions and the memo will be corrected and redistributed.

TOR Meeting 1

Roles and Responsibilities

- Lori Crystal confirmed as main point of contact for USFS
- Cathy Patti confirmed as main point of contact for TORB
- Ryan Vugteveen confirmed as main point of contact for consultant team

Steering Committee (members still needed)

- While it may be difficult to keep steering committee members, it was confirmed that it is imperative to reach out to the following groups to join this process of updating the CMP/IMP.

- CDOT (most important member needed)
    - The member should be a direct resource and able to make decisions
    - Signage specific – G.J. (3)?
    - Brian Killian – overall
    - Joe Elsen – Pitkin County (BG to contact and identify best resource person)
- Leadville BOCC / Cathy's neighbor may be interested (Cathy to contact)
- Twin Lakes (Cathy to contact)
- Leadville Chamber (not the best partner in the past)
- Leadville Recreation Board member (Cathy to contact)
- Minturn Town Manager – represent Historical Society (Cathy to contact)
- Copper Mountain Resort – turnover concerns (Cathy to contact)
- Climax Mine – PR person hard to reach (Cathy to contact)
- 10th Mountain (Bill to contact)
- Paula at Minturn USFS (Lori to contact)
- Byway proximate businesses (TORB to contact)
    - Red Cliff businesses (Hotel at Red Cliff?)
    - Twin Lakes businesses
- Bike events – no central contact
- Fish Hatchery – Ed (Cathy to contact)
- Area Manager – Concessionaires
- Other Feds – BLM/DOW (Lori and Bill to contact)
- Lake County O. S. (Cathy to contact at next Open Space Mtg)
    - Lake County District/Region – Eagle
- Local representatives
    - City / County
    - Rely on updates for team
- Elli Carroll at Eagle County
- Emergency / Safety – thru CDOT
- Headwaters Agency (Cathy to contact)

<u>Working Schedule</u>

- Team confirmed the working schedule outlined in the presentation. The schedule will be revisited after each milestone meeting.

<u>Public Input</u>

- Lake County O.S. meeting presentation and other direct meetings with critical partners may be needed
- Collect public comments during meeting 2, 4, and 5
- BG to verify meeting spaces; specifically Minturn/Eagle County (good spaces are limited-Library or Water and Sanitation)
- If video conferencing, enough space may not be available. Can we record video conferences?
- Press releases will be critical to get the word out (USFS)

Vision

- It was confirmed one working vision for CMP and IMP should be created by the TORB and reviewed at each meeting.
    - IMP done many years after CMP – now is a great opportunity to consolidate
- The vision should:
    - be more specific / unique to TOR
    - Speak to why TOR is different than other byways
    - Identify the attributes?
    - Define why should someone stay on the byway?
    - Combine the best of both statements
    - Be short and capture the essence of the byway
- The team identified the unique features of the TOR byway to include:
    - Highest paved? – Mt Evans (needs to be confirmed)
    - Overall Altitude
    - Mining and Military History
    - One can drive and get a sense of above treeline / alpine landscape
    - Unique, spectacular scenes, unique to this byway
    - 2 highest peaks in Rocky Mountains
    - Crossing the continental divide (showcase)
    - 2 most famous mining camps that are viable today between Leadville and Aspen
    - Operating mine in Climax
    - Challenging roads
    - Highest incorporated town (Leadville)
    - Skiing access: connecting two best known ski areas in country (Vail and Aspen)
    - Other items are outlined in the CMP and IMP; 1995 p.20 CMP has (for vision) unique features that distinguish this byway.
    - "Living working landscape" – not dead history
        - Mine, Camp Hale and Climax
    - Mining is critical to keep in statement
        - Climax ramping up
        - Military with Camp Hale
    - Biggest economic elements: Mining and Skiing
    - Definitive experience – safety for transportation
    - Modern urban – mining / ranching – back to modern urban
    - Safe experience
        - Steep, Windy roads are intimidating, leave "drama" intact while making safe.
        - Different experience for this byway (tight road on Independence Pass/one lane)
        - The challenge of traveling from Leadville and Aspen (seasonal)
        - Triumph of human spirit that is needed to live in this environment and how to communicate (historical and present)
        - "not for sissies"

- TOR Board to take on and bring back to group at meeting 2

Existing CMP Goals

The team discussed each goal in detail.

1. Improve the safety of the Byway for all users
    a. High priority
2. Protect and preserve the intrinsic resources and viewsheds of the Byway
    a. High priority
    b. Pine beetle, changing landscape
    c. More clarity
    d. Combine with #4?
3. Ensure the continued beneficial use and enjoyment of the Byway's resource base
    a. Reword
    b. Could be combined with others but is a moderate priority
4. Enhance existing resources and user facilities along the Byway
    a. Moderate priority
    b. Facilities that represent byway equally from Aspen to Minturn
    c. Built environment should be emphasized – other than road platform (signs, pullouts)
    d. Design consistency
    e. Proximity to designated wilderness – wild experience, don't over-tame
    f. Connected facilities – common design
    g. Enhance visitor's experience consistency – construction of new facilities without changing experience
    h. Define visitors experience
    i. Strike "enhance existing resources" and focus on facilities
    j. Define "facilities"
5. Provide interpretation of the Byway's resources
    a. High priority
    b. Define the visitors experience
    c. Design guidelines
    d. Education
    e. Update to include new technology
    f. IMP reinforces / determines interpretation – no active ??? (take a look at)
6. Market the Byway and its resources to the benefit of local economies
    a. Not a priority
    b. This one could be eliminated and be incorporated in other sections.
    c. No active "marketing" proposed by the TORB. However incorporated, do not use word "marketing."
    d. Traditional media life span has a real cost – new technologies don't have this issue and should be used for "passive" marketing.
7. Incorporate the goals of the Byway into long range planning decisions within the Byway communities.

    a. Combine with #8
8. Form beneficial partnerships within the public and private sectors
    a. Support the goals along the byway (?? Of communities and incorporate objective into other goals)
    b. Passive "marketing" with web links, etc. – pre trip planning, new technologies
    c. Partnership opportunity: Independence Pass Foundation, App. To extend to include entire byway
    d. "Cultivate"

<u>New CMP Goals</u>

1. New Technologies
    a. Gate closure communications
        i. map quest / google
        ii. CDOT road conditions website
        iii. On USFS website now
    b. Influences how facilities are developed – pull off vs. trail head
    c. Make sure recreation adjacent to byway is included
    d. Not sure it needs to be a stand-alone goal
    e. "experience" interest tracks
    f. Could be included in goal #5
    g. Phone applications
    h. MP3 download locations

<u>Existing IMP Goals</u>

Review any overlap or redundancy in goals; some items may be better suited for CMP or IMP. Add high altitude awareness (weather, hydration, sickness).

1. Enhance visitor understanding of and appreciation for the resources and people of the byway, and the region through which it passes.
    a. High Priority
    b. Combine #1 and #2
2. Showcase the richness of the byway by interpreting a variety of topics and sites
    a. High Priority
    b. New technologies
    c. End at "services" rest is an objective
    d. Revisit "products and services," passive strategies, options, apps, opportunities
3. Promote overall byway safety, including safe driving practices
    a. High Priority
    b. Recognition – id for byway
4. 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
    a. High Priority

    b. Strike "and services, helping the visitor connect his or her heart and mind with a particular place, person, time or event on the byway"
    c. Find other word for "services"
    d. May be elements that will tie the differently designed sites
    e. Guidelines need to be flexible, to include unique opps. / interp. opps.
    f. Long term goal as things need to be replaced, to increase consistency over time
5. Integrate interpretation with resource management and encourage the protection of byway resources
    a. Moderate Priority
    b. Combine with above #4??
    c. Inherent in rest, remove
    d. Keep functional / working features, "compatibility" instead of comprehensiveness / consistency
6. Increase public understanding of the multi-agency administration and management of the byway
    a. Low priority
    b. Passive marketing is important
    c. Badge or logo
    d. Not key for Feds or TOR
    e. How important id consistency
    f. Move to CMP as objective
    g. Atypical of IMP
7. Encourage self-directed learning by visitors
    a. Combine #7 and #4
    b. Move to CMP, combine with last CMP goal
8. Positively influence visitors at interpretive sites, along the byway and beyond
    a. Strike this goal as it is inherent
9. Enhance the visitor experience by assuring the continuity and consistency of interpretive products and services
    a. Branding comments from above
    b. Combine with #4?
    c. Omit "interpretative," incorporate other into rest of goals
    d. Increase byways visibility, presence should be an objective
    e. Failure of Lake County businesses to market on their own
    f. Not a lot of interest at Pitkin/Aspen due to traffic / marketing
    g. Promoting / selling byway
    h. Leadville / Twin Lakes – yes, marketing good
    i. TOR swag not interested by local businesses, etc.
    j. Don't need to call it marketing
    k. Rich will recommend a variety of products which will include: signage, apps, etc., not t-shirts, etc.
10. Respond to public interest in the byway and its diverse resources, based on information obtained through visitor surveys and other sources
    a. Not a priority

    b. Strike this goal

11. Promote collaborative processes and partnerships among public sector and private sector entities
    a. Strike this goal, cover in CMP
12. Stimulate local economies by linking byway sites and facilitating visits to multiple sites
    a. Strike this goal, cover in CMP
    b. Low priority
13. Integrate interpretive products and services with byway marketing programs
    a. Incorporate with other goals
    b. No "marketing"

<u>New IMP Goals</u>

1. New Technologies
    a. Incorporate in existing goals
2. Education
    a. Why we are doing what we do, combine with Goal #1
    b. Encourage stewardship to protect the resource
3. Ensure "compatibility and cohesiveness"

<u>State of Existing CMP</u>

- Summit County
    - Been asking for updates and express interest in the updated document
    - Acknowledge the document
- Lake County
    - Notifies byways of new developments
    - Active members of byways (open space)
- CDOT
    - Integral partner and critical to this process
- Pitkin County
    - CDOT, IPF, USFS are all on the same page
    - City may defer the plan to the above agencies
    - PITCO OS & Trail
- Monitoring & Updates
    - Not scheduled / as needed
    - 10-20yr life of plan is good
    - Byway goals and objective and action items require the most updates
    - Must meet criteria to get additional recognition
    - Can there be a checklist, timeline, a separate report for updates?
    - How can we make document flexible for updates?
- How do you use this document?
    - Goals and Objective section is most used
    - Be aware of Fed/State Requirements for chapters
    - Executive summary would be VERY beneficial
    - A working document for the USFS and IPF – interpretation / work program

    - IMP is used more heavily by TOR Board
    - A flexible / living document – anybody can use
    - CMP request for funds – construction
        - A timeline for the strategies
        - Costs for each project

- Other comments
    - Tabulate the document
    - Fast track the NEPA process - get Independence Pass ready for NEPA?
    - DIGITIZED!!!
    - Confirm CDOT ROW does not exist from Winter Gate to Twin Lake (DB)
        - How does it affect the TOR byway if it is not CDOT owned?
    - Anything we can take out of the document (such as tables)can be removed, but reference it elsewhere (web)
    - New section – last resources that can help with funding (found in strategies but needs and update and needs to be easy to find)
    - More graphics vs. Narrative

<u>State of Existing IMP</u>

- 3 tier approach may not apply any more
- Prioritize sites to make an implementable plan
- New technologies make approach not reasonable
- Remove Lake County interpretative center from the list
- Add USFS Welcome Center in Aspen as a key gateway
- Independence Pass is a priority site
- "Bridging the Byway" concept
    - Yes, with new technology, no new text
    - Concept is still good
    - Popups within file
    - MP3 downloads 1st, real-time later
    - Cell phone service (need to keep in mind short-term)
        - All depends, others spotty
        - Capabilities with move towards GPS / worldwide service
- Other media / strategies at top of the pass
- Don't look at radio as a solution (Martha's experience)
- Which "gateway" will have computer access for downloads?
- Aspen, potential partners?
    - IPF / Historical Society
        - Sub partners already affiliated with foundation
        - ACRA?
- Funding / Grants still needed
- Copper / Minturn / Leadville partners?
- Maybe partners in CMP? – yes

- White River Forest (Aspen district, later)
- Who are the users?
    - Baby boomers? X-gen, Y-2k?
    - Economic drivers of driving vacations
    - Independence Pass traffic is getting older, rock climbing increase
    - More recreational users than before
    - Road cycling heavily increased
- 4 national initiatives to address
    - Get new one
    - Water, climate – Martha to email all (Forest Service Action Plan) hyper link
- Monitoring / surveys
    - Happens when resources are available
    - By numerous agencies, etc.
- Yes, delete sign plan
- App. D of IMP should be but put in CMP, record is important

<u>Next Steps/Tasks</u>

Please review the attached task list. Tasks should be completed before Meeting 2, the week of March 28, 2010. Responsible parties will provide an update at that time.

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meeting record

to Attendees; cc

meeting date 07 April 2011

meeting time 1:00pm—5:30pm

location USFS Office, Glenwood Springs, USFS—Fort Collins Office, USFS—Leadville Office

project Top of the Rockies Scenic and Historic Byway Update (TOR)

subject Meeting 2—Meeting Record

attendees Loretta Crystal, Cheryl Hazlitt, Martha Moran, Donna Graham, Bill Mulholland—USDA Forest Service (USFS); Cathy Patti, Tom Egan, Anna Scott—Top of the Rockies Board (TORB); D'Wayne Gaymon—Colorado Department of Transportation (CDOT); Ed Stege—U.S. Fish & Wildlife Service (USFWS)Rich Smith—Advanced Resource Management (ARM); Ann Bowers—Drexel Barrell (DB); Sheri Sanzone, Ryan Vugteveen—Bluegreen (BG)

from Ryan Vugteveen

date 20 April 2011

cc Carla Farrand, Mark Fuller —Top of the Rockies Board (TORB); Jon Morrissey, Neal Weierbach, Kay Hopkins, Kimberly Luft, Pat Thrasher, Jane Frombach—USDA Forest Service (USFS); Bernie E. Guevara, Zane Znamenacek— Colorado Department of Transportation (CDOT); Julie Findley—Esse Design (ED); Dan Richardson—Schmueser Gordon Meyer (SGM); Anne Pagano—Drexel Barrell (DB); Dan McCormick—Bluegreen (BG); project files

The following notes are a summary of the information acquired during a meeting for the Top of the Rockies Scenic Byways Update. Please inform Bluegreen should you identify any inaccuracies or omissions and the memo will be corrected and redistributed. A task list is attached outlining tasks, responsible parties and dates of completion. The 30% DRAFT CMP/IMP will be submitted to the Review Team (USFS/TORB) reflecting many of the items discussed at Meeting 2.

TOR Meeting 2

Roles and Responsibilities

- Bill Mulholland confirmed as main point of contact for USFS. Thanks to Lori Crystal for all of her hard work and good luck on your future endeavors in the Upper Peninsula of Michigan!
- Cathy Patti confirmed as main point of contact for TORB
- Ryan Vugteveen confirmed as main point of contact for consultant team

Steering Committee (members still needed)

- While it may be difficult to keep steering committee members, it was confirmed that it is imperative to reach out to the following groups to join this process of updating the CMP/IMP.
- CDOT
    - D'Wayne Gaymon attended the Transportation portion of meeting 2. He will continue involvement as the CDOT maintenance representative.
    - Bernie E. Guevara (CDOT Region 1).
    - Zane Znamenacek (CDOT Region 3).
- Cathy Patti will continue to reach out to Leadville BOCC, Twin Lakes, Leadville Chamber, Leadville Recreation Board member, Minturn Town Manager – represent Historical Society, Copper Mountain Resort, Climax Mine – PR person, Lake County O. S. , Headwaters Agency, Eagle County
- Welcome Ed Stege (USFWS) representing the Leadville National Fish Hatchery!
- Bill Mulholland will continue to reach out to 10th Mountain (may be interested), BLM/DOW (probably not interested) and other federal agencies, Paula at Minturn USFS, Leadville Campground Area Manager –Concessionaires

Working Schedule

- Team confirmed the working schedule. The schedule will be revisited after each milestone meeting.

Public Involvement (PI)

- Team confirmed the public involvement plan outlined in the presentation.
- The website, which is a key PI tool, is being updated. A new page has been confirmed and BG will provide the parameters to Cathy Patti.

Design Charrette

- Team confirmed the DRAFT design charrette logistics and agenda.
- Pat Thrasher, USFS White River National Forest (WRNF) Public Affairs Officer will assist with getting the word out and preparing for the charrette. He suggested reviewing the proposed dates again to ensure there is no conflict with WRNF Ranger Station meetings or any other events. David Bentley may be obtained for sign language and a Spanish translator would be welcomed. BG will work with Pat on the above items.
- Cathy Patti may not be available to attend the charrette, but is comfortable deferring to the TORB on the Aspen side of the Pass.

Vision

- The TORB will refine the vision statement for the project and forward to the team.

CMP/IMP Goals and Objectives

- The team quickly reviewed the goals and objectives. Team comment/feedback will be provided upon review of the 30% CMP/IMP Draft.

- Cathy noted the following items:
    - Keep "increase emergency communications capabilities."
    - Remove "act as a land trust."

CMP TOC

- Team confirmed the CMP table of contents.
- Cheryl Hazlitt commented on the IMP and CMP being combined, but the team (primarily TORB) confirmed the documents should remain physically separate.

Document Templates

- Team confirmed the document templates in their draft form and were excited by the new look/user friendliness.
- The consultant team will provide the 30% draft in this format.
- The documents should be reasonable in size for emailing/digital distribution.
- The team will provide access to photography, including historical prints.

GIS data tracking

- After extensive correspondence, the majority of data is received; however Pitkin County has not yet released their data.
- BG may require additional assistance to obtain this and other data.

CMP Land Use Appendix

- USFS will review potential ownership changes highlighted in the 30% CMP/IMP document.
- Land Use update was confirmed by the team.
- Cathy Patti mentioned additional CDOT signage regulations for Leadville.
- BG to follow up with Summit County Open Space and Trails regarding County acquisitions of mining claims.

CMP Intrinsic Qualities Appendix

- USFS provided clarification on the discrepancies in GIS data. Primarily, the Pike San Isabel National Forest (PSINF) has not updated their system to the Scenic Management System (SMS), while the White River National Forest (WRNF) has. PSINF is still using Visual Quality Objectives (VQOs). BG will prepare the maps with PSINF using VQOs and the WRNF using the SMS.
- BG will follow up with Neal Weierbach (PSINF) and Jane Frombach (WRNF) for additional clarification.
- The PSINF may have Recreation Opportunity Spectrum (ROS) for winter. Neal Weierbach to confirm. WRNF has ROS for winter. BG to confirm this data has been received.
- On viewshed map, indicate views to Civilian Conservation Corps (CCC) work at Independence Townsite.

CMP Transportation Appendix

- Clarification: The presentation document was incorrect, as SH 24 Tennessee Pass saw a 400 vehicle *decrease* from 2005-2009.

- Cathy Patti noted, she has observed an increase of traffic near Climax Mine since 2009. She noted safety improvements were implemented on Tennessee Pass after 1992; thus the decrease in fatalities.
- The team recognized seasonal factors and other discrepancies in the data, as these incidents only factor *reported* accidents. They noted bicyclist accidents are probably higher than indicated as many accidents or near accidents are not reported.
- D'Wayne Gaymon indicated funding from CDOT is severely limited. He noted the missing R.O.W. on Independence Pass is considered an easement through USDA Forest Service land.
- DB should follow up with D'Wayne Gaymon on any hazard areas he/his crew is aware of.
- Maintenance of Independence Pass and the summit stop is a big issue.

<u>IMP TOC</u>

- Team confirmed the IMP table of contents.

<u>IMP Site Matrix</u>

- ARM stressed the importance of focusing on key sites and not spending funds on a broader approach with small improvements at each site. The team agreed.
- Lori Crystal stated all signage should tell a story in a cohesive manner.
- The following sites were indicated as the highest importance/priority (4):
    - Copper Mountain: A gateway is important, but the team should review a number of options. The best option may be further down the road and not in Copper Mountain. Possible digital download station.
    - Twin Lakes National District: A gateway. Possible digital download station. Winter gate closure opportunities here or Brumley site.
    - USFS Holy Cross Ranger District: A gateway is important, but not necessarily this location. Possible digital download station.
    - 10th Mountain Division Memorial: 10th Mountain Division may be sensitive to any improvements/changes. Memorial could stand alone with minimal interpretative signs.
    - Camp Hale: USFS permit for documentary was submitted, but denied. Look for a film coming out. BG has contacted Paula Peterson (USFS) for additional documents on Camp Hale. Still awaiting this info.
    - Independence Townsite: Capture momentum from the Independence Town Site and Farwell Mine Preservation Master Plan. 10,000 visitors per year. Toilets needed.
    - Independence Pass Summit: Design charrette in June.
    - USFS Aspen Ranger Station: Capture momentum of the new station as a key gateway to the byway. Possible digital download station.
    - USFS Leadville Ranger Station: A key gateway site. Possible digital download station.
- The following sites were indicated as of importance/priority (3):
    - Interlaken National Historic District
    - Leadville National Fish Hatchery: Promote but spend little in resources. Great place to reach kids. Cheryl Hazlitt indicated themes could tie to the byway.

    - Leadville Smelter Site: The team expressed excitement in the potential of this site, including the attraction to pull people from the highway. The team also understands private ownership could be an issue. Cathy Patti will talk to the Owner.
    - Independence Pass Winter Gate Closure: Educate on safety (bicyclists, narrow road), byway closure, etc. Reach out to GPS companies regarding closures?
- The following sites were indicated as of less importance/priority (1-2) but should be noted for off-site interpretation:
    - Steel Arch Bridge/Lovers Leap: Limited access
    - Escondido Flats
    - Malta Schoolhouse: Limited access
    - Sleeping Indian Mountain: Viewshed
    - Coking Ovens south of Camp Hale: Limited access
- The following sites were indicated as of less importance/priority (1-2):
    - Arkansas Headwaters Recreation Area/Hayden Reservoir: Developed enough for now.
    - Climax Mine: This is the most developed site on the byway. While very important, no improvements needed at this time.
    - Hayden Ranch: Very important site, but any action items would be at least 5 years out.
    - Holy Cross/Kokomo Overlook: Opportunities for funding from Climax Mine?
    - Red Cliff Museum
    - Ski Cooper
    - Clinton Gulch Reservoir: Heavy use area. Martha Moran/Donna Graham will reach out to the ranger to discuss this site in relation to the byway update.
    - Crystal Lakes
    - Mayflower Gulch: Martha Moran/Donna Graham will reach out to the ranger to discuss this site in relation to the byway update.
    - Mount Elbert and Mount Massive
    - Old Leadville Stage Road
    - Gillman Townsite
    - Battle Mountain and Notch Mountain
    - Wheeler Flats
    - Brumley Townsite: Winter gate closure opportunity.
    - Champion Mountain Pullout: Spring flooding educational opportunity.
    - Catto Pullout: Follow up with Mark Fuller
    - Lost Man Loop Trailhead (lower): Educational opportunities
    - Discovery Trail and Braille Trail: Mark Fuller to provide update to team/BG on improvements in the works.
    - Lincoln Creek Road
    - The Grottos: Safety issues are a real concern here and this site was almost removed. Do not market this site (show on the map). Geologic point of interest.
    - Weller Lake: Restoration Opportunities

- The following sites were removed from the byway:
    - Lake County Interpretive Visitor Center
    - Minturn Interpretive Railroad Caboose Center
    - Ossman Ranch Overlook
    - Native American Petroglyphs
    - Climax Townsite
    - Shore Pretty Drive
    - Ghost Town Trail: Could be mentioned from Independence Town Site, but is off the byway and the trail improvements are too far out at this time.

<u>Next Steps/Tasks</u>

Please review the attached task list. Tasks should be completed by the date indicated in the list. Responsible parties will provide an update to BG at that time.

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meeting record

to Cheryl Hazlitt, Martha Moran, Bill Mulholland, Rich Nook, Donna Graham, Katie Martinez —USDA Forest Service (USFS); Cathy Patti, Mark Fuller, Carla Farrand, Tom Egan, Anna Scott—Top of the Rockies Board (TORB); Rich Smith—Advanced Resource Management (ARM); Ann Bowers—Drexel Barrell (DB); Julie Findley—Esse Design (ED); Dan Richardson—Schmueser Gordon Meyer (SGM);

meeting date 08 June 2011

meeting time 1:00pm –7:00pm

location Rio Grande Room, Aspen, CO

project Top of the Rockies (TOR)

subject Meeting 3- TOR Ideas Charrette and Public Open House

attendees See attendees list(s)

from Ryan Vugteveen

date 23 June 2011

cc Sheri Sanzone, Dan McCormick—Bluegreen; project files

The following notes are a summary of the information acquired during the Top of the Rockies National Scenic and Historic Byway Ideas Charrette and Public Open House. Please inform Bluegreen should you identify any inaccuracies or omissions and the memo will be corrected and redistributed.

TOR Meeting 3 Agenda

Session One: Ideas Charrette for the Independence Pass Summit Site

A special invite charrette to brainstorm programming and interpreting opportunities for the Independence Pass Summit Site. Held Wednesday, June 8 from 1pm-4pm at 455 Rio Grande Place, Aspen, CO.

Session Two: Public Open House for the Independence Pass Summit Site

A public open house to brainstorm programming and interpreting opportunities for the Independence Pass Summit Site. Held Wednesday, June 8 from 5pm-7pm at 455 Rio Grande Place, Aspen, CO.

TOR Meeting 3 Attachments

- 2011-06-08 BG-TOR-Mtg 3-Boards-A.pdf (presentation boards)
- 2011-06-08 BG-TOR-Mtg 3-Boards-B.pdf (presentation boards)
- 2011-06-08 TOR Mtg 3 Photos and Plans.pdf (charrette documentation)
- 2011-06-08 TOR Mtg 3 Sign-In Sheets.pdf (attendees list)

TOR Meeting 3 Independence Pass and Byway

- General comments on the Byway
  - Gateways should be embraced as opportunities provide information, e.g. landscape info, road closures, safety measures, regulations, download stations (put photos of stuck RV's at Winter Gate).
  - Literature available at portals/gateways stop.
  - Is it appropriate to interpret CDOT dumping grounds and pull-outs?
  - Can Colorado Tourism's tour of historic sites include the Byway?
  - Is there any interpretation that doesn't require people to stop? Safety concerns.
  - Connect historic sites, e.g. drop off at ghost-town and pick up at Mill site.
  - Only have trails open in summer.
  - Address wayfinding in period of time between opening of the pass and snowmelt (taller signage, raised causeway?
  - Create locations for hitch-hiking skiers.
  - What are other byways doing? Don't reinvent the wheel.
  - Would Kevin Costner finance the Highway 82 bypass.
  - Create passing lanes?
  - Widen pull-outs for trailers?
  - Old stone guardrails on Highway 82 should be preserved or rebuilt

<u>Interpretation</u>

- Manner of interpretation
  - Why is Top of the Rockies a scenic byway? Tell visitors.
  - Identify audience in order to create most effective interpretation.
  - Provide maximum information without inhibiting visual features.
  - Must accommodate a diverse age groups at once.
  - Find out demographics of visitors.
  - Offer tours as well as signage.
  - Issue "guide" permits.
  - Create thematic nodes that interact. Visualize 'Pearls on a string'.
  - Get people away from road and out of there cars where it is easier to educate them (e.g. trailheads, scenic overlooks, etc.)
  - Provide simple, relevant messages.
  - Consistency in interpretation. Consider a strong narrative.
  - Low profile, non-obtrusive signage.
  - Interpretive experience should vary based on the length of a visitor's stay.

- Interpretive efforts could take advantage of restroom facilities (a captive audience).
- ACES, Forest service and other agencies may be interested in collaborating to provide tours.
- Multiple season interpretation.

- History
  - Geologic, ecological, and glacial history.
  - Preservation of historic assets.
  - The first route into the Roaring Fork Valley.
  - Anthropologic evidence on land use; understanding human the evolution of human use of land.

- Ecology and Environment
  - It is a portal to wilderness—recreational opportunities range from primitive to highly developed.
  - The roles of mountains in hydrology and drinking water.
  - Diversity of ecosystems (from sagebrush to ponderosa to tundra / montane to sub-alpine to alpine).
  - The pass is a product of its altitude.

- Use and Recreation
  - There are numerous recreational opportunities, both active and passive.
  - Safety (consider diversity of users); consider Safety audit, traffic study.
  - Summit as rest point.
  - The pass provides access to adventures.
  - Time is a major issue on the byway. Toilets, overlooks, and trails all equal time besides driving.
  - Problems: traffic is uncontrolled, pedestrians in danger of unexpected traffic
  - Photo op's as recreation? Provide more sites.
  - The byway should establish design standards that will be applied to future signs.
  - Travelers' impression of Aspen may be influenced by the route they take into town: Independence Pass vs. Hwy. 82 from Glenwood Springs.
  - Can the byway be tied to the Snowmass mastodon dig or Ashcroft ghost town?
  - IP is a popular and legendary route for motorcyclists heading to Sturgess.

- Culture
  - Independence Pass was the first route into Aspen. It was difficult then and is so now.
  - Heroism: Traveling the pass takes bravery and determination.
  - A desire to preserve of historical and ecological features.
  - Uniqueness: not even Rocky Mountain National Park's pass is as high or opens as early.
  - The community and personal pride of pass.
  - Generosity: Picking up hitch-hiking skiers is a local custom.
  - The balance safety, aesthetics, and preservation.

    - Independence pass is bucket list destination.

- Information
    - Utilize digital technology such as geocaching, social media, and downloadable podcasts or iPod/smart phone applications with different 'channels' for ecology, history, etc.
    - Make sure interpretive apps are in all languages.
    - What about lack of cell phone service?
    - Broadcast specific looped information about byway over a specified radio channel, similar to National Parks.
    - Provide greater learning opportunities by linking interpretation to other information sources, e.g. "For more information, go to____", or a scannable bar code.
    - Provide forums for past visitors to express opinions and share experiences (online, blog, log book, etc.)
    - Create a GPS location 'pin' thus collecting all visitor origins.
    - Is this technology compatible with driving?

- General signage comments
    - Need signage consistency; standardization.
    - Recreational access is not obvious.
    - Develop new signage for both the Byway and Summit Site that create an identity of place and significance.
    - Color code signs and information to themes (e.g. green=ecology, brown=history, etc.)
    - Keep USFS signage aesthetic.
    - Do not over-sign.
    - Blue Columbine sign is good.
    - Inform visitors that phone service is limited on the Byway.
    - Provide information on signage (mileage, time, number of sites, etc.) so a visitor can select his/her own schedule beforehand.
    - Signs are needed telling drivers to use pullouts if four vehicles are in line behind them.
    - Discourage sign vandalism, which has occurred.

- Locations (Existing and additional opportunities for interpretive sites)
    - Champion Mill
    - Brumley
    - La Plata Trailhead
    - Grizzly Tunnel
    - Twin Lakes
    - Northstar Preserve
    - Weller Lake (20-minute hike to an alpine lake and a good leaf-viewing area)
    - Aspen
    - Leadville
    - Lost Man loop grottoes

- Catto pullout
- Beaches
- Ice caves
- Summit site and Continental Divide
- Switchback west of ghost town between 33 and 34
- Independence Pass townsite
- Any sites showcasing the byway's ecological diversity.
- Any sites where geology and mountain building are evident.
- Sites where the road narrows to almost one lane are interesting.
- All views into the valleys below.
- Trail at canal ditch

TOR Meeting 3 Independence Pass Summit Site

Signage

- General
  - How does snow removal affect signage?
  - There is a severe lack of information at the summit site.
  - Strength (seasonal needs) over aesthetics.
  - Remove and replace signage annually.
  - Do not over-sign.
  - Provide information about the distance and grade of trails.
  - Interpretive signage should include arrows that clearly identify topic of discussion as well as relationship between signage location, topic, and regional context (cultural, geographical, topographical, ecological).
  - Skier carpool sign-up boards.
  - Consider experimental signage, e.g. ground plane, mobile exhibits, etc.

- Interpretation topics
  - Travel over Independence Pass: then and now.
  - How Independence Pass was constructed and how it is maintained.
  - Independence Pass, the highest paved pass road in Colorado? America? We need to know. (Mount Evans is the highest paved road in CO, while Independence Pass is the highest paved pass in CO).
  - Promote awareness about fragility of summit ecology.
  - Signage should discuss recreational opportunities as well as safety precautions for all range of occupants (from skiers to tourists in flip-flops).
  - Seasonality of road.
  - The human stories of miners, settlers, and native Americans.
  - The natural stories of geology, geomorphology, glaciers, ecology, geography, ecotones, flora, fauna and their tracks hydrology, snowmelt, weather, the Arkansas.
  - Ecological fragility.

- Continental Divide and what crossing it means; The Continental Divide should be marked on the ground.
- Watersheds; including water diversion to front range (diversion tunnel seen East of Lower Lost Man Trailhead).
- Rain shadows.
- "Peak Finder" interpretation.
- "Leave no trace" visitation.
- Snow fences.
- Recreation: skiing, snowboarding, biking, hiking, kite boarding, etc.
- Process of road building, including related environmental impacts and actions of the Independence Pass board.
- Old Corduroy Road is still evident ne of the summit site.
- The story of the women's club which planted trees to replace those harvested to build Independence Pass which can be seen at the townsite (others have indicated this was planted by the Civilian Conservation Corps.)
- Snow removal: hand-shoveling stories, plowing, etc.
- Winter survival.
- Development of valley.
- 5 lbs of bacon to get wagons across (the first toll?)

- Regulatory
  - Fragile ecosystem signs (stay on trail, pack it in/pack it out).
  - What trails are we allowed to use?

- Wayfinding
  - Existing signage and wayfinding is confusing.
  - Indicate best sites for photo opportunities.
  - As the main attraction, elevate and relocate the Independence Pass sign to best spot.
  - No information on the site and the trails is currently available.

<u>Built Environment</u>

- Highway
  - Evaluate all 140 turn-outs for safety and access (recreation, photo ops, trails, etc.). Does Byway need more or less? Survey could be done by interpretation interns.
  - Close unnecessary turn-outs; make others official.
  - Use pull-outs as interpretive sites.
  - Relocate Highway 82 by building bridge over wetlands, thus opening up existing paved areas for parking.
  - Move Highway 82 slightly north, thus making existing road and parking lot a separate and secure visitor site. Nudging highway north could alleviate parking confusion/congestion by eliminating parking on one side. A larger relocation could have significant ecological and economic impacts.

- Offer quick and safe entry and exit from site.

- Parking
  - Clearer vehicular circulation needed: define roadway from parking area.
  - Boundaries should be hard and obvious.
  - Parking should be strongly delineated.
  - Separate traffic circulation from parking.
  - parking lot is over-used, over-crowded.
  - Definition of parking spaces, entry/exit needed; diagonal or perpendicular parking could increase available spaces.
  - Parking spaces need to be generous enough to accommodate all types of vehicles.
  - Parking capacity not adequate during peak and does not accommodate resident hikers (users of the nearby social trails).
  - Parking for very large vehicles should be provided outside the primary IP parking area
  - Motorcycle and bicycle parking needed.
  - Separation of short-term use parking from long-term use parking may alleviate congestion issues.
  - Separate parking by use, e.g. hiking, skiing, tourist.

- Site and amenities
  - The summit is overused and needs protection.
  - Need seat covers and hand-sanitizer in summit bathrooms.
  - Flip/lift? May not be appropriate.
  - Interpretative center? Not desirable from management perspective.
  - Decide what experience TOR byway will offer and accommodate needs.
  - Portal stop with brochure/download stations.
  - Remove radio (repeater) building.
  - Split bathrooms by gender.
  - Underground facilities?
  - Raised boardwalks keep visitors on pathways.
  - Trash is a major issue. Provide more trash/recycle bins or features that catch trash blown by wind.
  - Oxygen station.
  - Snow fences as landmarks.
  - Have a wind-up radio.
  - Use trails that restrict movement to discourage guerrilla bathrooms.
  - Add a meditative space, quasi-religious, peaceful.
  - Shelter needed for bikers/bicyclists/skiers/etc. caught in sudden inclement weather. Shelters could be acceptable if near parking/developed areas.
  - Toilet capacity may not be adequate. Toilets' 8,000 gallon capacity septic requires pumping twice each summer season. However, more toilets may not be appropriate.

- Trash facilities ends up as depository for all manner of car trash collections, deposition often results in trash blowing into sedge wetlands.
- Bike racks needed.
- Interpretation shelter may increase audience.
- Removable signage and curbing could protect site against CDOT plough damage.
- temporary wind fencing/fencing on spring loaded reel to minimize impact on wildlife movement) may alleviate trash collection problem in wetland.
- Do NOT over-engineer the Independence pass site!
- Keep site rustic.
- Any structures should be located proximate to the existing restroom facilities. No structures (especially cell towers) should exist beyond parking area but integrated, consistent signage is appropriate.
- Would more seating opportunities be appropriate?
- Need comfortable/sheltered waiting area for non-hiker.
- Character should imitate national park/forest service standards, as demonstrated in the existing restroom facilities.
- Sponsored signage/benches could provide fundraising opportunities.
- We should develop a trail down from the summit, leading to a trailhead where hikers can be picked up.
- CDOT should legitimize certain pullouts and eliminate the others.
- We should develop itineraries based on how much time people want to invest (e.g., if you only have 30 minutes, here's what should see/do).
- Encourage quiet, meditative spaces.
- Interpreted sites should be shielded from wind, either by enclosures or sunken sites.

- Use and Recreations
  - Summit: drive through, walking dog, commuter corridor.
  - Plan and develop so that the Summit Site can get busier without it feeling busier.
  - What are other natural rest points? Locate services or interpretation there? Mapping needed.
  - Bathrooms, while a maintenance problem, keep visitors from wandering and using guerrilla bathrooms.
  - The average stop is less than 30 minutes.
  - Pedestrian safety is at risk due to unclear parking systems and proximity to Highway 82.
  - Emphasize views of ponds, elk mountains.
  - Add loop trails for easier and more informative recreation.
  - Encourage skiing and other winter activities? Discourage impromptu snowboard park?
  - Spontaneous hikers may be ill prepared for conditions, need warning.
  - Spontaneous trinket-selling occasionally occurs along path at visual connection to overlook
  - Primary user groups include: skin/skiers, photo ops: three minutes with sign vs some exploration.
  - Mass transit tours?
  - People want personalized experience, personalized itinerary.

- Some want to shorten visitor experience, while others want to lengthen visitor experience.
- CDOT traffic count should be done.

- Trails and overlooks
  - Cannot have pet pick-up areas because there is no trash receptacle.
  - Trail from summit down to car pick-up site. Experience clearing the pass.
  - Trail materials: boardwalk, concrete, asphalt, soil stabilizer? Consider pervious pavement types.
  - Options for fixing ADA access (grade + lack of landings): fill/boardwalk/path realignment (CDOT has a resource for resurfacing strategy).
  - Protect tundra with metal/wood boardwalks.
  - What are the visual and environmental impacts of relocating overlooks?
  - Create a loop, or circle, trail to manage direction and flow of visitors.
  - Overlooks are in poor condition, especially guard around primary outlook.
  - Secondary overlook is redundant; are there options to capture other unique/interesting views.
  - Cow paths are destructive and should be restricted. What else should be restricted?
  - Open other trails?
  - Water as focal point.
  - Path should be partially ploughed after pass opens to discourage informal path-making.
  - Minor paths are redundant, should be eliminated.
  - Trail to wetland should be decommissioned if there is no overlook.
  - Consider redesigning trails to accommodate season use; i.e. winter paths differ from summer paths and can be destructive.
  - Seating at key locations could be helpful.

- ADA
  - Not compliant.
  - Trails cannot have switchbacks.
  - One viewpoint is access enough to comply with ADA.
  - Provide alternate trails: easier, shorter for the elderly, children, and disabled.
  - ADA compliance efforts could represent a grant opportunity.
  - Landings and ramps required; site sensitivity versus accessibility.

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meeting record

to Cheryl Hazlitt, Martha Moran, Bill Mulholland, Donna Graham, Katie Martinez, Bill Kight —USDA Forest Service (USFS); Cathy Patti, Mark Fuller, Carla Farrand, Tom Egan, Anna Scott—Top of the Rockies Board (TORB); Rich Smith—Advanced Resource Management (ARM); James Patton—Drexel Barrell (DB); Julie Findley—Esse Design (ED); Dan Richardson—Schmueser Gordon Meyer (SGM);

meeting date 19 October 2011

meeting time 11:30am –1:30pm

location Aspen Volunteer Fire Department Meeting Room, Aspen, CO

project Top of the Rockies (TOR)

subject Meeting 5 - Public Open House #2

attendees See attendees list(s)

from Ryan Vugteveen, Brady Richards

date 28 October 2011

cc Sheri Sanzone—Bluegreen; project files

The following notes are a summary of the information acquired during the Top of the Rockies National Scenic and Historic Byway Public Open House #2. Please inform Bluegreen should you identify any inaccuracies or omissions and the memo will be corrected and redistributed.

Agenda

Second Public Open House for the Independence Pass Summit Site

The second of two public open houses, this meeting reviewed the highlights from the Corridor Management Plan, the Interpretive Management Plan and Design Guidelines for the Top of the Rockies National Scenic and Historic Byway, including the Independence Pass Summit Site master plan. The open house was held Wednesday, October 19 from 11:30am-1:30pm at the Aspen Volunteer Fire Department Meeting Room in Aspen, CO. After the open house, there was a team discussion. These notes are also highlighted in this summary. Comments will be addressed as appropriate in the 90% submission (delivery date to be determined).

Attachments

- 2011-10-19-TOR-Mtg5-Photos.pdf
- 2011-10-19-TOR-Mtg5-Boards.pdf
- 2011-10-19-TOR-Mtg5-Room Layout.pdf

The Byway at Large

- Generally comments confirmed the direction of the proposed goals, objectives and improvements of the CMP, IMP, Design Guidelines and Independence Pass Site Master Plan.
- General attendees commended the USFS, TORB and consultant team on this comprehensive and much needed effort.

Corridor Management Plan

- Address hunters in the plan. Provide greater parking along entire Byway; more portals for hunting, hiking, etc.
- Seek out additional opportunities for funding partnerships and indicate them in the plan.
- Include pro-cycling tour in the CMP.
- There are USFS plans to move Difficult Campground entry further up Independence Pass; the East of Aspen trail will be extended to meet the campground.
- In the Byway's long range plan, more restrooms should be added and signed.
- Categorizing projects as "Safety Enhancement Projects" can help fund needed improvements.

Interpretive Management Plan

- The National Parks Service (NPS) is considering designating Camp Hale a National Historic Site (or similar designation). If this happens (and the expectation is that it will) NPS would assume management responsibility for Camp Hale from USFS.
- A suggestion that "The Top Cut" should be an interpretive site was discussed by the team after the open house. It was decided that the Top Cut location is not safe or adequate for stopping and that the Top Cut should be interpreted at the Catto pullout and by other means (pod cast, phone app, etc.).
- Aspen Center for Environmental Studies (ACES) is interested in the IMP.
- IPF feels the public should know more about the Foundation and its work. The Catto pullout and Independence Pass Summit are the most likely places for IPF to be interpreted.
- Should the Brumley Townsite be blue on the interpretive sites map as there is currently no on-site interpretation?
- One citizen requested that USFS not advertise that there are picnic tables at the Braille Trail/Discovery Trail area because picnickers will intrude on the quiet, contemplative nature of the area.
- If needed, Mark Fuller has a copy of a film made about the Climax mining operation, titled, "Down Wind, Down Stream."
- Interpret the Historic Phone Line. Weller Lake, as a historic stage stop, or the Grottos are potential sites. Are there opportunities to reuse the existing poles?

- The Aspen Historical Society feels they need a self-guided brochure for the Independence Townsite. They also plan to design and install interpretive signs at the Townsite but are waiting for TOR/USFS to adopt design standards.
- Pitkin County Open Space has been experimenting with phone apps and QR codes.
- Consider signs for "digital application" on Byway.
- Do not advertise picnic tables at Braille Trail; should be a "quiet place.
- Northstar Preserve should be added. It is on the Byway, has an interesting riparian habitat, and already contains existing interpretation. The addition of a simple "Byway" sign could mutually enhance site and overall Byway.
- Engage users at Portals, i.e. the beginning of their trips. Winter gate closure site is perfect for this, but it is considered an avalanche/slide area.
- Independence Townsite interpretation should incorporate a Byway logo into signage, not use Byway sign.
- Local geology should be interpreted.

Design Guidelines

- Visibility is key in snow maintenance. Consider flagging sensitive features or build them bomb-proof to protect them against plows.
- Consider collapsing signs and other features.
- Site amenities and forms should reference local geology; consist of only natural materials of the site or in context to the site (ex. mining).
- The "Frame" concept in Design Guidelines is very interesting.
- Points, lines and frames are great. Generally any of the images shown would be improvements to the Byway.
- Prefer natural materials to appear of the site or region.

Byway Signage

- General
  - General dislike of existing Top of the Rockies Byway logo/signs; it only represents one side of the Byway.
  - Do the Top of the Rockies Byway logo/signs meet CDOT standards on reflectivity?
  - If existing logo is reworked, resulting in excess old signs, are there opportunities to use them to generate funds?
  - Use photo of person standing beside 20' snow bank as a message to describe the Byway's unique, rugged experience.
  - "Branding" should be consistent throughout Byway.
  - Signage should not be too abstract, but should be simple and concise.
  - Too many confusing and difficult logos.
  - Include logos of all partners on interpretive signage.
  - How can Byway logo be incorporated into site interpretation?

- Wayfinding
  - There were positive comments for the small cairn with arrow wayfinding signs.
  - Site indicators should be appropriate in scale to be seen from the Byway, but not too commanding. One cairn image seemed too large for some attendees.
  - Consider indicating how many miles to the next site on Byway signs.
  - Metal cut signs can be difficult to read from highway, but may be appropriate for more pedestrian applications.
  - Signage should be timeless and not appear dated.

Independence Pass Summit Site

- General comments
  - This is a major portal to hunting access.
  - Pitkin County has MOU with USFS to maintain the restrooms at the site.
  - Name the trails at the site.
  - The shelter could reference a historic cabin from historic pics.
  - Consider indicator signage to bring awareness to the visitor that they are approaching the summit site.
  - The change of material to a concrete highway is a good idea.
  - Need "occupied" sign on restrooms at Independence Pass.
  - Interpretive signage on overlook should include a peak finder.
  - Summit Site as potential finish for Bike Races.
  - Refer to ACES article regarding nesting and migration patterns over the Pass
  - Looks great!
  - All site amenities should reference local geology.
  - Big events, such as bike races, should use portable toilets.
  - Locate a small historic cabin on the site to house a museum and interpretation; doubles as shelter; reference photos from the past, but do not recreate an "historic" looking building.
  - Wind shelter is good idea.
  - No structures on prominent ridge lines; ensure scenic views are not compromised.
  - Addition of the Snow Drift Trail. Name the trails.
  - Provide long term access to trails.
  - Elevated paths, similar to the boardwalks at Ashcroft, could be used on the site.
  - No wood boardwalks. Raised path acceptable.
  - Existing trails need to be named.
  - Natural stone, native to the site is preferred; the metal in gabion walls may be too prominent and contemporary.

- Highway
  - Consider existing traffic numbers and extrapolate 50 years into the future to see if rerouting Highway 82 is a rational move.
  - Consider recently acquired visitor numbers from USFS to see if rerouting is justified.

- Create permanent left hand turn into Independence Pass parking lot.
- Review turning radius into the parking lot.
- Additional traffic studies from CDOT should be an action item in the plan.
- Consider a dedicated left hand turn lane into the summit site.

- Parking
  - Trailer parking is important.
  - Limit the footprint of the improvements to disturbed areas only in the sensitive environment.
  - The long term parking is a good idea; expand in disturbed areas.
  - Have a "Two Hour Max" sign in the short-term parking to limit visitation time, and limit overflow parking on tundra for parking.
  - Motorcycle parking is good idea.
  - Consider utilizing previously disturbed land flanking Highway 82 (near Old Corduroy Road) for parking; provide proper circulation to minimize pedestrian/vehicle conflicts.
  - The proposed master plan <u>does not</u> accommodate a sufficient amount of parking (for the present and future) and that the highway should be relocated further north of the reservoir to accommodate a much larger parking area. Circulation would function similar to a rest stop. Parking should be designed for peak usership (weekends/holidays). Parking should accommodate current usership and 50 years down the road.
  - The proposed master plan <u>does</u> accommodate a sufficient amount of parking. Relocating the highway will disrupt valuable habitat, require lengthy environmental processes and be cost prohibitive. A limited footprint for improvements is important. Adding additional bathrooms and highlighting them along the Byway (Twin Lakes side and at the Independence Townsite) would alleviate some of the parking issues. Design temporary overflow parking near corduroy road and provide trails for safe circulation. Parking should not be designed for peak usership (weekends/holidays).

Action items

- Judith of IPF to forward IPF information on IP project funding information to BG.
- Martha Moran of USFS to provide a copy of the Aspen RD office interpretive plan to Rich Smith.
- Rich Smith to follow up with Olivia Seigel of ACES.
- Rich Smith to follow up with Anna Scott regarding interpretation at Independence townsite.
- Rich will follow up with Open Space's IT specialist on phone apps work by Pitkin County OST.
- TORB and USFS to discuss the existing TOR Byway Sign: The issue of the existing sign arose again as not displaying the true intrinsic qualities of the Byway. If the logo is included on all future Byway interpretive signs, the logo will endure. Bill Kight of the USFS urged the group to not be shortsighted on the issue and was willing to collaborate with the TORB on a solution to the issue.
- Bill Mulholland, USFS, to provide the pedestrian traffic count studies performed this summer at the Independence Pass Summit Site to BG for reference into the CMP.
- Anna Scott of TORB to provide scanned historic photos from Kristen Henry to BG.

- The City of Aspen Parks Department requested a meeting with TORB and USFS to explore partnership opportunities down the road (Stephen Ellsperman, stephene@ci.aspen.co.us, 970-429-2034).
- BG to document comments on the potential grander relocation of Highway 82 (around the reservoir) at the summit site in the CMP and on the master plan.

bluegreen
300 south spring st. | suite 202
aspen, colorado 81611
t 970 429 7499 | f 970 429 9499

meeting record

to Cheryl Hazlitt (CH), Martha Moran (MM), Donna Graham (DG) — USDA Forest Service (USFS); Cathy Patti (CP), Mark Fuller (MF), Anna Scott (AS) — Top of the Rockies Board (TORB)

meeting date 14 February 2012

meeting time 11:00am –12:00pm

location Conference Call

project Top of the Rockies (TOR)

subject Design Elements Presentation

attendees Cheryl Hazlitt, Martha Moran, Bill Mulholland—USDA Forest Service (USFS); Ryan Vugteveen, Sheri Sanzone—Bluegreen;

from Ryan Vugteveen, Brady Richards

date 14 February 2012

cc Bill Mulholland—USDA Forest Service (USFS); Carla Farrand, Tom Egan —Top of the Rockies Board (TORB); Rich Smith—Advanced Resource Management (ARM); Sheri Sanzone, Brady Richards—Bluegreen; project files

The following notes are a summary of the information acquired during the conference call indicated above. The following meeting record highlights the presentation of Byway Design Elements presented by Bluegreen and the resulting comments by the USFS and TORB review team.

Please inform Bluegreen should you identify any inaccuracies or omissions and the memo will be corrected and redistributed.

Meeting Record

Informed by the 60% review comments, Bluegreen presented the latest iterations of the Byway design elements, including the Point, the Line and the Frame. This information described the design inspiration, general use, general dimensions, and basic materiality of these elements. Further revisions to the Site Plan Diagram and Site Section Diagram were also reviewed.

Point

1. There was a general like for the Point's aesthetic and its reference to Leadville's Boom Days boulders.
2. Is the method of construction cost prohibitive? Is there an alternate way to construct the Point? Bluegreen response: Many options were considered that could carry costs in fabrication and sandblasting text for example. Those options would require long-term maintenance. Any improvement will have an associated cost, however the proposed site marker is reasonable to construct and will carry little to no maintenance costs if installed properly. It will become a timeless element and identification for the Byway, aging with grace. Since the scale of the boulder is reasonable, the most practical method of construction is drilling holes and chiseling or blasting to segment portions of the boulder; however it was discussed to continue our great partnership with Climax mine. They may be able to provide the markers for the Byway as they provide the boulders for Leadville Boom Days.

Line

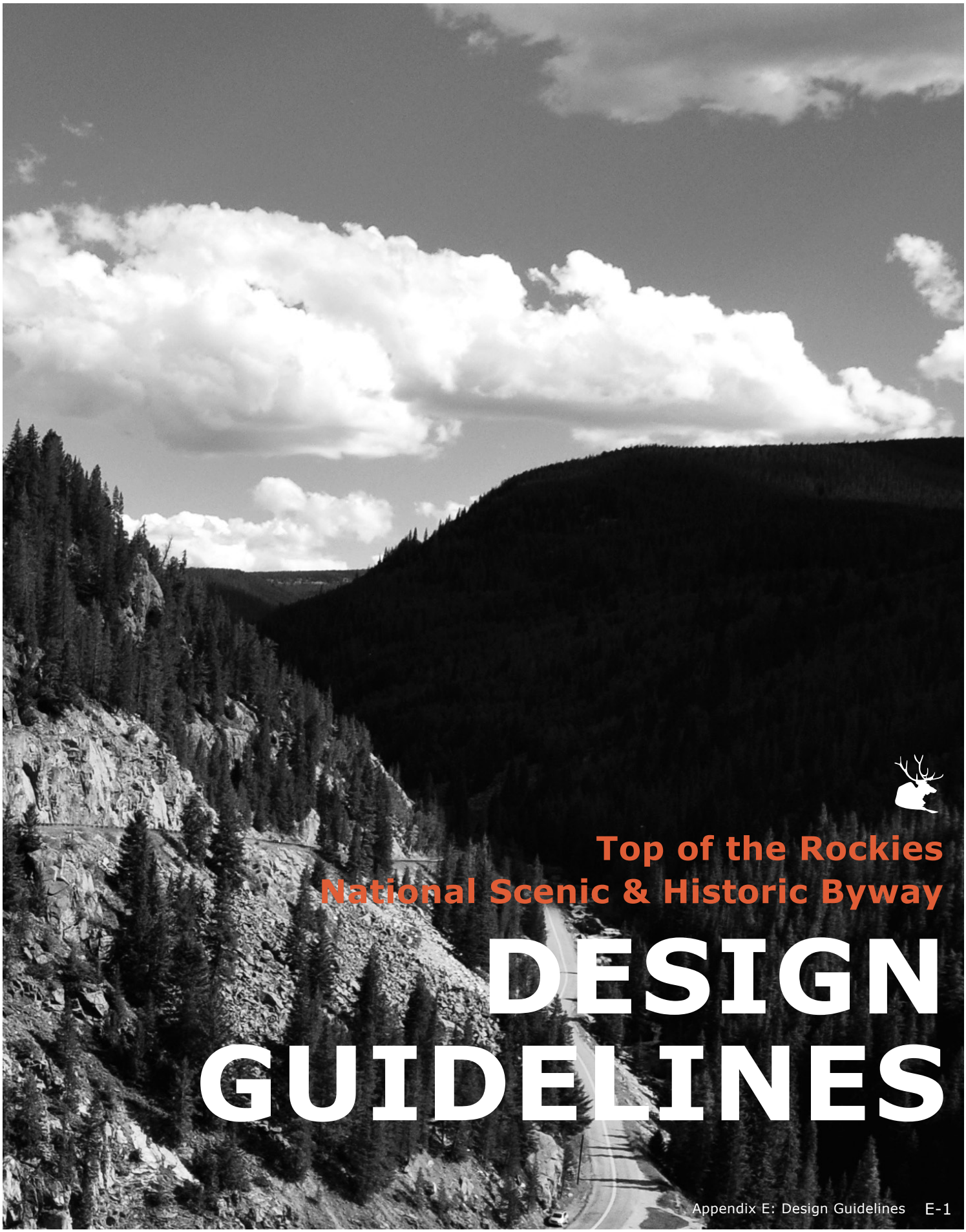
3. There was a general like for the Line's aesthetic.
4. Is this to be the stanchion for signage all along the Byway or only a potential signage application? Bluegreen response: It is flexible to perform that function. Applications are flexible with the wall and further signage information will be provided in the 90% Draft.

Frame

1. There was a general like for the Frame concept.
2. The Frame is appropriate for some sites and not for other sites. Provide recommendations to where Frames will be located. Bluegreen response: In the IMP, BG/ARM can indicate some general recommendations for where these structures may apply along the Byway, but each site should be considered on a case by case basis at the time of planning improvements to the site.
3. Due to its prominence along the Byway, Camp Hale is an excellent location for the Frame concept.
4. A frame may be suitable outside Aspen's new Ranger building. If not explicitly, then perhaps the Frame may inform the new structure.
5. There is potential to place a mural or larger photograph/sign on the Frame.

Miscellaneous

6. Different types and materials for curbstops should be expressed in the Design Guidelines.
7. BG plans on issuing the 90% Draft near the end of February. The USFS/TORB will then review the documents and determine if there is a need for an additional meeting prior to the 100% submission.



Top of the Rockies National Scenic & Historic Byway

DESIGN GUIDELINES

Top of the Rockies National Scenic & Historic Byway

DESIGN GUIDELINES

SECTION ONE

Executive Summary

Executive Summary
How to Use
Site Assessment

SECTION TWO

Design Guidelines

General considerations
Design Elements
Site Development Diagrams
Site Design Checklist
Byway Signage

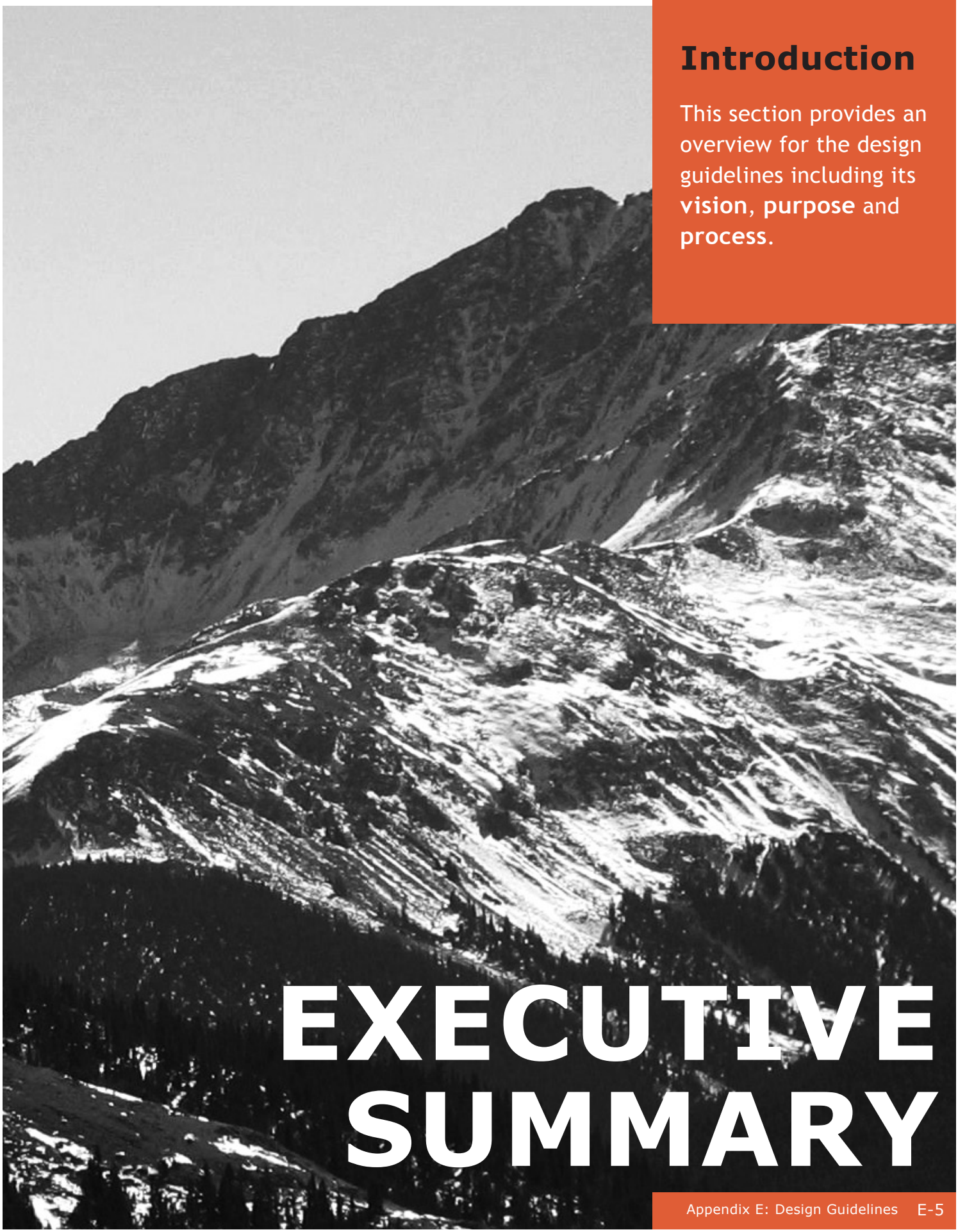
SECTION THREE

References

SECTION ONE

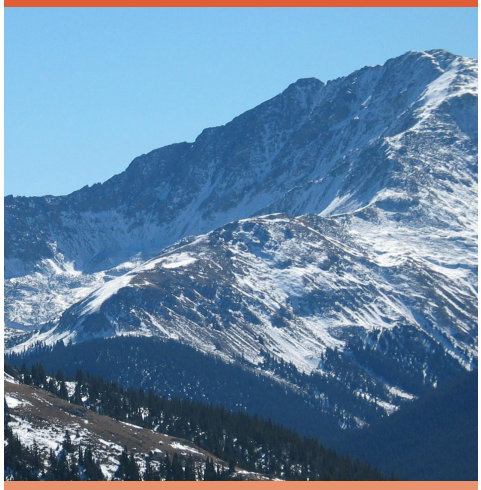
Introduction

This section provides an overview for the design guidelines including its **vision**, **purpose** and **process**.



EXECUTIVE SUMMARY

Executive Summary



The Top of the Rockies National Scenic and Historic Byway seldom drops below 9,000 feet in elevation and crosses the Continental Divide through high mountain passes, creating an **elevated experience** for all who travel its route.

TOP OF THE ROCKIES VISION STATEMENT

The Top of the Rockies National Scenic and Historic Byway (Byway) creates "a *unique*, *cohesive*, **elevated experience** in the midst of Colorado's highest mountains, crossing the Continental Divide adjacent to wilderness and journeying through vital, historic towns."

EXISTING CONDITIONS

The existing Byway encompasses over 117 miles of spectacular terrain that captures the unique intrinsic qualities (scenic, natural, historic, cultural, archeological and recreational features) of the Colorado Rocky Mountain West. Passing through Eagle, Lake, Pitkin and Summit Counties and the Pike / San Isabel and White River Forests, the dynamic terrain varies from precipitous cliffs and mountain passes to gently rolling river bottoms within the valleys.

While content and stories interpreted along the Byway are of great educational, aesthetic and economic value, cohesive design features and safety principles are lacking. This creates an uncoordinated and potentially **confusing experience** for the visitor. Each site is different in its own right, but there is no common vocabulary tying the Byway together. The Design Guidelines aim to provide a cohesive vernacular to elevate the experience of the user.

PURPOSE

The Top of the Rockies National Scenic and Historic Byway Design Guidelines provide a simple framework and intuitive methodology for designing and planning sustainable physical improvements along the Byway. Improvements should promote a *sustainable ecology* - the harmonious and perpetual co-habitation of human and natural systems. The manual provides **best practices** and **tools** to plan, design, construct and maintain improvements along the Byway.

What should Design Guidelines do?

The design guidelines are not an end to themselves, but rather a starting point to explore solutions to implement Byway projects to the highest standards.

DESIGN GUIDELINES SHOULD:

- Establish clear and consistent criteria that can be applied in the review and approval process
- Establish a common vocabulary of terms, concepts and design solutions
- Provide practical guidance to design and form new and existing interpretive sites
- Encourage creativity, innovation, and sustainability

DESIGN GUIDELINES SHOULD NOT:

- Create unreasonable requirements
- Create specific design solutions
- Contradict the federal, state and local laws and regulations
- Limit the designer's creativity

These tools will ensure a cohesive experience along the byway by which to preserve and enhance the intrinsic qualities and interpret sites for future generations in perpetuity.
Physical features should:

- Improve image, aesthetics, sustainability and cohesiveness of Byway sites.

- Stimulate tourism, recreation and economic improvements along the Byway.
- Connect the built environment to the land and promote stewardship.
- Have permanence, durability and enduring qualities (optimal lifecycles and performance of materials).
- Enhance public health, safety, and quality of life.
- Optimize lifecycle and performance of the site and its amenities.

This document was created during the 2011-2012 update to the Top of the Rockies National and Scenic Byway CMP and IMP update project. Please refer to the Corridor Management Plan (CMP) and Interpretive Management Plan (IMP) found at www.topoftherockiesbyway.org. These guidelines are meant to build upon USFS guidelines, such as the Built Environment Image Guide and Accessibility Guidelines. USFS guidelines shall take precedence over this document.

Design Guideline Tools

Five tools are provided to the designer to help guide the design process:

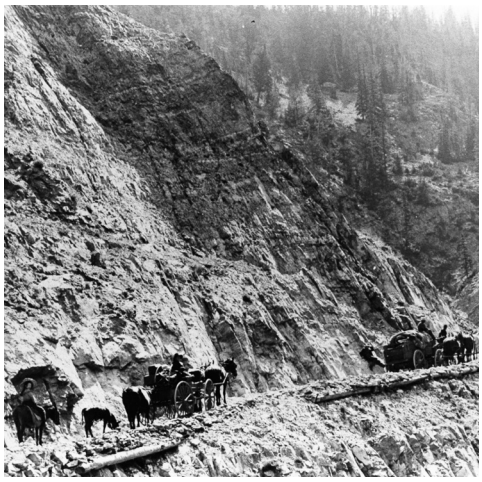
The **SITE ASSESSMENT CHECKLIST** provides a list of essential site elements and systems to be contemplated prior to any design. (See page E-15)

The **DESIGN ELEMENTS** illustrate the iconic Byway design features and how they should be implemented and used. (See page E-20)

The **PLAN DIAGRAM** describes many of the potential improvements to Byway sites and how they fit diagrammatically and spatially into a site's constraints. It is meant to provide a framework and hierarchy of site design elements while promoting the health, safety and welfare of the general public. (See page E-29)

A **SECTION DIAGRAM** accompanies the plan to provide added layers of information including dimensional considerations, BMPs and sustainable design solutions. (See page E-32)

A **SITE DESIGN CHECKLIST** is included to be used in conjunction with the Plan and Section Diagrams. The checklist provides numerous considerations for the designer to ensure a holistic approach to designing Byway sites. (See page E-40)



Rugged Road
The Byway should always maintain a rugged, high alpine experience. *Photo courtesy of Aspen Historical Society.*

How to Use

Tools for planning, designing, constructing and maintaining site improvements are provided to the designer to ensure a holistic approach and cohesive language along the Byway.

The methodology for using the document includes considerations and tools for planning, designing, constructing and maintaining site improvements along the Byway. Proposed designs will be subject to a Design Review Process, by which the Design Review Board (DRB), consisting of the Top of the Rockies Board and USFS, can review, approve and deny proposed designs. Additional Federal, State and Local review processes may be required.

It is understood that each project is different and may require a higher or lower level of attention. However, these guidelines recommend a streamlined process for typical Byway improvements and an expanded process that includes the general public and confirmation from the DRB.

Refer to the **DESIGN REVIEW PROCESS DIAGRAMS** (pages E-11 and E-12) for the recommended steps for reviewing site improvements along the Byway. Each project is unique and may require a custom process. This process should be determined by the TORB based on:

- Project scale.
- Need for public input.
- Urgency on improvements.
- Project complexities.
- Previous process and/or improvements from an existing master plan.
- Jurisdictions involved.

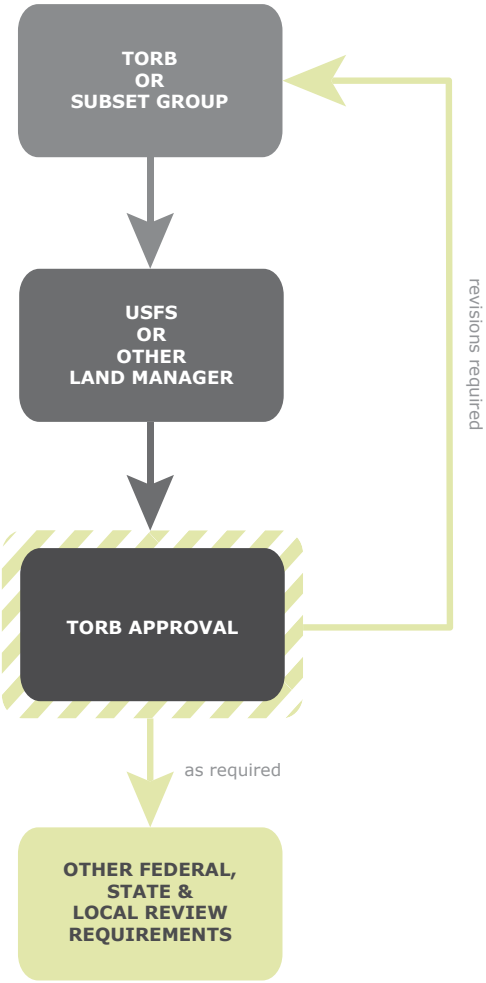
Checklists have been provided within this document and should be included as part of the DRB's review. A designer must submit all checklists and provide a narrative as to how and why each line item was met. **Deliverables** for the submission to the DRB may include:

- Site Assessment Checklist and Response Form.
- Site Design Checklist and Response Form.
- Site Analysis.
- Site Plan (grading, planting, layout and materials).
- Site Details.

The following diagrams illustrate the recommended steps for reviewing both simple and more complex projects.

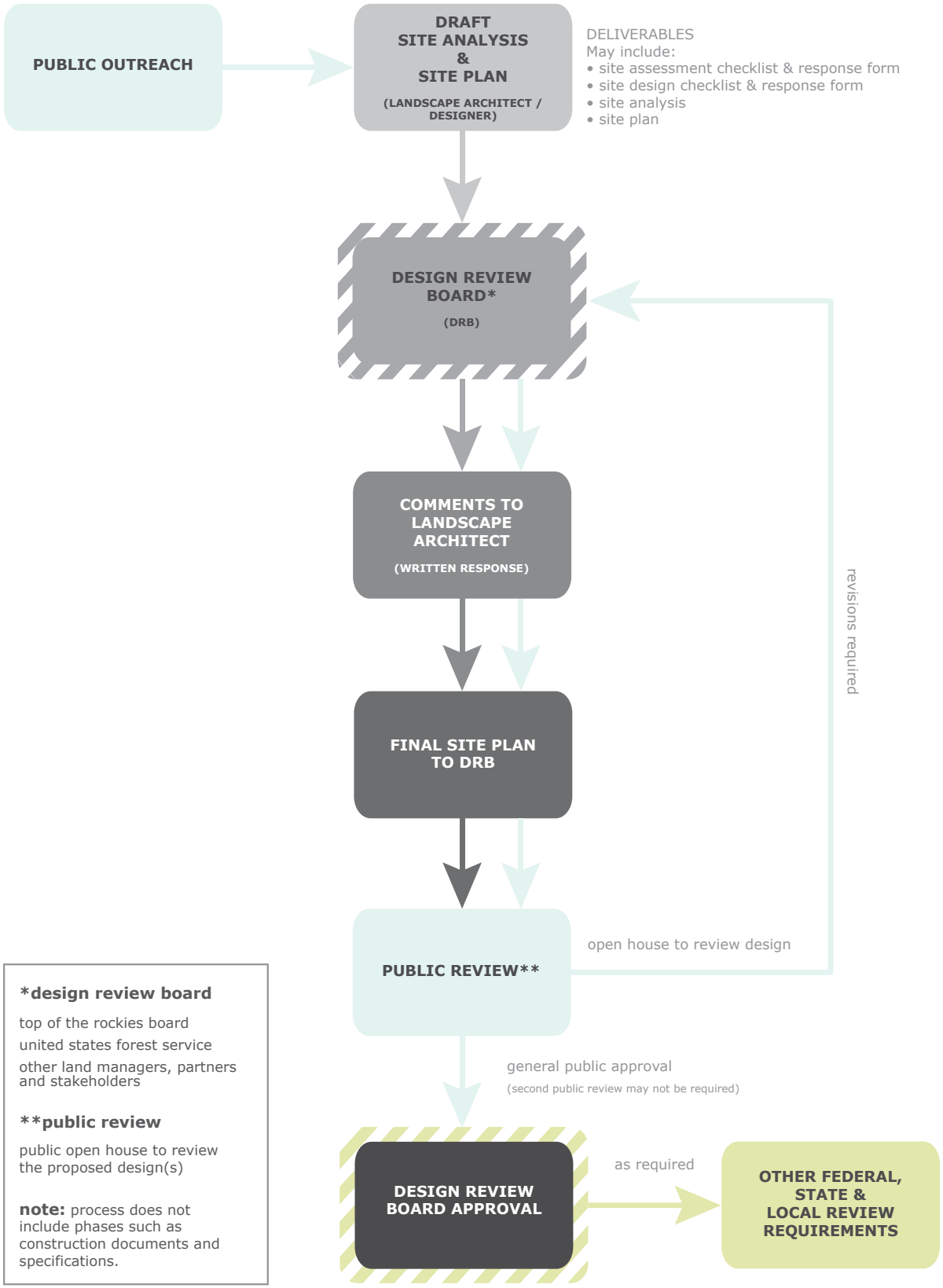
Collaboration
An open dialogue with the public and federal, state and local officials is critical to a successful design.

STREAMLINED PROCESS (for most improvements)



Most projects will be reviewed by USFS and TORB and will follow a streamlined internal process. This is an example of a simpler project.

EXPANDED PROCESS (i.e. Independence Pass Master Plan)



Each project will be unique and require a custom approach with a set of specified deliverables. Additional reviews may be required depending on scope; for instance, developing construction documents and specifications. This is an example of a more complex project.

PUBLIC OUTREACH

Community involvement is perhaps **the most important step** to create successful, enduring public spaces. This process enables the designer to understand public perception, opportunities and constraints and create an open dialogue to ensure community buy-in. Plan to hold public meetings at times and places that are convenient to the public. These meetings should also include federal, state and local officials, including key decision makers. Consider the following:

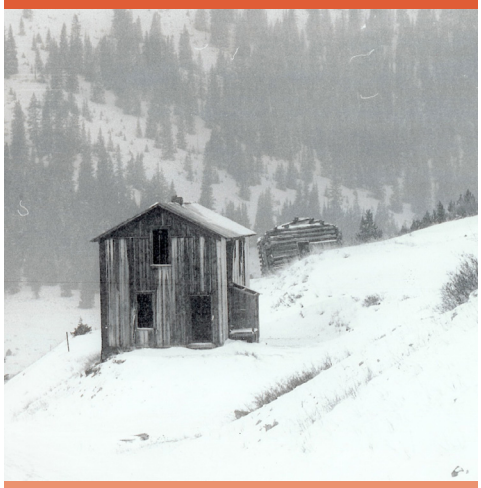
- Conducting workshops.
- Individual interviews.
- On-site observations of user behavior and activities to better understand the site and its impact on the communities of the Byway.
- User surveys, gathering only useful information, and formatted for easy correlation such as multiple choice.
- Web sites, using comment forms to garner necessary feedback
- Community design meetings and ideas charrettes.
- Creative activities or games that allow people to show their vision of their ideal improvements.
- Interactive maps.
- Non-language based methods of providing feedback (important in efforts to involve non-english speaking groups).

Collaboration
An open dialogue with the public and federal, state and local officials is critical to a successful design.

EVOLUTION OF DESIGN GUIDELINES

The Design Guidelines should be flexible and allowed to evolve as the Byway evolves. It is not feasible to assume that the guidelines can address all future considerations of developing sites along the Byway. Therefore, the Guidelines may be amended as necessary, but only as approved by the USFS and TOR Board.

Site Assessment



Each site must be assessed to **understand its context** and ensure a design that promotes its intrinsic qualities.

SITE ASSESSMENT

The objectives of assessing a site are to understand the existing conditions, determine the opportunities and constraints of the place and to identify best management practices (BMPs) and sustainable design opportunities in the planning, design and construction of the site. It is a fundamental step to successfully designing and implementing projects along the Byway. Each site is unique and should be assessed within its context and its intrinsic qualities (unique scenic, natural, historic, cultural, archeological and recreational features). The designer must investigate the existing conditions of the site and analyze its capacity for site programming. Sites should be assessed from a **system-based approach** with an understanding of the relationships between inventory, analysis and design. A Site Assessment Checklist is a **key tool** provided to ensure the designer is holistically approaching design problems and solutions through proper inventory and analysis. Note the checklist provided is a framework and may not include all considerations for each site. The designer must submit the Site Assessment checklist to the DRB and explain how and why each line item was or was not met. The site assessment checklist should be used to create a site inventory and site analysis.

- Site Inventory is an objective process employed by the designer to define the qualitative existing features, systems and relationships within the site. Inventory should be mapped and documented as a first step in the process. Site Inventory can be incorporated into the Site Analysis deliverable.
- Site analysis is a subjective process employed by the designer to make qualitative decisions about the existing features, systems and relationships within the site. The designer may begin to program the site, evaluate opportunities and constraints with the site boundaries and begin to determine strategies for implementing BMPs and sustainable design solutions.

Site Assessment Checklist

The Site Assessment Checklist is a tool for the designer and client to ensure that all essential site characteristics are considered prior to site design. Special professional services, such as surveying, may be required.

SITE ANALYSIS

- ☐ Topography (one foot contours) including significant terrain features, ridges, low points and high points and thresholds to structures.
- ☐ Vegetation: Massing indicating the most dominant plant species, trees, including genus and species and their associated base elevation, greater than or equal to 4" caliper (as measure no higher than 4 feet from the base of the tree, including drip line. Identify invasive species.
- ☐ Legal Boundaries (Property, District Boundaries, Easements, setbacks and encumbrances including access, utility, ski, etc.).
- ☐ As built improvements: Structures/ buildings, site walls, decks, sheds, signage, fences, roads (R.O.W.), driveways, paths, trails, ski trails, rails, bridges, above and below ground utility locations and information (water, sewer, gas, fiber optic, electric poles, wells, utility poles, culverts etc.).
- ☐ Hydrologic Features: Ponds, rivers, streams, FEMA floodplain, wetlands and irrigation ditches (perennial and intermittent, as available). Include high and low water lines.
- ☐ Incorporate GIS data from USFS and local jurisdictions.

SOIL ANALYSIS REPORT

- ☐ Soil boring.
- ☐ Erosion concerns.
- ☐ Drainage.

CONTEXT

- ☐ Identify land use.
- ☐ Identify adjacent properties.
- ☐ Understand unique features as related to intrinsic qualities.
- ☐ Historical background.
- ☐ Borrowed views.
- ☐ Landmarks.

WATER/HYDROLOGY

- ☐ Identify opportunities for integrated stormwater management and high performance infrastructure.
- ☐ Identify pervious and impervious pavements.
- ☐ Identify major drainage patterns and storage.
- ☐ Assess site's risk of flooding due to 50 and 100 year storms or larger.

TRANSPORTATION/ CIRCULATION

- ☐ Determine daily traffic counts, average travel speeds, safety concerns.
- ☐ Amount of existing parking and future considerations.
- ☐ Map existing pedestrian, bicycle, and auto circulation in the site and surrounding areas.
- ☐ Opportunities for improved non-motorized and motorized connectivity.
- ☐ Understand trail classifications from USFS Travel Management Plans (seasonal versus year-round).
- ☐ Transit connections.

ECOLOGY

- ☐ Understand vegetation types, ecosystems and habitats.
- ☐ Identify ecological features, including restoration of disturbed areas and unique features such as rock outcroppings.
- ☐ Wildlife types and travel patterns.
- ☐ Identify invasive species and endangered species.

ENERGY OPPORTUNITIES

- ☐ Primary Wind Patterns.
- ☐ Solar orientation.
- ☐ Understand existing energy consumption.
- ☐ Reflective versus absorbent pavement.
- ☐ Thoughtful lighting choice.
- ☐ Capitalize on microclimates.

MATERIALS

- ☐ Identify existing materials on site.
- ☐ Identify all existing site amenities and their condition.
- ☐ Found objects and potential for reuse.

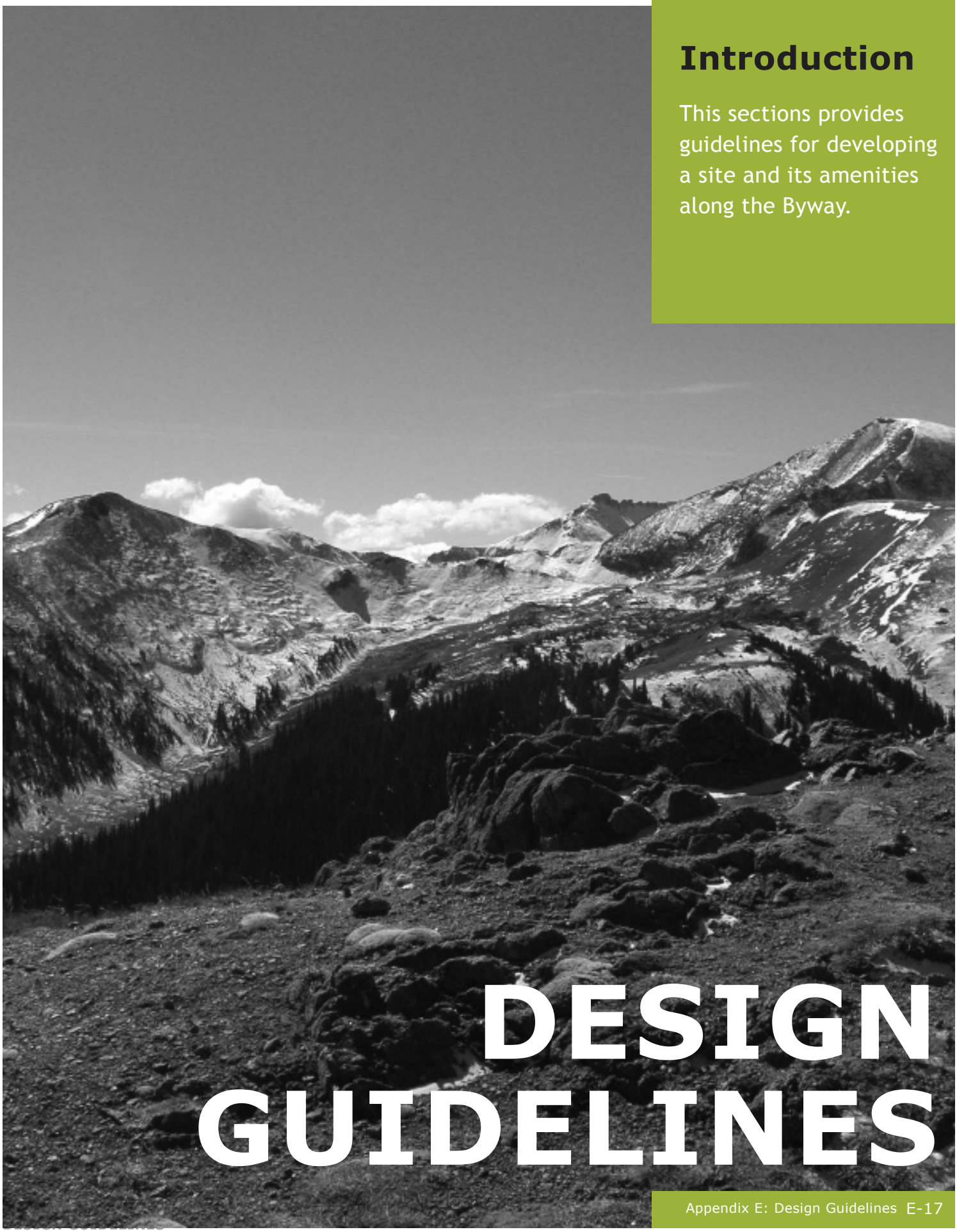
MAINTENANCE

- ☐ Understand site seasonality.
- ☐ Understand snow removal.
- ☐ Trash removal.
- ☐ Service requirements such as accessing restroom facilities.

SECTION TWO

Introduction

This sections provides guidelines for developing a site and its amenities along the Byway.



DESIGN GUIDELINES

General Considerations

The Design Guidelines provide a **simple framework** and **intuitive methodology** for designing and planning sustainable physical improvements along the Byway.

DESIGN GUIDELINES provide a simple framework and intuitive methodology for designing and planning sustainable physical improvements along the Byway and employing best management practices.

Sustainability is a balance between natural processes and human practices, where development along the Byway, including roads, sites and amenities, can exist within the carrying capacity of supporting ecosystems.

Best Management Practices are based on the core principles of sustainable design:

- Limiting waste and hazardous substances.
- Using materials and resources efficiently.
- Reducing detrimental impacts to the air, water, soil and vegetation.
- Promoting energy efficiency.
- Improving lifecycle and performance.
- Enhancing public health, safety and quality of life.

The following pages contain **Design Elements**, **Site Development Diagrams**, a **Site Design Checklist** and **Byway Signage**. These sections shall be used as tools to create a cohesive and consistent identity for the Byway.

Design Tools
There are multiple tools at the service of designers.

Expansive Terrain
Terrain as wide and diverse as that which makes up the Byway needs equally wide and diverse design tools. *Photo courtesy of Independence Pass Foundation.*

Design Elements

Fundamental design elements of the Byway are the **Point**, the **Line** and the **Frame**.

Design Elements

In order to endow the Byway with a strong identity and consistency for users, three **fundamental design elements** have been chosen:

POINT

LINE

FRAME

These three elements are conceptual distillations of potential design solutions in keeping with the goals of the United States Forest Service Architectural Character Guidelines for the Rocky Mountain Province. They describe the basic formal components of Byway site designs and can be used alone or in concert with any other elements as a site demands. These simple forms are flexible, timeless and perform multiple functions.

The abstractions of the Point, the Line, and the Frame aid in understanding basic design building blocks of the Byway, but they are not an ends in and of themselves. The translation of these abstractions into detailed design elements are seen in the following pages.

Point = *Marker*

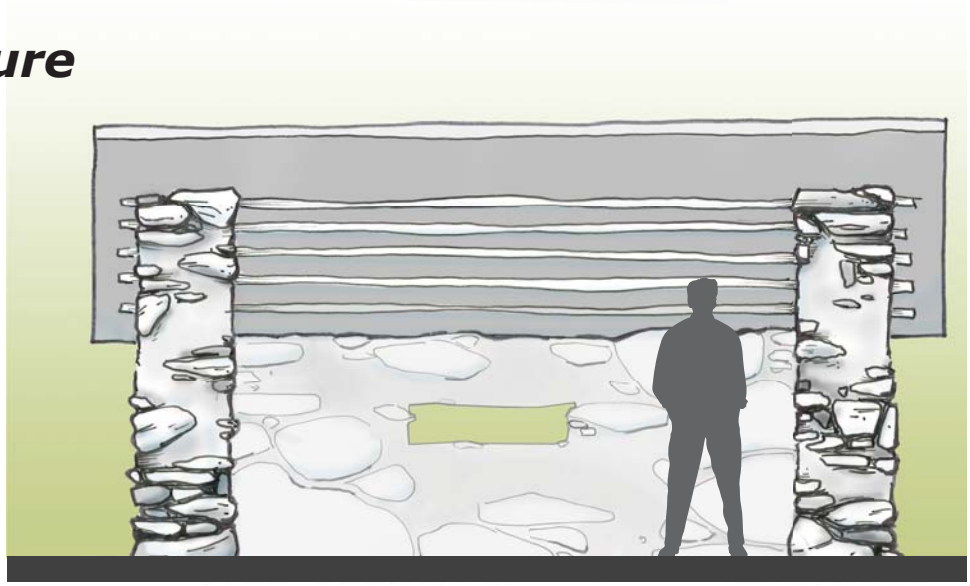
POINTS are employed along the Byway to indicate sites, providing a wayfinding object for visitors and a strong, consistent rhythm. These points, when constructed and located properly, become **MARKERS**.

Line = *Site Wall*

LINES are simple elements that define uses within a site, direct circulation, and create barriers to sensitive ecology. These lines, when constructed and located properly, become **SITE WALLS**.

Frame = *Structure*

FRAMES are larger objects that, as their name implies, frame views as well as provide shelter for visitors. These frames, when constructed and located properly, become **STRUCTURES**.

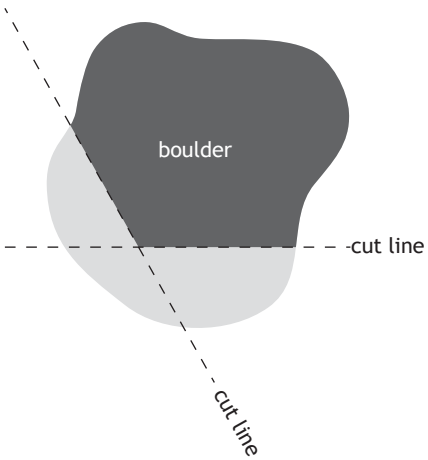


Point = *Marker*

The Byway icon is a simple, scalable and place-based marker that creates a coherent experience along the Byway. Placed beside the highway (see Diagram on E-29) outside of CDOT clear zones, the icon indicates the presence of a Gateway, Station or Stop without scenic intrusion.

Born from the landscape, the Byway marker is a boulder modified into a durable and low-maintenance site indicator. It should be extracted from the site being developed or nearby. As seen in the diagram to the right, the boulder's form is defined by mining and quarrying techniques. These score marks create a rhythm and human touch on what is a natural, site-based object.

The Byway icon functions may on multiple levels as a site indicator, a medium for signage, a photo opportunity, and a unique expression of place. While stone is encouraged for maintenance and consistency reasons, other materials will be considered where appropriate.



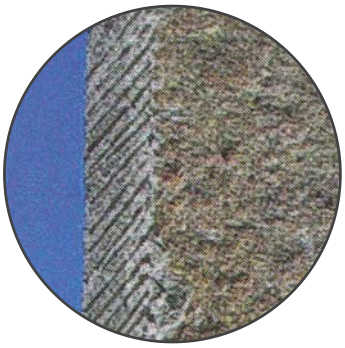
MARKER INSPIRATION

NATURAL
local geology

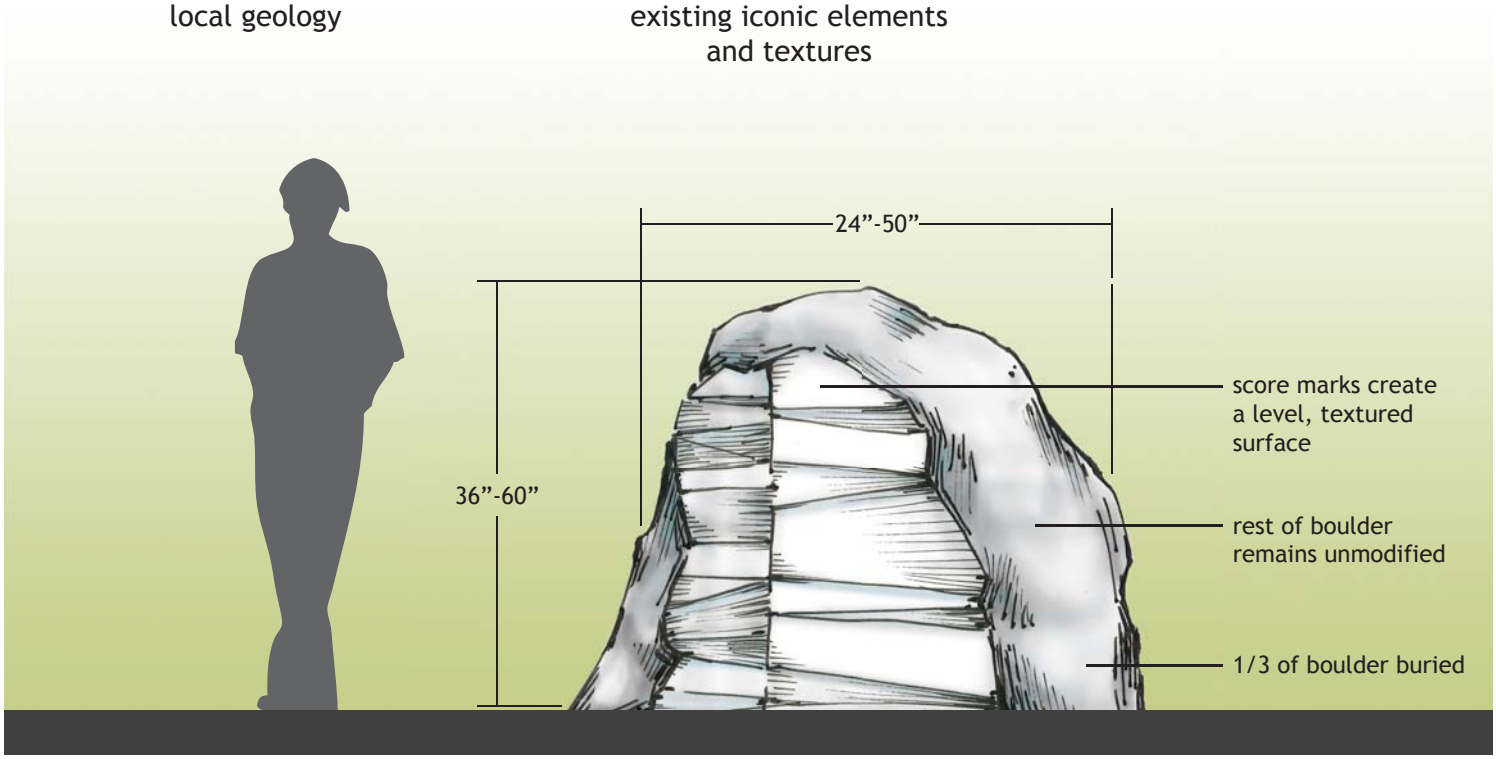
+

HUMAN
existing iconic elements and textures

=



MARKER



Line = *Site Walls*

Site walls are flexible, utilitarian design elements inspired by Byway geology and historic land use. Drawn from existing design precedents such as wooden ranch fences, these walls create structure within the site without competing with Byway scenery.

In most cases, site walls should be of stone sourced from the development site or nearby, though wooden site walls or fences should be considered where appropriate. This stone should be angular and mortar stacked, sloping gently up from the foundation of the wall to provide a strong foundation. Mortar must be skillfully applied and unseen so as walls appear to be as natural as possible. Since stone for the site walls should be sourced from the site in which they will be used (or nearby), site geology will define the stacking technique and finished aesthetic.

Byway site walls may function on multiple levels as strong divisions of use, safety barriers, seat walls, a medium for signage, gateways to surrounding landscapes, and unique expressions of place. In combination with the Byway icon, the site wall provides another layer of meaning and design depth to a site. Site designers will find creative and innovative ways to employ these elemental features while maintaining common Byway vocabulary.

SITE WALL INSPIRATION

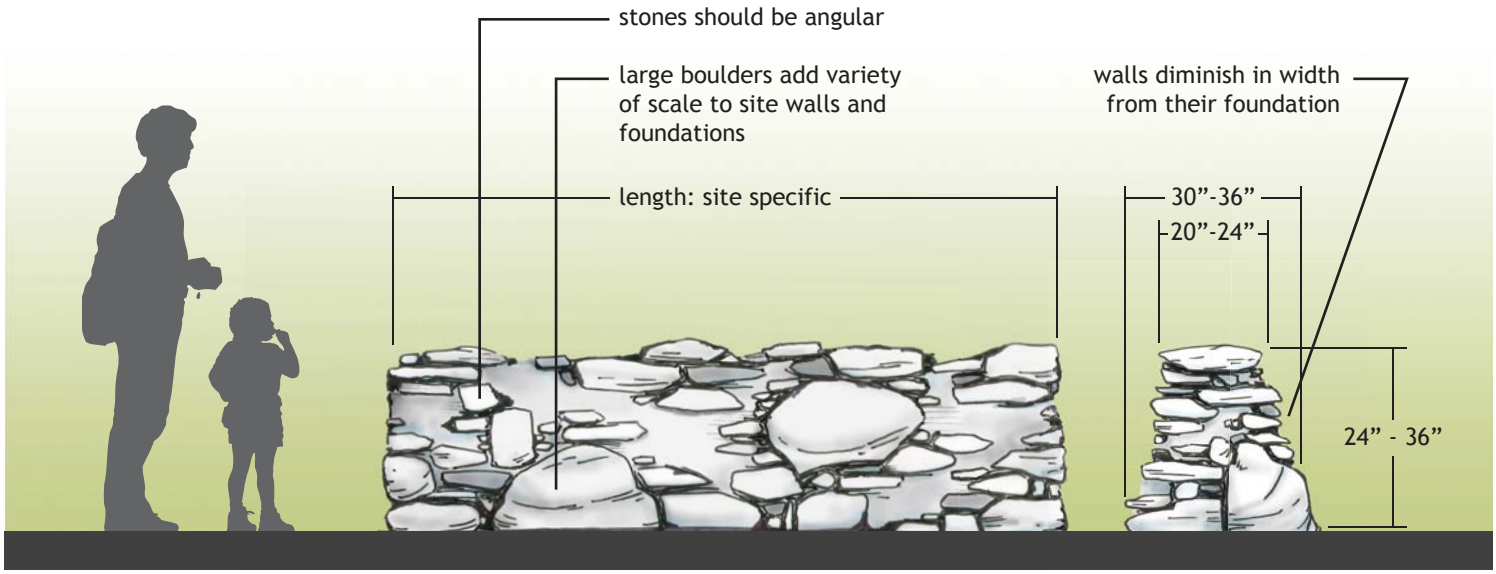
NATURAL
local geology

+

HUMAN
linear elements

=

SITE WALL



Frame = *Structure*

The extreme climate of the Byway environment demands that structures be solid and sound without blemishing scenery or damaging sensitive local ecologies. The long legacy of strong, place-based architecture of the Rocky Mountain Province provides examples for the new Byway shelter. By combining historic forms and construction methods with current materials and aesthetics, the new Byway shelter evokes the past while forging a strong identity for the future. The result is a flexible, utilitarian structure that is simple to construct and timeless.

Craftsmanship and local materials define the character of the Byway shelter. Walls are constructed of locally sourced stone, ideally from the site being developed, and stacked with mortar. As seen in the Side Elevation, larger stone provides a strong visual foundation for the back of the structure, gradually decreasing in mass to smaller stone, becoming more refined at the front of the structure. This alludes to the structure metaphorically growing from local geology, a human construct rising from Rocky Mountain bedrock. The roof is a simple plank created by one or more panels of metal or wood supported by metal or wooden joists. This simple roof structure pays homage to the rustic, visual construction methods of the Rocky Mountain Province.

STRUCTURE INSPIRATION

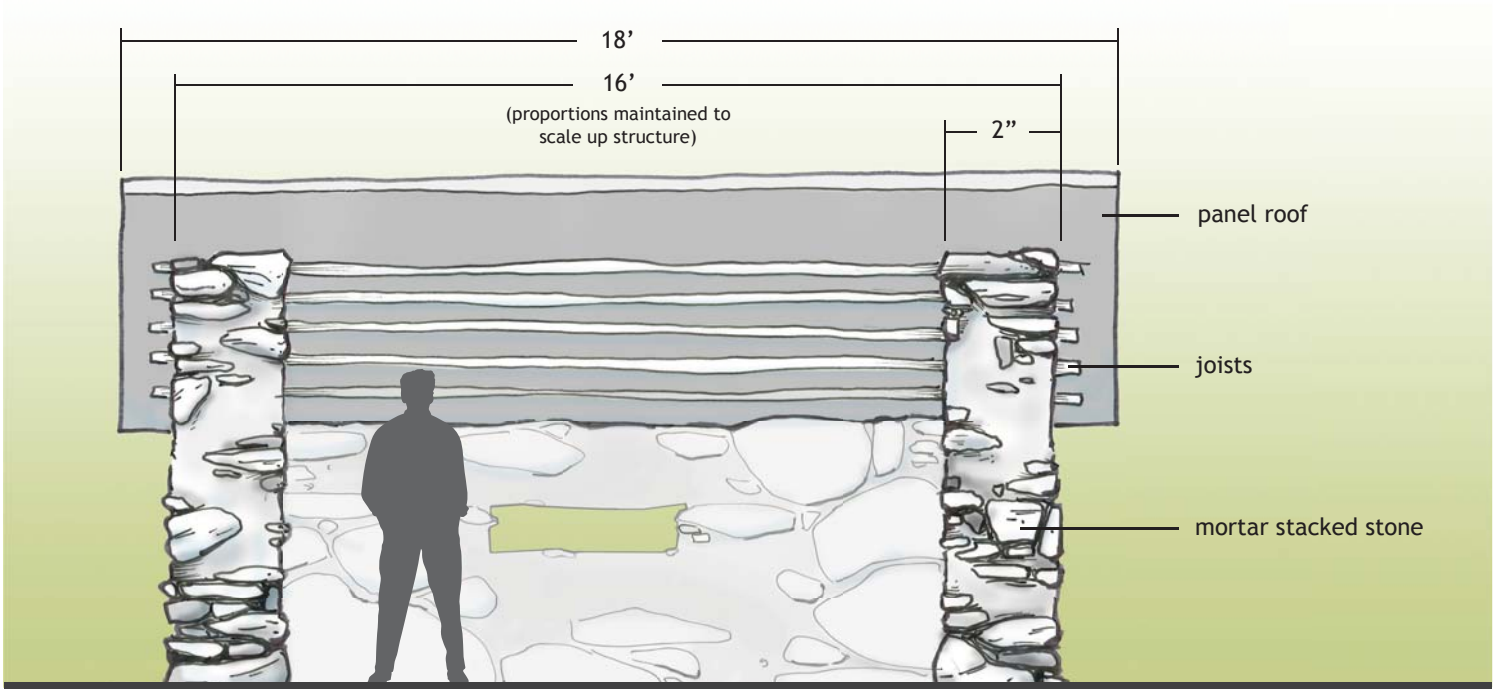
NATURAL
local geology

+

HUMAN
historic construction methods

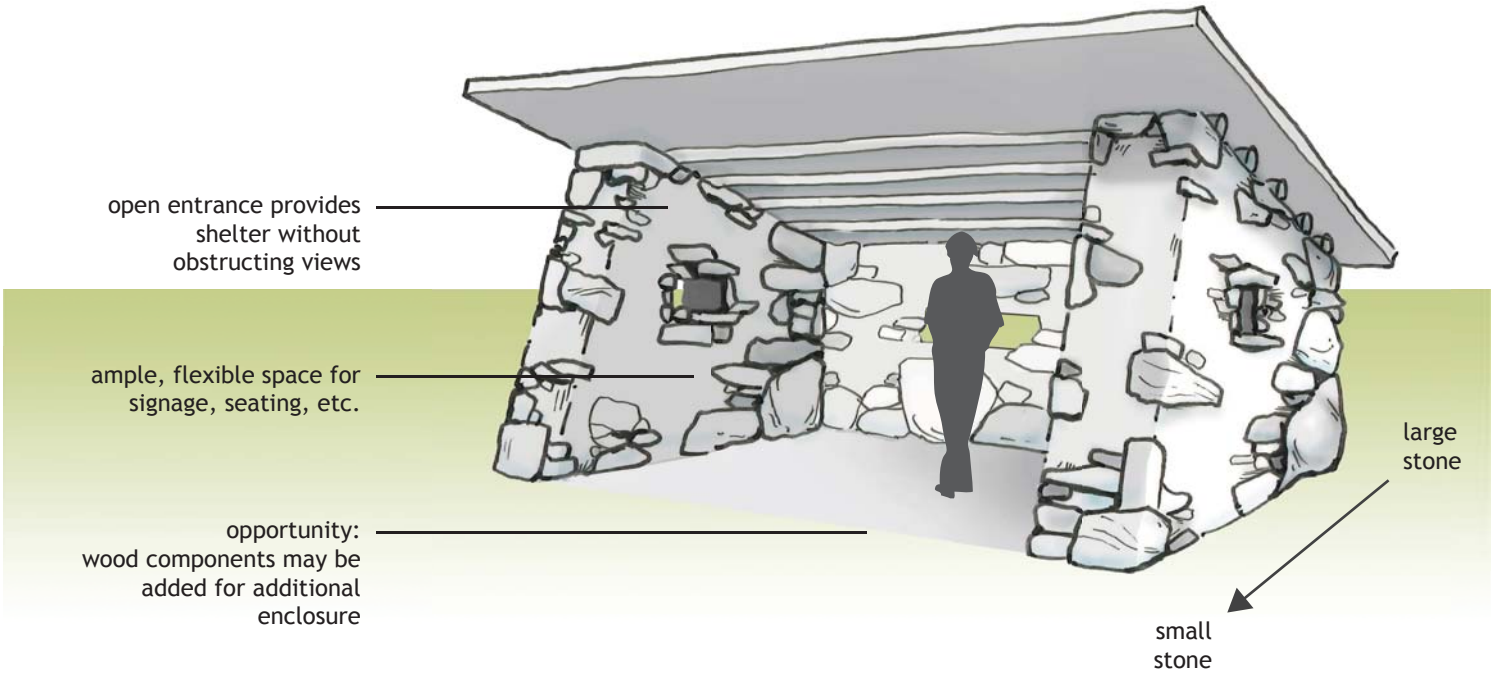
=

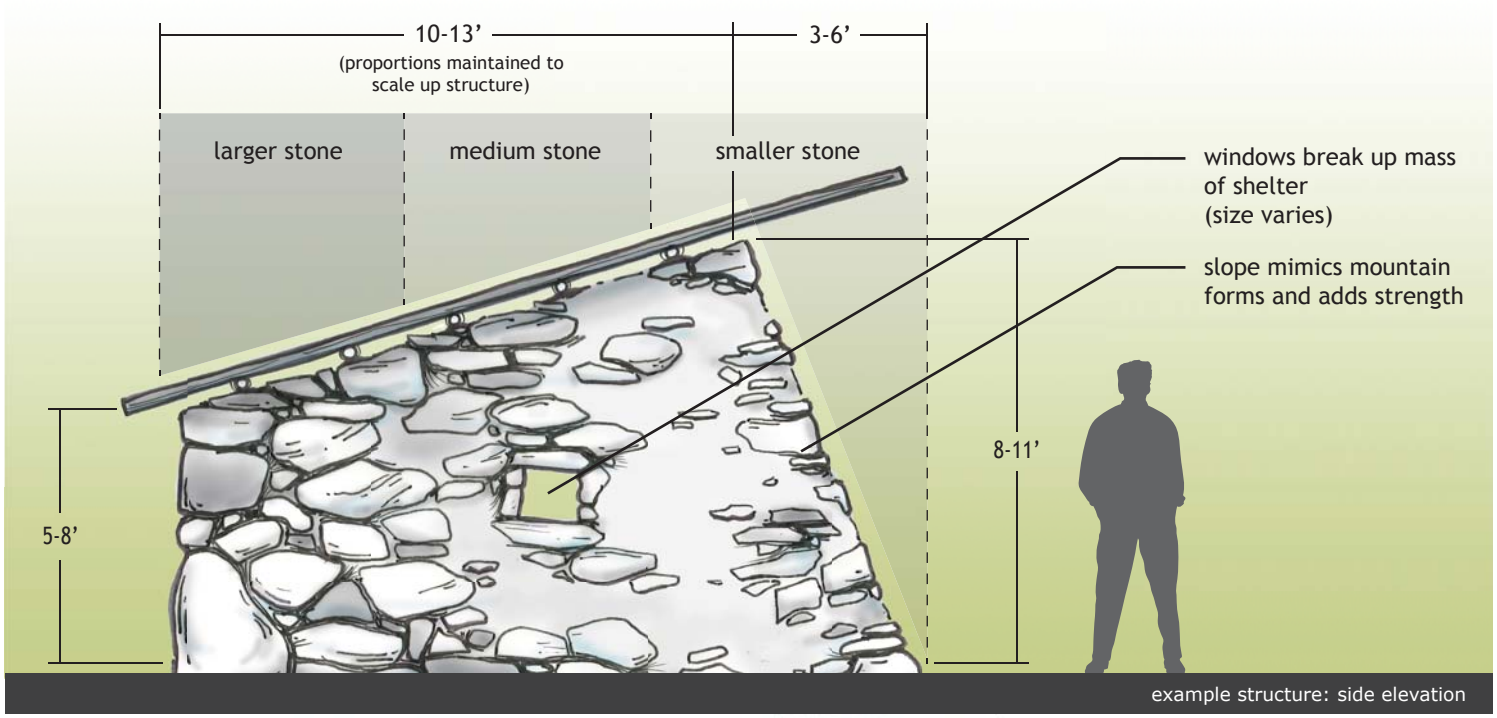
STRUCTURE



example structure: front elevation

The Byway structure functions on multiple levels as a shelter from sun or other inclement weather, a rest stop, a view finder, a medium for signage, and a unique expression of place. The simple and iconic form allows for flexibility in materials to express the specific natural and human history of a site. Future designers will find the form adaptable to all sites and, thus, inspire site-based creativity. Of course, conditions vary along the Byway and these differing conditions should be reflected in structures. The structure below is only one example of a sensitive and site-based Byway structure. There will undoubtedly be more variations, but they should always be rooted in Byway history, ecology and geology.





example structure: side elevation

Variation

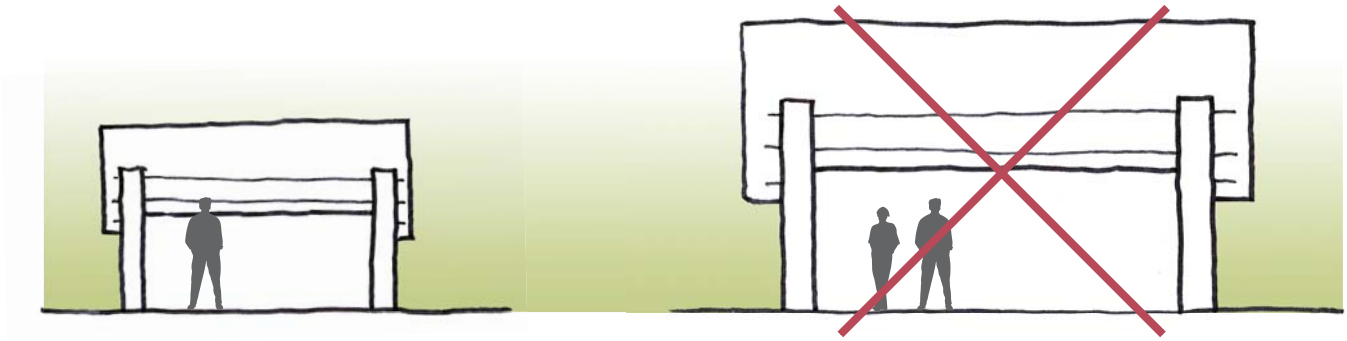
Site specific conditions including climate, history, or adjacent architecture may require variations to Points, Lines and Frames. Some circumstances may require a different structure all together. However, the principles outlined in the Design Guidelines must remain. Below are a few examples of a structural variations:

SCALABLILITY

Size, location and user intensity differ dramatically across the Byway's sites so flexibility of the Byway structure is essential to its success. The structure shown on previous pages reflects intimate and grounded structures; these should only be scaled up minimally to accomodate larger footprints. Structures should maintain the principles of Points, Lines and Frames but variations in scale may be necessary.

correctly sized structure

over-sized structure;
not acceptable

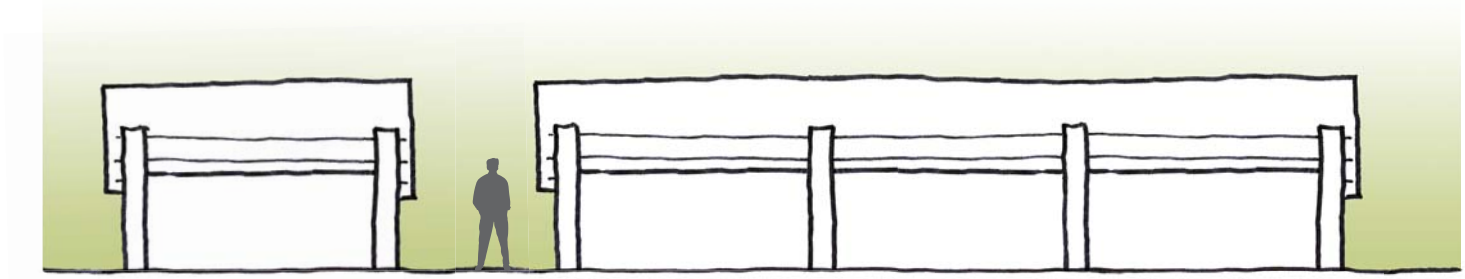


correctly sized structure

over-sized structure;
not acceptable

MODULARITY

Another acceptable method of creating larger structures is modular addition. The formal properties of one structure used as a building block can be repeated to create a larger structure. Modularity also allows for the larger structures to be constructed in much that same way as a single structure and without any major engineering modifications.

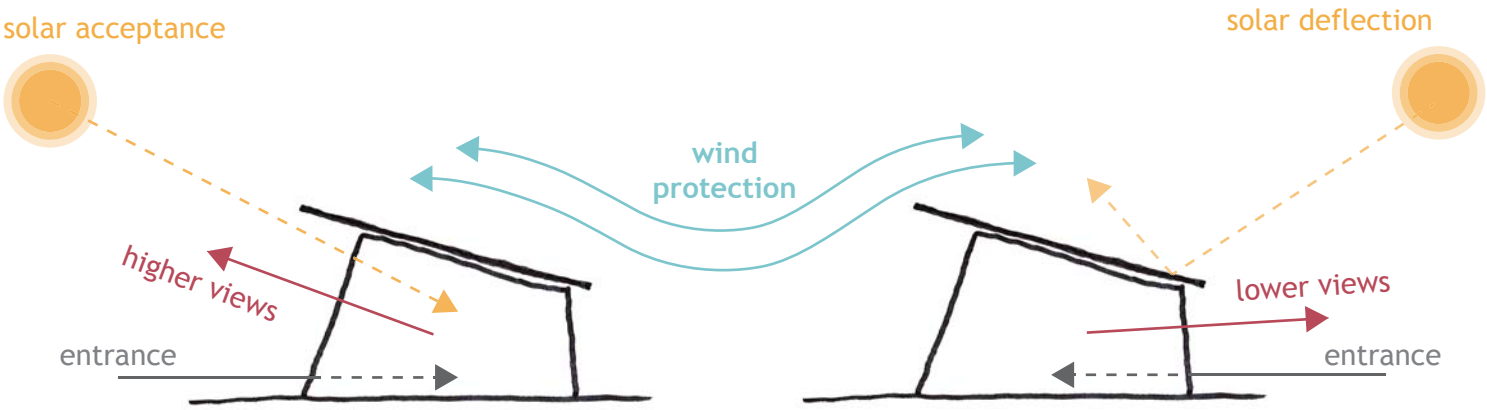


single structure

structure combination

ORIENTATION

Climatic, historical and geological attributes of a site should decide how a structure is oriented. The diagram below illustrates how two different sites might use the same structural form to achieve very different goals.

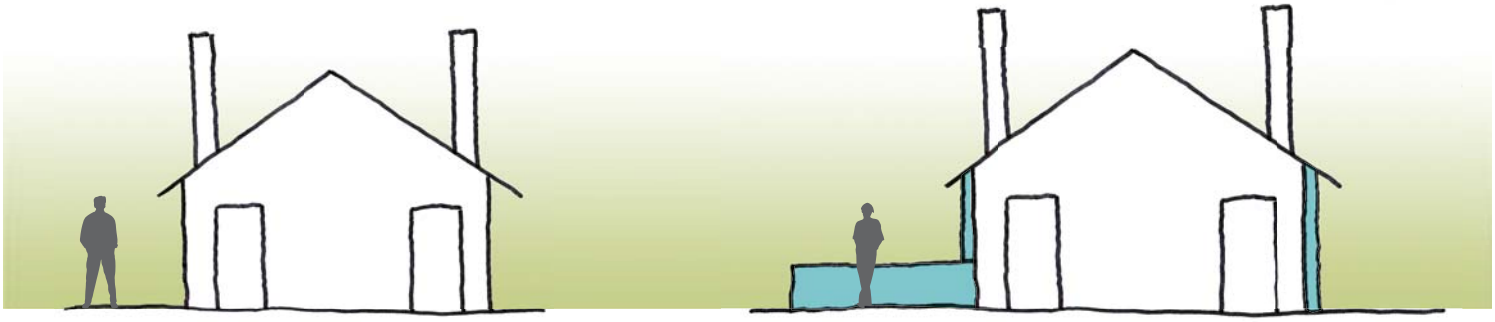


structure orientation A

structure orientation B

EXISTING STRUCTURES

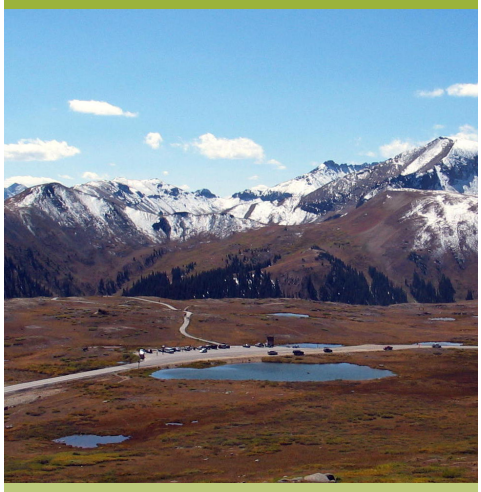
While historic structures should maintain their integrity, other exising Byway structures may be amended to better fit Byway design guidelines. This can be achieved by cladding the structure in approved materials or with the addition of other Byway elements, such as site walls. When an existing structure has reached the limits of its lifetime, a new structure in keeping with Byway design guidelines should be constructed.



existing structure (Independence Pass rest room)

existing structure amended with site wall and Byway materials

Site Development Diagrams



The Byway is more that just a transportation route. Key tools for designers are provided to ensure a safe and **cohesive experience** for Byway users.

THE BYWAY IS MORE THAN JUST A TRANSPORTATION ROUTE. It is a means by which one can experience the unique intrinsic qualities of the natural and man-made environments it connects. The Byway challenge is balancing a safe and efficient transportation route for commuters, while providing a unique, cohesive experience for its users. Site Development Diagrams are a tool for the designer to create a hierarchy of uses and amenities. Using the Diagram when designing the site will ensure **safety**, **continuity** and an enjoyable experience for the user. Diagrammatic zones are described to systematically approach each site design as a kit of parts. These zones define uses to be considered and how they can be applied to real site design situations. The zones include Traffic, Parking, Pedestrian, and the Periphery.

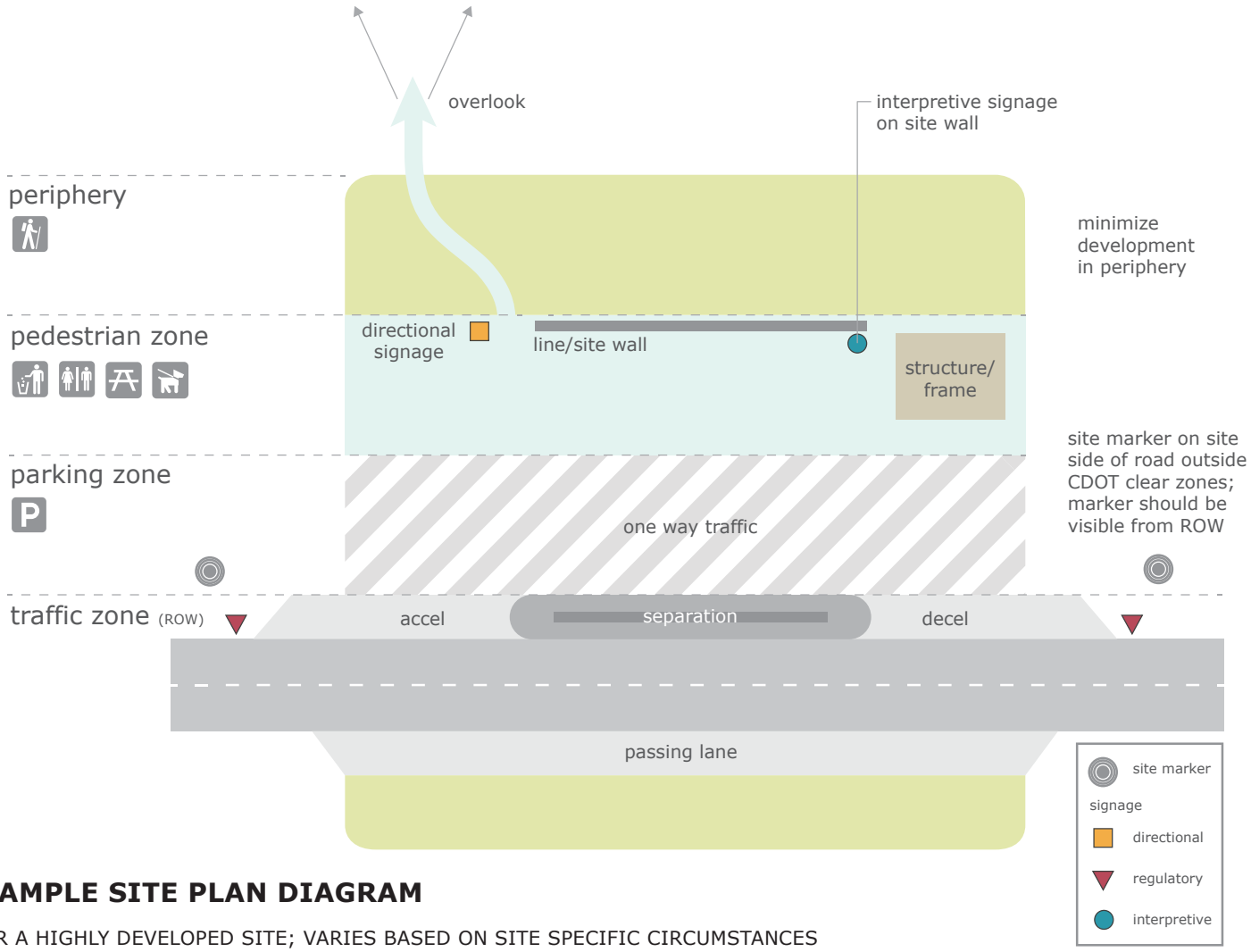
Byway Site Designations

The IMP defines a hierarchy of Byway improvement zones (or sites), designating them as Gateways, Stations and Stops. Please refer to the IMP to understand this hierarchy and site specific improvements.

Traffic Zone (ROW)

GENERAL

- The traffic zone is dedicated to safely capturing the audience's attention from the roadway and navigating them to the interpretive site.
- Improvements and distractions are limited in this zone and should not increase maintenance for CDOT.
- Any increase in maintenance should be promoted through adopt-a-site program by local volunteers to garner public ownership of the site.
- Access to scenic overlooks, trailheads, campgrounds, interpretive sites and rest stops should be located to provide adequate sight distance from the point of access and the highway.



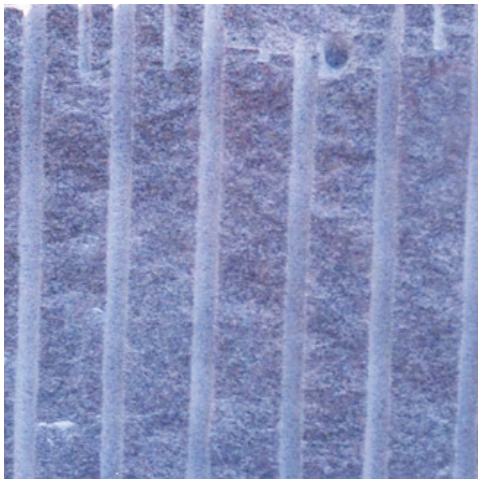
EXAMPLE SITE PLAN DIAGRAM

(FOR A HIGHLY DEVELOPED SITE; VARIES BASED ON SITE SPECIFIC CIRCUMSTANCES AND PLANNING RECOMMENDATIONS)

	parking	structure (frame)	trail	marker (point)	picnic table	trash/recyle bin	interpretive signage	directional signage	regulatory signage	site walls (line)	bench	overlook
periphery		○	●		●		○	●	●	○	○	○
pedestrian zone		●	●	●	●	○	●	●	●	●	●	●
parking zone	●			●				●	●	●		
traffic zone	○			○				●	●	○		

● allowable
○ not preferred

EXAMPLE USES MATRIX



Historic Quarry Techniques
It is essential to draw materials and building techniques from historic, local sources.

Guardrails
Existing stone guardrails should be considered for renovation.

- The marker will be an indicator along the highway for all interpretive sites.
- Advance signage or additional indicators should also be considered for notifying users of a potential pull-off.
- If warranted by traffic volumes or safety, right-turn and/or left turn lanes may be necessary.
- The turning radius for the access road should accommodate the turning movement of the design vehicle type (e.g., recreational motor home, commercial bus, etc.). At the access point to the highway, stacking of vehicles waiting to enter the highway from the parking area should be considered.
- Acceleration lanes for right-turns to the highway may be warranted to help eliminate stacking.
- Highway widening for minor scenic overlooks should be located at safe locations for ingress and egress. The widening should be adequate for the expected usage and parking so that users do not park or stop on the highway. Widening should only be considered when absolutely necessary as it is important to maintain the high alpine experience.

DESIGN FEATURES

- Acceleration and deceleration lanes.
- Passing Lanes and pullouts (when safe and appropriate).
- Overflow parking.
- Separation between parking and roadway traffic.
- Wayfinding signage (when safe and appropriate).
- Regulatory signage.
- Indicating an interpretive site (when safe and appropriate).
- Revegetation.
- Soil erosion and sedimentation control methods.
- Snow storage.
- Drainage conveyance.
- Site walls (when safe and appropriate).

- Vehicular guardrails (consider existing stone guardrails on Highway 82; if they must be newly constructed, attempt weathering non-reflective guardrails).

CDOT REQUIREMENTS

Dimensional constraints are defined by the ROW and are under CDOT jurisdiction.

- Define acceleration and deceleration lane length requirements (Accel/decel and passing lanes should be at least 10’ wide. Ideally same width as through lane).
- 10' clear zone for snow adjacent to pavement.
- View triangles.
- Material requirements.

CONSIDERATIONS

- Non-motorized transportation conflicts with vehicles (pedestrian and bicycle).
- Wildlife considerations, including crossings and barriers.

MATERIALS

- Impervious paving as allowed by CDOT.
- Pervious paving on passing shoulders as allowed by CDOT.
- Material colors must match native environment.
- Other than regulatory signage or other CDOT exceptions, materials shall not be reflective.

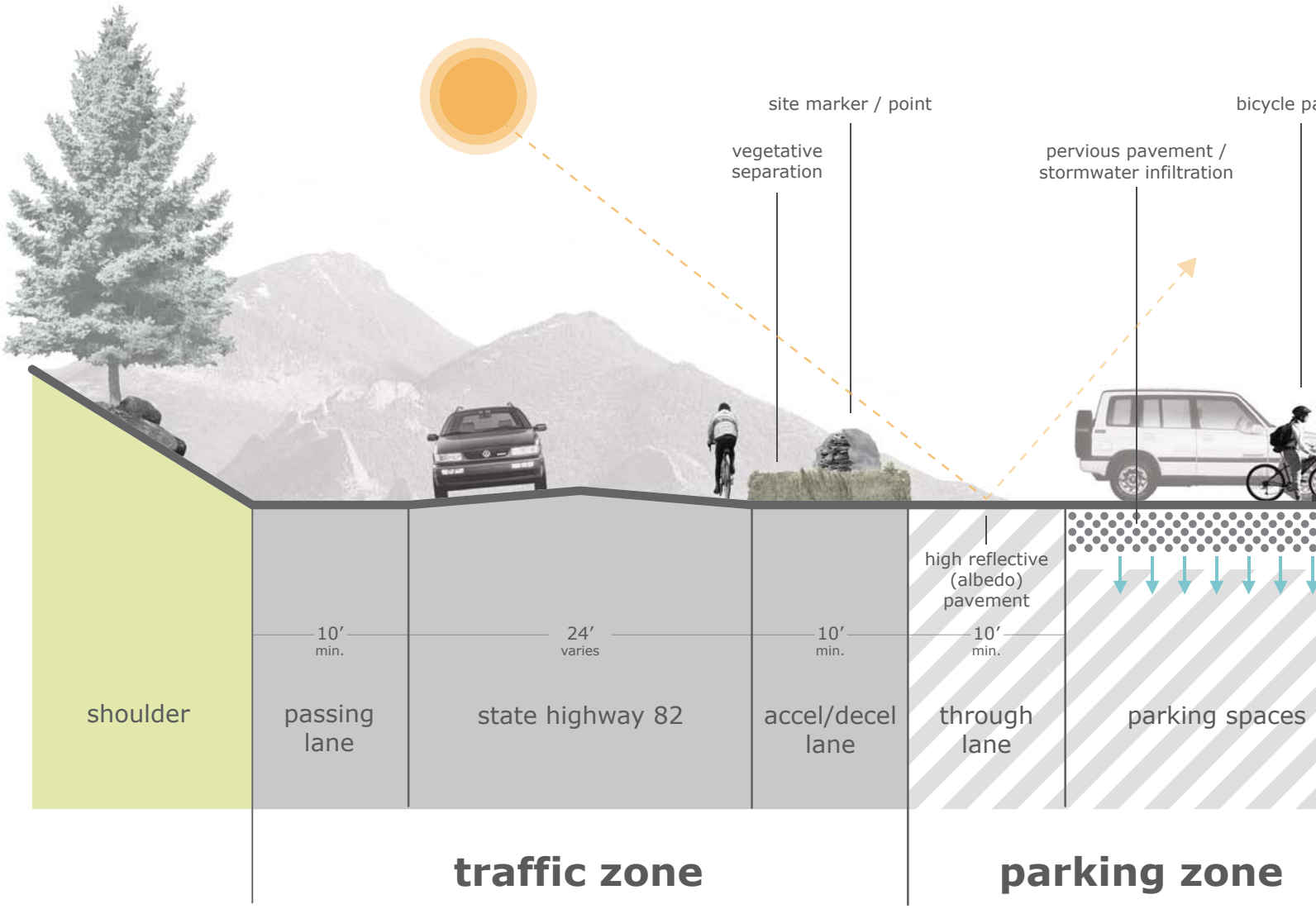
PULLOUT CONSIDERATIONS

Pullouts can be considered by meeting one of the following criteria:

- Needed for safety.
- Photographic interest of scenic quality.
- feature for interpretation.

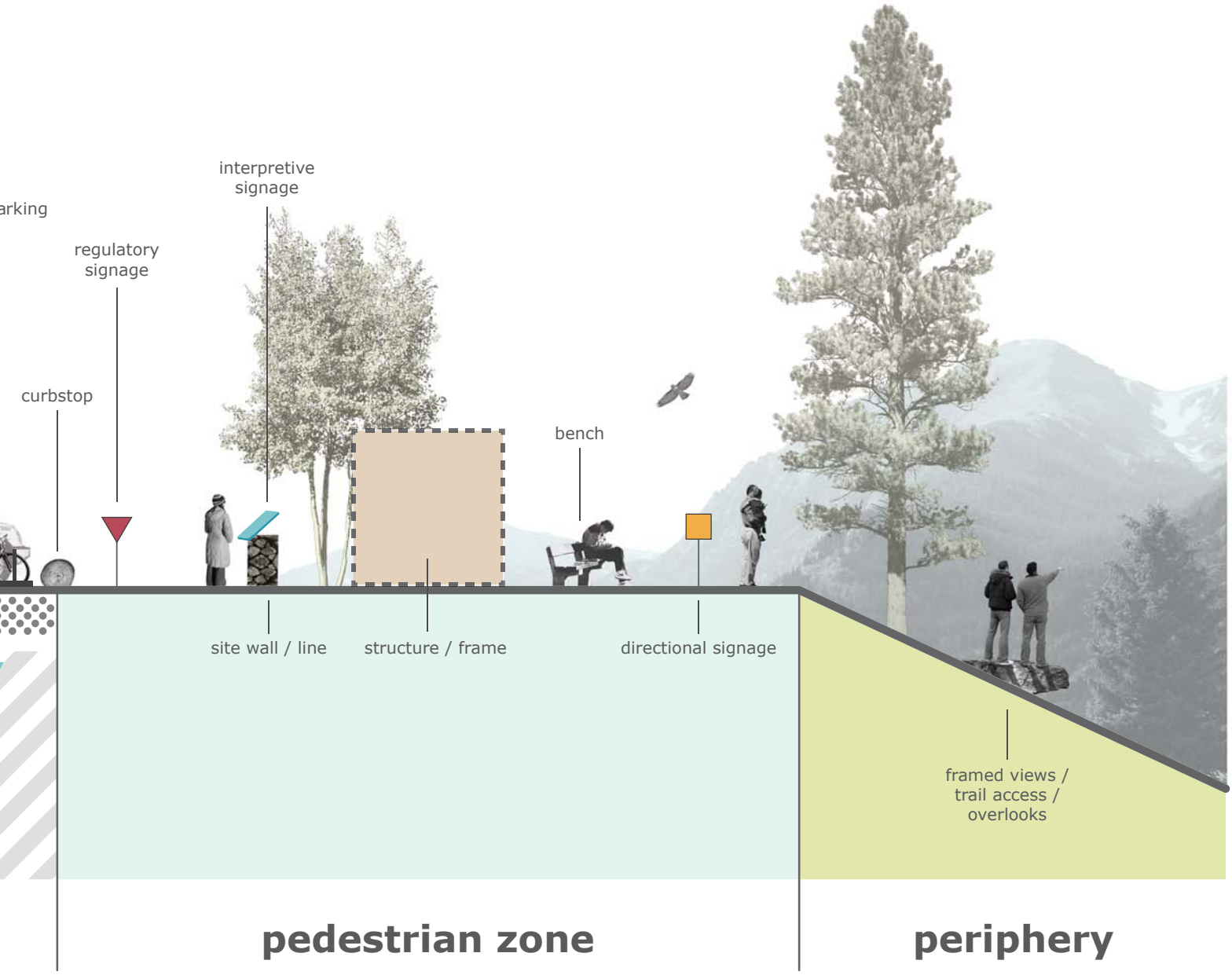
In none of these criteria are met, the pullout shall be removed.

Local Construction Materials
Site spoils can be used as quality construction materials.



SITE SECTION DIAGRAM

(FOR A HIGHLY DEVELOPED SITE)


arking
regulatory signage
interpretive signage
curbstop
bench
site wall / line
structure / frame
directional signage
framed views / trail access / overlooks
pedestrian zone
periphery

Climate
The Byway is defined by extreme seasonality of the High Rockies.

Pervious Pavement
Pervious pavements should be utilized in parking stalls such as pervious concrete.

Parking Zone

GENERAL

- The parking zone is dedicated to safely guiding visitors from their automobile or other form of transportation to the pedestrian zone, or area of interpretation.
- Parking should be separated from the traffic zone and pedestrian area.
- Adequate parking off of the highway is essential and is dependent upon the expected usage volume, the length of stay (e.g., short-term or long-term), expected vehicle types and provisions for them.
- Parking should be separated as much as possible from the pedestrian zone for safety.
- Adequate walkways from parking to trails and viewpoints should be well-defined and not in conflict with vehicle circulation.
- ADA compliant parking spaces and walkways should be included.
- Pedestrian crosswalks should be well defined with pavement markings and/or signage.
- Parking stall widths and lengths should accommodate a variety of expected vehicle types.
- Snow storage from plowed parking areas should be accommodated.
- Adequate grading and drainage of the parking area and walkways is important for maintenance and service to the users.

DIMENSIONAL REQUIREMENTS

- Perpendicular, parallel and diagonal parking stalls should meet local parking codes or other jurisdictional requirements.
- Lanes should meet local parking codes or other jurisdictional requirements.

DESIGN FEATURES

- Edges/curbs.
- Curbstops (concrete, stone, boulders, etc.)

- Stall delineation/ Pavement marking.
- Trail and wayfinding signage.
- Regulatory signage.
- Snow storage.
- Drainage conveyance.
- Parking for vehicles, motorcycles and bicycles.

MATERIALS

- Lanes: impervious pavement.
- Stalls: pervious pavement.
- Material colors must match native environment.
- Parking bumpers.
- Pedestrian guardrails as needed.

CONSIDERATIONS

- Hydrology and stormwater improvements (drainage, water infiltration).
- Reflective pavement/high albedo (Albedo: ratio of light reflected from a surface).

Shelter
Pedestrian shelters can greatly enhance a visitor's experience.

Stacked Stone Wall
A multi-purpose site wall can act as a sculptural feature, safety barrier, or seat walls.

Pedestrian Zone

GENERAL

- The pedestrian zone is dedicated to a pedestrian scale experience by which the visitor can understand the intrinsic qualities interpreted at the site.
- It is the primary zone for interpretation and Byway information.
- All human scale amenities shall be located within this zone.
- Other than maintenance, no vehicular circulation is allowed.
- Buildings or shelters are allowed in this zone.

DIMENSIONAL REQUIREMENTS

- The pedestrian zone has limited dimensional requirements as it is a function of the site constraints.

DESIGN FEATURES

- Edges/curbs.
- Pavement (pervious and impervious).
- Interpretive Signage.
- Wayfinding signage.
- Regulatory signage.
- Site walls.
- Seating.
- Trash and recycling.
- Trailheads and trails.
- Snow storage.
- Drainage conveyance.
- Frame/structure.
- Accessible ramps.
- Pedestrian guardrails as needed.
- Overlooks.

MATERIALS

- Limit use of impervious surface pavements.
- Pervious pavements are preferred and should be utilized as much as possible.
- Limit pavement to only areas needed.
- Material colors must match native environment
- Materials may include stone crusher fines, permeable concrete, raised paths, compacted and stabilized soil.
- Firm and stable surfaces as defined in **Forest Service Outdoor Recreation Accessibility Guidelines** (FSORAG)

http://www.fs.fed.us/recreation/programs/accessibility/

- Site amenities shall comply with FSORAG and should be of natural materials complementary to the surrounding landscape; stone, metal and wood preferred (refer to Signage Guidelines).

Dynamic Driving
Even while driving, scenic vistas dominate the Byway Experience.

Periphery

The Periphery is identified in the Site Diagrams as the area with minimal human interventions. It is the area beyond the Traffic, Parking and Pedestrian Zones where minimal interpretation should take place.

GENERAL

- The periphery, or the space least impacted by human development, is dedicated to preserving the native environment and improvements should be severely limited in this zone.
- To best preserve the Byway's valuable natural resources located in the Periphery, discourage habitat fragmentation, habitat disturbance, pollution and aquatic and terrestrial species conflicts.

DESIGN FEATURES

- Trailhead and trails.
- Trail and wayfinding signage.
- Interpretive Signage (limited).
- Shelters (not preferred but can be considered).
- Overlooks.

Overlook
Scenic overlooks offer dramatic perspectives of surrounding landscapes.

TYPES OF OVERLOOKS

Overlooks can provide photo opportunities to dramatic landscapes and interpretive opportunities. They should be carefully considered to ensure limited disturbance to the existing site and scenic views to and from the overlook.

- Overlooks should be considered only when there is a considerable scenic integrity and uniqueness, including interpreting natural views, mountain peaks, watersheds, historic and current human interventions in the periphery.
- Types of overlooks may include cantilevered, mounded or sunken to accommodate site specific conditions.
- Trail and wayfinding signage should be provided to indicate overlooks to the visitor and address accessibility including guardrails. Key overlooks should be interpreted to orient visitors to peaks, towns, watersheds, etc.
- Overlooks to comply with Forest Service Outdoor Recreation Accessibility Guidelines:
  http://www.fs.fed.us/recreation/programs/accessibility/

Site Design Checklist

The Site Design Checklist is a tool for the designer to ensure that all site design elements have been thoughtfully considered.

GENERAL

- ☐ Improve Public Health, Safety, and Quality of Life.
- ☐ Understand and interpret the site's intrinsic qualities.
- ☐ Preserve and restore the site's historical context to the greatest extent possible, while balancing programming needs, interpretive improvements and other design features.
- ☐ Create inviting spaces with enduring materials that are easy to maintain and age with grace.

ENERGY

- ☐ Reduce Waste.
- ☐ Reduce energy consumption. It is recommended to reduce existing energy use by 50% or offset the energy use within the Byway project limits.
- ☐ New energy use should be 100% renewable or offset the energy use within the Byway project limits.
- ☐ Specify the most energy efficient equipment to maximize energy efficiency.
- ☐ Use renewable energy when possible.
- ☐ Model proposed buildings for projected energy performance.
- ☐ New or remodeled heated shelters should optimize all building envelope components

TRANSPORTATION/ CIRCULATION

- ☐ Encourage bicycle parking.
- ☐ Encourage alternate transportation methods.
- ☐ Encourage motorists to turn off their automobile while visiting the site.
- ☐ Encourage mass transit connections.
- ☐ Consider impacts to climate change.
- ☐ Discourage vehicular, pedestrian and wildlife conflicts.
- ☐ Design accessible routes between entry and exit points to accessible park features.
- ☐ Consider safety concerns.
- ☐ Evaluate needs for lighting, visibility, comfort stations, and emergency services.

WATER

- ☐ Improve water quality and hydrology by maintaining and restoring historical drainage and storage patterns.
- ☐ Treat all stormwater within the project limits.
- ☐ Reduce impervious surfaces and minimize paved areas .
- ☐ Direct stormwater to biofiltration zones.
- ☐ Understand site hydrology/identify the watershed.
- ☐ Limit or no impact to 100 year floodplains.
- ☐ Conduct soil analysis to determine natural infiltration rates.
- ☐ In areas altered by human intervention, consider amending soil to create a soil mix that absorbs and filters water and supports the healthy plant growth.
- ☐ Use pervious surfaces for parking stalls, pedestrian paths and plazas.
- ☐ Consider removal of impervious surfaces when possible.
- ☐ Consider gray water reuse.
- ☐ Minimize Runoff and erosion.
- ☐ Use vegetated filters, buffer strips, bioretention and natural infiltration structures to create an absorptive landscape.
- ☐ Create water-efficient planting plans through a strictly native plant palette and directing drainage to planted areas.

MATERIALS

- ☐ Reuse materials found on or removed from the site.
- ☐ Use materials with long lifecycles, high performance and ability for reuse or recycling. Identify the best value - i.e. the lowest long-term cost that satisfies the objective being sought - for investment expenditures. Lifecycle cost analysis accounts for environmental and social impacts and evaluates the overall long-term economic efficiency of competing alternative investment options.
- ☐ Locally sourced material (within 90 miles or within Colorado).
- ☐ Non-locally sourced materials should be specified to meet LEED criteria (www.usgbc.org).
- ☐ Maximize pavement albedo (reflectivity).
- ☐ Use recycled and reclaimed materials.
- ☐ Standardize pavement design, maintenance, and assessment methods: Ensure that all pavement stakeholders, including transportation agencies, private utility companies, design engineers and construction managers adhere to the same standards.
- ☐ Minimize volatile organic compounds in materials and reduce the use of harmful chemical products.
- ☐ Choose products and assemblies that use fewer materials.
- ☐ Use materials that favor high levels

of both pre- and post-consumer recycled content.

- ☐ Use materials with reuse potential.
- ☐ Use renewable materials and materials that are produced from renewable energy.
- ☐ Use materials that do not cause environmental harm in their harvesting or production.
- ☐ Use minimally processed materials.
- ☐ Use materials that are low polluting and require low water or low energy use in their extraction, manufacture, use or disposal.
- ☐ Use products and assemblies that reduce the urban heat island effect.
- ☐ Use pervious materials when possible to improve stormwater infiltration.

ECOLOGY

- ☐ Improve stormwater infiltration.
- ☐ Reduce/eliminate/manage invasive species.
- ☐ Promote native species in context with the surrounding landscape.
- ☐ Enhance ecosystem health and productivity.
- ☐ Encourage ecological connectivity and habitat.
- ☐ Preserve existing plant communities by limiting impacts to native vegetation and reducing the footprint of construction means and methods.
- ☐ Plants should provide habitat value, but not increase vehicular and wildlife conflicts.
- ☐ Plants should increase the scenic value.
- ☐ Connected areas of natural vegetation will improve habitat quality.

COMMUNITY & CONTEXT

- ☐ Encourage heritage tourism and positive economic impacts.
- ☐ Create opportunities for cross-programming, collaboration, and engagement with nearby organizations and resources.
- ☐ Consider community-created art and signage to reflect local culture and history.
- ☐ Capitalize on borrowed views and long range vistas.
- ☐ Ensure the design is in context with its surrounding intrinsic qualities.

CONSTRUCTION

- ☐ Reduce construction impacts by reducing vehicular travel and minimizing site disturbance.
- ☐ Consider opportunities for the community to aid in building and maintaining elements of the interpretive sites.
- ☐ Establish a Construction Management Plan.

MAINTENANCE

- ☐ Decrease operations and maintenance costs.
- ☐ Provide a snow removal plan, consider areas to be maintained versus not maintained to reduce costs.
- ☐ Identify seasonal use zones (left unplowed) versus those maintained in the winter.
- ☐ Minimize restroom maintenance needs.
- ☐ Limit need for trash and recycling stations.
- ☐ Create a seasonal maintenance schedule and manual including a seasonal maintenance impact statement, comparing current maintenance costs to projected maintenance costs.
- ☐ CDOT, USFS and local Public Works Departments to review the proposed maintenance schedule.
- ☐ Plan walkway and roadway widths to accommodate anticipated maintenance vehicle widths and turning radii without damage to curbing or softscape areas.
- ☐ Consider proper materials for vehicular travel.
- ☐ Coordinate pole placement for easy access and maintenance, away from areas vulnerable to vehicle damage.
- ☐ Consider break-away bases.
- ☐ Decrease maintenance costs by weighing initial construction costs versus life cycle costs.
- ☐ Provide opportunities for community maintenance to increase value and ownership.
- ☐ Identify other groups to volunteer or donate funds for maintenance, such as creating friends or partners.
- ☐ Coordinate utility infrastructure for easy access and maintenance.

Byway Signage

Signage should be **born from the landscape**, its ecological and cultural history, and existing iconic natural and architectural structures.

DESIGN PRINCIPLES

Inspiration for signage should be born from the landscape, its ecological and cultural history, and existing iconic natural and architectural structures. Visitors should be made to feel that they are passing along a special route. Designs should not merely repeat historical precedent, but instead, reveal a contemporary expression of the Top of the Rockies region while honoring its uniqueness.

SIGNAGE TYPOLOGIES/PROTOTYPICAL STRUCTURES

- Site Marker.
- Interpretive Kiosk/Structure.
- Interpretive Signage.
- Trail or Wayfinding Marker.

MATERIALS

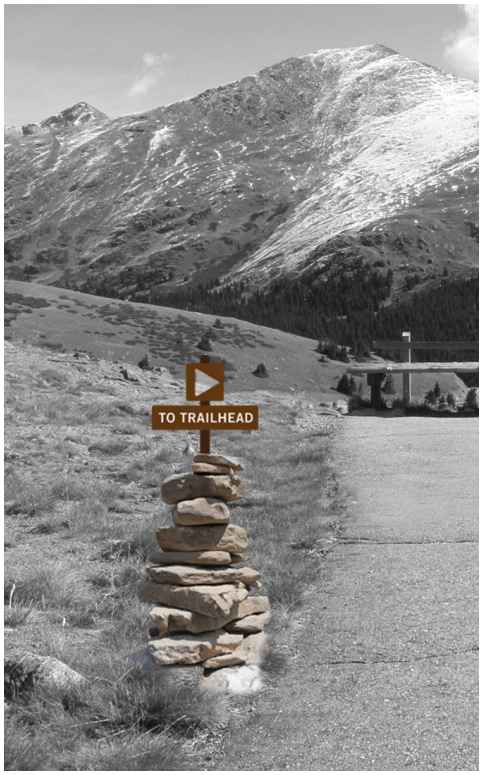
- Assemble elements with simple, natural, not overly refined materials in ways that compliment the landscape.
- Use wood sparingly, especially where fully exposed to weather.
- Combined natural metals should be used for primary surface substrates, such as steel, aluminum, etc. as well as for mounting and binding. Natural finished with low reflectivity should be incorporated.
- Mounting hardware material should be consistent with natural metal substrates utilized. Shapes and forms should be simple, with clean lines, reminiscent of early mining era tools and machinery.
- Minimal messages (location names, directionals) should be rendered in simple, monochromatic graphic form using applied natural materials (metal, stone) that are both durable and tamper proof.
- Full color interpretive messaging (including photographs, illustrations, diagrams) should be printed on and constructed of durable, tamper proof materials such as high pressure, polycarbonate laminated panels. Colors should be muted earth tones to complement the surrounding landscape.

Site Marker

INTERPRETIVE KIOSK/STRUCTURE (SIGNAGE IN FRAME/STRUCTURE)

INTERPRETIVE SIGNAGE ON SITE WALL (LINE)

INTERPRETIVE SIGNAGE ON BOULDER (POINT)



WAYFINDING SIGNAGE

- Sign and fixture bases should have an appropriate, naturalized massing of stone elements, utilizing local materials when possible. Dry stack stone site walls and individual natural boulders should provide the foundation for Informational Exhibits.
- For smaller scale trail applications, base stones should be assembled in cairn formation with sign post integrally positioned.

SIZE AND PROPORTION

- Forms should be substantial and exhibit a sense of solid permanence.
- Sign massing and proportion should be appropriate and relevant to the natural surroundings. Structures should be simple so as to not overpower natural features in the landscape.
- Snow depth should be considered for destinations that are accessible year-round.
- Site Markers should be tall enough to be visible from the roadway. Size and location should be carefully considered for each particular

location for optimum visibility, however the overall structure should have minimal scenic impact in relation to the roadway as well as the destination. Highway right of way and snow maintenance needs should be honored.

- Interpretive sign panels for Visitor Kiosks should not exceed (36”x 48”). Interpretive sign panels for Informational Exhibits should not exceed (36” x 24”).
- Trail and Wayfinding Markers should be at a modest pedestrian scale and have minimal impact within the landscape.
- CDOT has lateral and height standards for signage (Standard Plan S-614-1) that will require a review by CDOT at the time of the project.

PLACEMENT

- Site Markers should have appropriate setback from road or appropriate vehicle safety barriers according to CDOT standards.
- Visitor Kiosks, Informational Exhibits, and Trail or Wayfinding Markers should be thoughtfully integrated into the natural landscape.
- Structural considerations should respond to natural hazards such as avalanche and erosion so as to minimize impact or potential damage.
- In overlook situations, signage should be oriented toward the interpreted elements and/or view planes.

GRAPHICS

- Consistent use of graphic style, typography and color for all sign components along the Byway and within each destination is critical.
- Graphic style should clearly portray pertinent information in a modern and engaging way with the use of historic and contemporary photographs, richly illustrated maps, diagrams, and visuals.
- All signage should incorporate a message about the Top of the Rockies Scenic Byway program as well as should mention contributing partners deemed appropriate (i.e. USFS, CDOT, neighboring communities, etc.)

Zurich Bold
ZURICH BOLD
Zurich Roman
ZURICH ROMAN
Zurich Italic

Goudy Bold
GOUDY BOLD
Goudy Regular
GOUDY REGULAR

Byway Typography
Coherent typography binds Byway signage together.

TYPOGRAPHY

- Typographic style should have a clean, modern feel while also being highly legible at a wide range of sizes. Use no more than two font families per sign panel, with consistent treatment across multiple panels. Do incorporate variations within the font family, such as 'bold', 'regular', 'italic', etc.
- Primary font should be the Zurich family. Assuming a 36" x 24" panel, designations should be as follows:
    1. Main titling/headings: Zurich Bold 60pt/72pt, with 35 pts. tracking (.ai)
    2. Subheadings: Zurich Bold 40pt/48pt, with 35 pts. tracking (.ai)
    3. Body: Zurich Roman 22pt/28pt, with 20 pts. tracking (.ai)
    4. Graphic Callouts: Zurich Bold 23pt/24pt, with 35 pts. tracking (.ai)
    5. Photo Cutlines: Zurich Roman 15pt/17pt, with 25 pts. tracking (.ai)
    6. Side+Footer Bylines (1): Zurich Roman 12pt/14pt, with 15 pts. tracking (.ai)
    7. Side+Footer Bylines (2): Zurich Italic 10pt/12pt, with 15 pts. tracking (.ai)
- Secondary font (used sparingly) should be the Goudy family:
    1. Headings: Goudy Bold 30pt/34pt, with 25 pts. tracking (.ai)
    2. Body: Goudy Regular 22pt/27pt, with 25 pts. tracking (.ai)

COLOR

- Colors used in graphic elements (typography, maps, charts, etc.) should be muted earth tones to complement the surrounding landscape.
- To aid with contract specifications and fabrication, colors are described using the Pantone® Matching System (PMS). The colors represented in this printed document are approximations of the specified Pantone colors. Consult a Pantone Color Selector to view the true color (www.pantone.com).

Typography, Body:
PMS 405c

Fields and borders (1):
PMS 4625c

Fields and borders (2):
PMS 4515c

Background Elements:
PMS 400c

History
(including mining, military, and ranching)
PMS 1525c, 1535c, 1545c

Natural Resources:
PMS 583c, 582c, 581c

Orientation
(including scenery, sight seeing, safety)
PMS 624c, 625c, 626c

Recreation
PMS 646c, 647c, 648c

- Within the color palette are base colors—those that are used most widely and tend to be the darker and more neutral colors. Accent colors are more vibrant and should be used with discretion. The spot colors shown in the color palette can be represented in CMYK or RGB color spaces, depending on final application requirements.
- Primary base colors should include:
    1. Typography, Body: PMS 405c
    2. Fields and borders 1: PMS: 4625c
    3. Fields and borders 2: PMS: 4515c
    4. Background watermarks: PMS 400c
- Accent colors should be used purposefully and somewhat sparingly to delineate subject matters. Key byway subject matters have been

Byway Color Palette
Colors used in graphic elements should be muted earth tones to complement the surrounding landscape.

Integrated Signage
Engaging signage enhances user experience.

grouped under four main subheadings, each with an identifying color, in order to help provide consistent visual organization and to simplify and unify information categories. The goal is to have panel content be recognizable by color designation, including:

1. History (including mining, military, and ranching): PMS 1525c, 1535c, 1545c
2. Natural Resources: PMS 583c, 582c, 581cc
3. Orientation (including scenery, sight seeing, safety): PMS 624c, 625c, 626c
4. Recreation: PMS 646c, 647c, 648c

ENERGY

- Conventional electrical hook-ups, internal solar generation capability, or no electricity at all should be considered for Primary type signage.

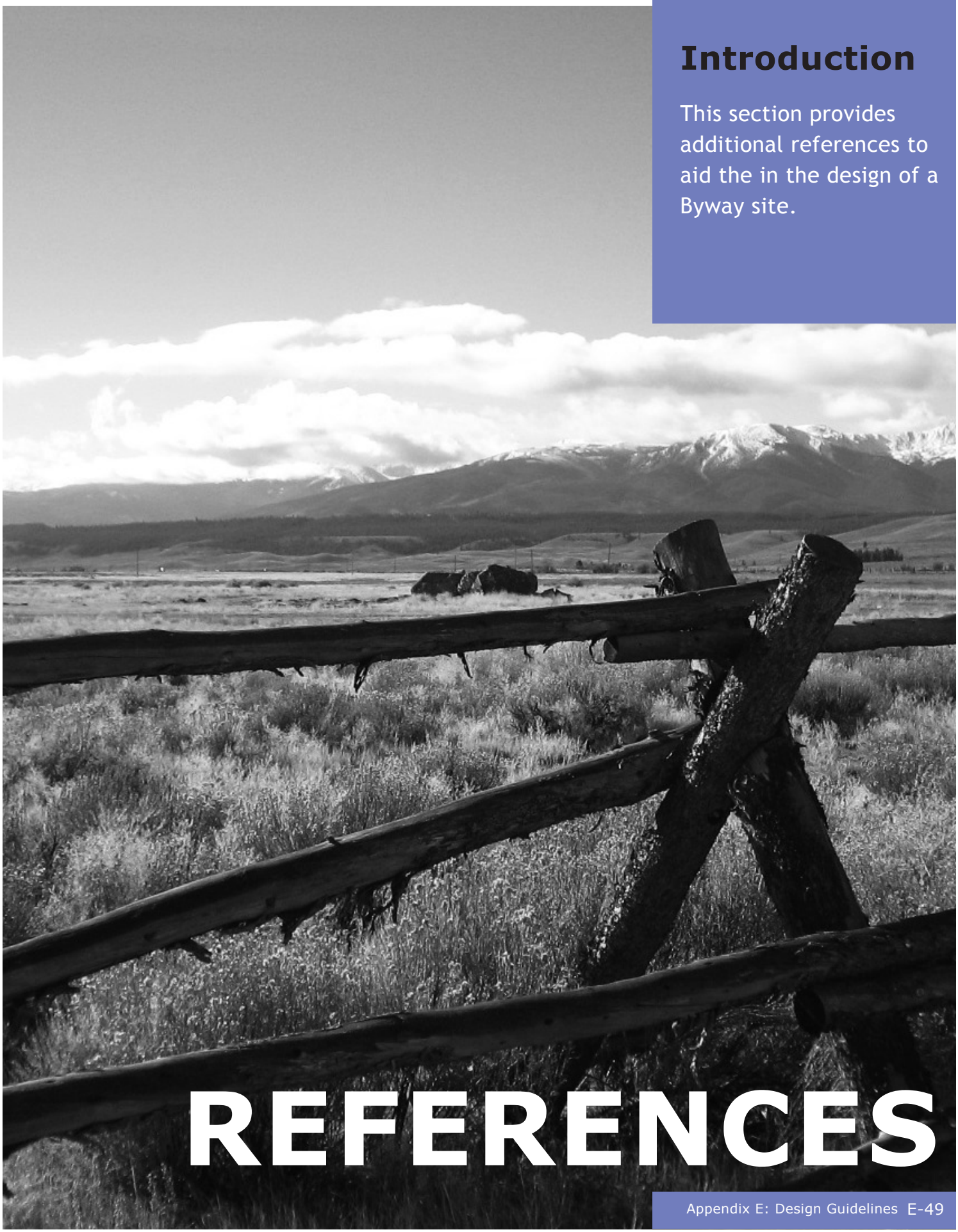
OTHER CONSIDERATIONS

- Compliment signage with podcasts and other new technological interpretation opportunities.
- Viewing aides such as telescopes.
- 3-Dimensional exhibits such as historical artifacts.
- Multimedia kiosks.

SECTION THREE

Introduction

This section provides additional references to aid the in the design of a Byway site.



REFERENCES

References

This document was created during the 2011 update to the Top of the Rockies National and Scenic Byway update project. Please refer to the Corridor Management Plan (CMP), Interpretive Management Plan (IMP), Independence Pass Master Plan, ADA Accessibility Guidelines and International Building Code found at www.topoftherockiesbyway.org. These guidelines are meant to build upon USFS guidelines. All USFS guidelines, such as accessibility and other governing documents/guidelines, shall take precedence over this document.

FEDERAL HIGHWAY ADMINISTRATION STANDARDS

http://www.fhwa.dot.gov/programadmin/standards.cfm

UNITED STATES FOREST SERVICE STANDARDS

http://www.fs.fed.us/

http://fs.usda.gov/whiteriver

http://fs.usda.gov/psicc

Built Image Guide:

http://www.fs.fed.us/recreation/programs/beig/

Forest Service Outdoor Recreation Accessibility Guidelines:

http://www.fs.fed.us/recreation/programs/accessibility/

COLORADO DEPARTMENT OF TRANSPORTATION: CONSTRUCTION SPECIFICATIONS

http://www.coloradodot.info/business/designsupport/construction-specifications/2011-Specs

COLORADO DIVISION OF PARKS AND WILDLIFE

http://wildlife.state.co.us/

BUREAU OF LAND MANAGEMENT

http://www.blm.gov

LOCAL CODES

http://www.lakecountyco.com

http://www.cityofleadville.com

http://www.eaglecounty.us

http://www.minturn.org/

http://www.co.summit.co.us/

http://www.aspenpitkin.com/

Independence Pass Summit Site
Photo courtesy of Independence Pass Foundation

Introduction

The Independence Pass Summit Site master plan is the result of two public open houses, reviews by the Top of the Rockies Board (TORB) and the United States Forest Service (USFS), a comprehensive site analysis, and a creative design process. The Top of the Rockies Design Guidelines document was developed in conjunction with the master plan to ensure a holistic process, shaping methodology and developing a successful master plan. These Design Guidelines should be referenced when reviewing this master plan. The master plan was also developed as part of the Top of the Rockies Corridor Management Plan and Interpretive Management Plan update project and represents the vision, goals and objectives of the TORB and USFS at that time.

Site Analysis Narrative

The Independence Pass Summit Site (located at mile post 60-61) sits atop the Top of the Rockies National Historic and Scenic Byway, dazzling seasonal visitors for over a hundred years with a unique High Rockies experience. The site, bisected by the Great Continental Divide, is dominated by expansive snow fields in spring and sparse alpine tundra in summer and fall, offering diverse perspectives of the land and various activities through which to enjoy it. As always, panoramic

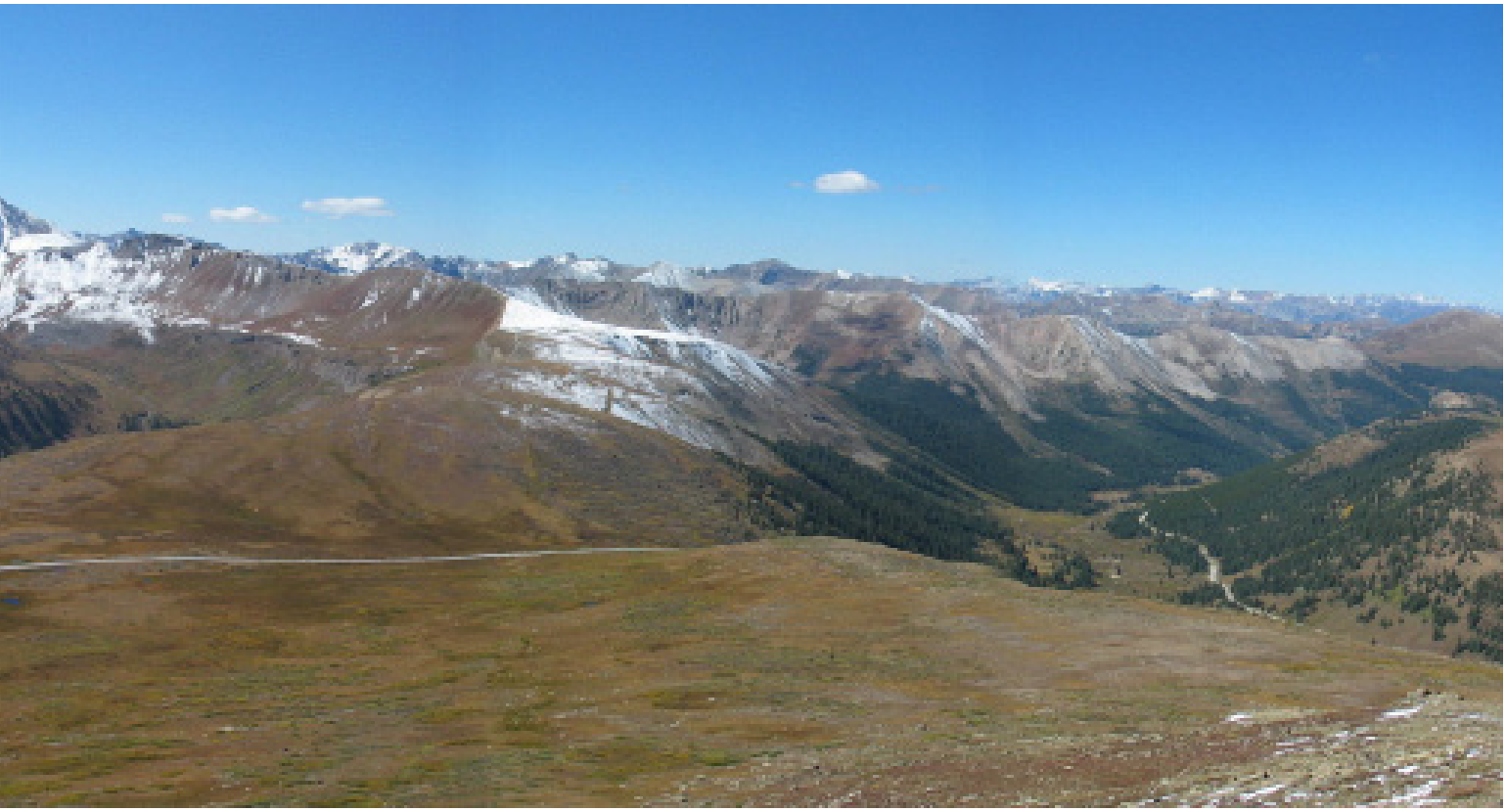
Independence Pass
This impressive site offers unparalleled views of the High Rockies. *Photo courtesy of Independence Pass Foundation.*

Public Engagement
An open dialogue with the public and federal, state and local officials is critical to a successful design.

views of the valley below and rugged peaks beyond offer any visitor a truly elevated experience.

As it currently exists, the Independence Pass Summit Site lacks amenities equal to the quality of its landscape. After parking in a poorly defined parking area straddling busy Colorado State Highway 82, sight-seers are greeted by a pair of unisex rest rooms and the iconic USFS Continental Divide marker. From there visitors are funneled onto a deteriorating asphalt path that passes through alpine tundra toward an overlook with views to the South of Collegiate Peaks. Lashed by the sun and buffeting wind, visitors generally soak up the views quickly and proceed along a loop path to a second overlook offering similar views as the first before heading back the parking lot. The site also receives its fair share outdoor recreationalists, from hikers to skiers to photographers to hunters, who use it simply as a portal to the surrounding alpine wilderness.

All along the Byway automobile-pedestrian conflicts endanger visitors. Perhaps most visited attraction of the Byway, the Independence Pass Summit Site suffers from automobile-pedestrian conflicts as well as maintenance issues, a lack of interpretive and safety signage, poor materials selection, and weak pedestrian circulation, all of which create a confusing and potentially dangerous experience. Events, such as the Ride the Rockies and the U.S. Pro Cycling Challenge, will continue to pressure the site. In combination with increasing crowds, these unresolved issues



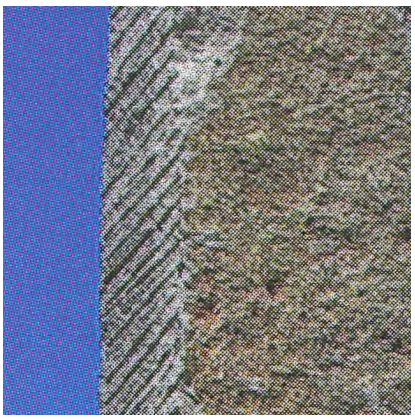
aid in damaging the unique alpine tundra ecosystem that so many come to see. First, there is no set parking system. This creates a situation where users park their vehicles around the site and either negotiate a way through a chaotic parking lot or cross Highway 82, threatening driver and pedestrian safety. Additionally, since the site is seasonal, snow removal is a major maintenance concern in spring months when plows clear the main parking lot, storing snow along its edges and hiding site paths. This limits many visitors from accessing the overlooks and forces the others to create their own routes. Furthermore, path systems, once melted, do not meet ADA accessibility standards and lack interpretive and regulatory signage; due to this, they tend to be ignored in favor of individual exploration. The site's sensitive landscape pays the price for all of these issues; encroaching vehicles, poor snow storage locations which create informal winter paths, and a lack of user knowledge all degrade site ecology.

Two public open houses were held during this process. The first was a forum to review existing conditions and previous analyses and hear comments on site recommendations. The second was held to review and confirm the proposed master plan. The following items are a summary of these comments:

- The summit site is very heavily used.
- The average stop is less than 30 minutes.
- Consider relocating Highway 82.

Site Wall
Site walls constructed of local stone provide a flexible and identifiable Byway characteristic.

Directional Signage
Signage is key to successfully orienting users to interpretive features and recreational opportunities.



Site Marker
Site Markers of local, textured boulders are essential parts of a cohesive Byway identity.

- Vehicular and pedestrian conflicts need to be resolved as parking is too informal.
- Site lacks amenities equal to the quality of its landscape.
- Automobile-pedestrian conflict, maintenance issues, and weak pedestrian circulation create a confusing and potentially dangerous experience.
- Consider separate parking for day users versus overnight users.
- Snow removal and other seasonal maintenance issues should be addressed.
- Locals use the site mostly as outdoor recreationalists and as a portal to the surrounding alpine wilderness.
- Path systems, once melted, do not meet ADA accessibility.
- Raised paths should be considered to keep visitors on pathways and protect sensitive areas.
- Shelter should be considered for bikers/bicyclists/skiers/etc. caught in sudden inclement weather.
- Bike racks are needed.
- The particular needs of hunters should be met.
- Create a loop, or circle, trail to manage direction and flow of visitors.
- Path should be partially ploughed after pass opens to discourage informal path-making.
- Trash is a major issue. Provide more trash/recycle bins or features that catch trash blown by wind.
- Promote awareness about fragility of summit ecology.
- Tell the natural stories of geology, geomorphology, glaciers, ecology, geography, ecotones, flora, fauna and their tracks hydrology, snowmelt, weather, the Arkansas. etc.
- Existing signage and wayfinding is confusing.
- No information on the site and the trails is currently available. Should include precautions for tourists not aware of high alpine dangers such as avalanches and sun exposure.

Master Plan Narrative

The proposed master plan for Independence Pass takes these issues into account and resolves them. Through flexible yet firm circulation, well-defined areas of use, and education through site interpretation, traffic and maintenance concerns are addressed while maximizing user experience and site protection. Creative and place-based material choices round out this rich experience unique to the Top of the Rockies National and Scenic Byway. This design iteration shows State Highway 82 moving 20 feet to the North to accommodate a one-way parking lot for a safer pedestrian experience.

The CMP design charrette and public open houses yielded another design scheme where the highway is relocated several hundred feet to the North

to further separate the Independence Pass pedestrian experience from the driver experience (see map on page F-8). This viable option should be revisited for future design phases.
An average visit to the site may feel like this:

A user en route to the Independence Pass Summit Site follows the Top of the Rockies National Historic and Scenic Byway. The site is heralded by a shift from asphalt to concrete roadway, stacked stone site walls which rise from a swath of alpine grass, and **two iconic site markers** located on the West side of the highway. By shifting Highway 82 to the North*, a passing lane and a **native vegetative buffer** are added to separate commuter traffic from visitor traffic and parking. Thus, the user is safely and efficiently directed into a one-way parking lot and into a striped stall. All parking spaces are constructed of reflective pavement to limit the heat island effect and **pervious concrete** which filters runoff before it reaches the adjacent wetlands. From here, the user exits their vehicle and enters a well-defined pedestrian zone free from all other vehicular activity. This pedestrian zone contains three experiences: the Summit Site Plaza, the Summer Interpretive Plaza, and the Rest Room area. The Summit Site Plaza and the Rest Room area are designed to be cleared of snow as long as the Byway is open while the Summer Interpretive Plaza is only accessible as snow melts, requiring less maintenance and offering a seasonal user experience.

As a user crosses the Summit Site Plaza full of visitors snapping photos of the iconic Independence Pass sign and alpine scenery, they are greeted by the main site path and its distinctive interpretive signage. This signage does not compete with, but rather complements, the surrounding landscape; wrought of natural metal atop a stacked stone wall, it expresses information on site ecology, history, watersheds, and the Great Continental Divide. The path begins as a durable raised **path of crusher fines or other materials**, designed to minimize site disturbance and be cleared of snow in spring months. These are both devices intended to keep visitors on the path and from damaging site ecology. The path evolves from a raised path to pervious concrete as it ascends through alpine meadows and rock outcrops. Up ahead, framing a distant mountain view, stands a modest yet artful wind shelter providing a moment of reprieve from the elements. From the vantage of a knoll, signage inside **the shelter** interprets the surrounding alpine tundra ecosystem, the Great Continental Divide, and other trails venturing offsite. After a short rest on one of the shelter's benches, the path descends, passing a USFS trailhead which acts as a hiking, hunting and skiing portal, until it becomes a serpentine **crusher fines walk** leading towards the site's primary overlook. Here, the user is offered marvelous views and photo opportunities from a wedge that projects out into the vertiginous space of the valley. The overlook is a structure constructed of a raised path, **stacked stone walls** made with site construction spoils, and a transparent metal railing that facilitates

Pervious Pavement
Pervious pavement, such as pervious concrete, should be utilized in parking stalls.

Interpretive Signage
Signage should be complementary to the surrounding landscape and enhance, not detract from, user experience.

Wind Shelter
Simple structures like this work well as cover from the elements and locations for interpretive signage.

Historic Structures
Cues from the past are inspiration for new twists on structures. *Photo courtesy of Aspen Historical Society.*

Raised Path
A raised path limits site disturbance while keeping users off delicate ecologies.

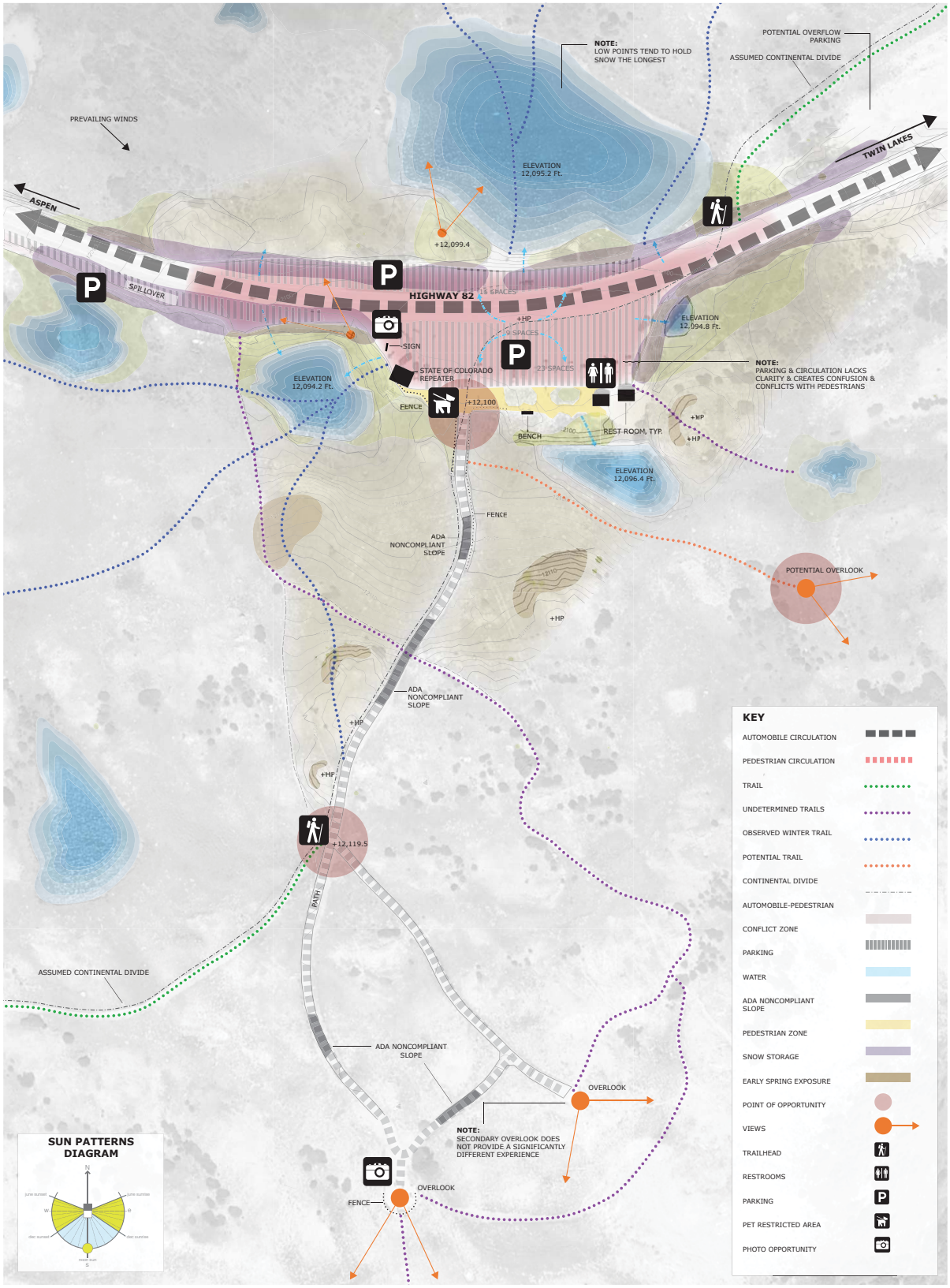
uninterrupted views South to the Collegiate Peaks and beyond. It is a **timeless** landscape feature that guides visitors from the highway below yet dissolves when upon it. Interpretive signage bolsters the experience by offering a peak-finder and other important information.

After looping past more interpretive signage, the user returns to the trailhead and crosses into the Summer Interpretive Plaza. Here the ground plane is inset with concrete. These bands create definition and rhythm while referencing the nearby Old Corduroy Road, a rugged route that was once paved in whole logs laid perpendicular to travel. From here the bands fuse with another raised path that leads to the ADA accessible trail, a shorter route for those unable to make it to the primary outlook. It is marked by interpretive signage describing the adjacent alpine wetlands ecology. Similar to the main trail, this path gently descends from a raised path to pervious concrete to crusher fines toward the secondary overlook. Similar in construction, this overlook offers views to the East.

After a quick return to the Summer Interpretive Plaza, the user can easily utilize the rest room facilities which are now united by a new structure. Similar in character to the wind shelter, this structure is adjacent to the existing USFS rest rooms thereby offering greater cover and a more coherent Byway aesthetic. The materials used in its construction express the characteristics and values of the other site materials: **enduring**, **easily available** and **maintained**, **context-sensitive**, and **locally sourced**. Furthermore, these materials will always be available to suit any phasing timeline. From here, the user may decide to head North by foot to the USFS trailhead for hiking, hunting or skiing or return to their vehicle to continue their Byway adventure. Either way, the Independence Pass Summit Site will live long in the memory of a user as an elevated experience in the High Rockies.

Events such as the Ride the Rockies Pro Cycling Challenge will require additional areas for event disturbance. These areas have been highlighted on the master plan.

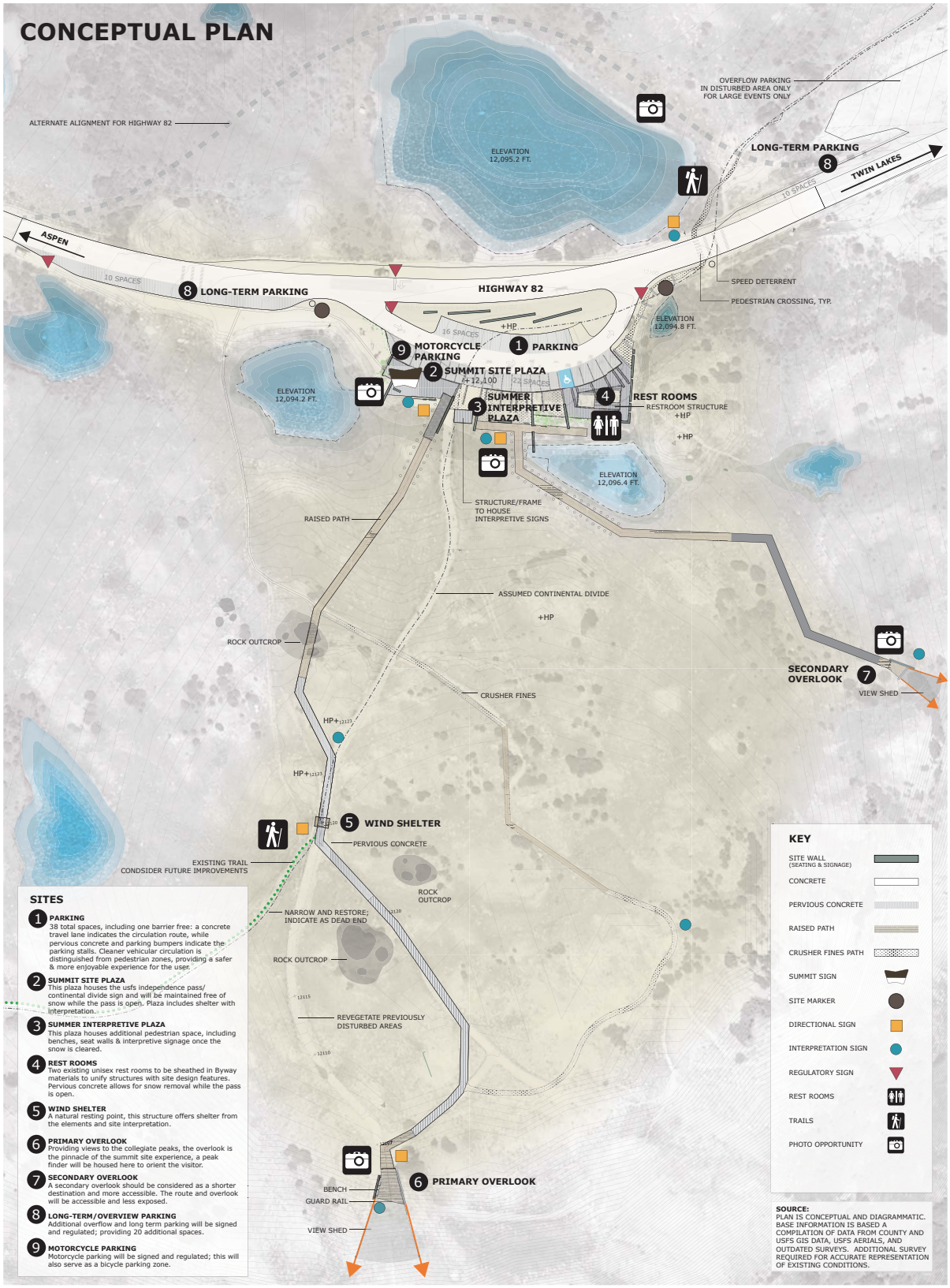
The following pages provide the visual counterparts to these narratives: the Independence Pass Site Analysis and Master plan.



analysis plan

top of the rockies

lake county, summit county, eagle county & pitkin county | colorado



Plan is conceptual and diagrammatic. Base information is based on a compilation of data from county and USFS GIS data, USFS aerials, and outdated surveys. Additional survey required for accurate representation of existing conditions.

Clear Pavement Marking Along the Byway
Photo courtesy of Independence Pass Foundation

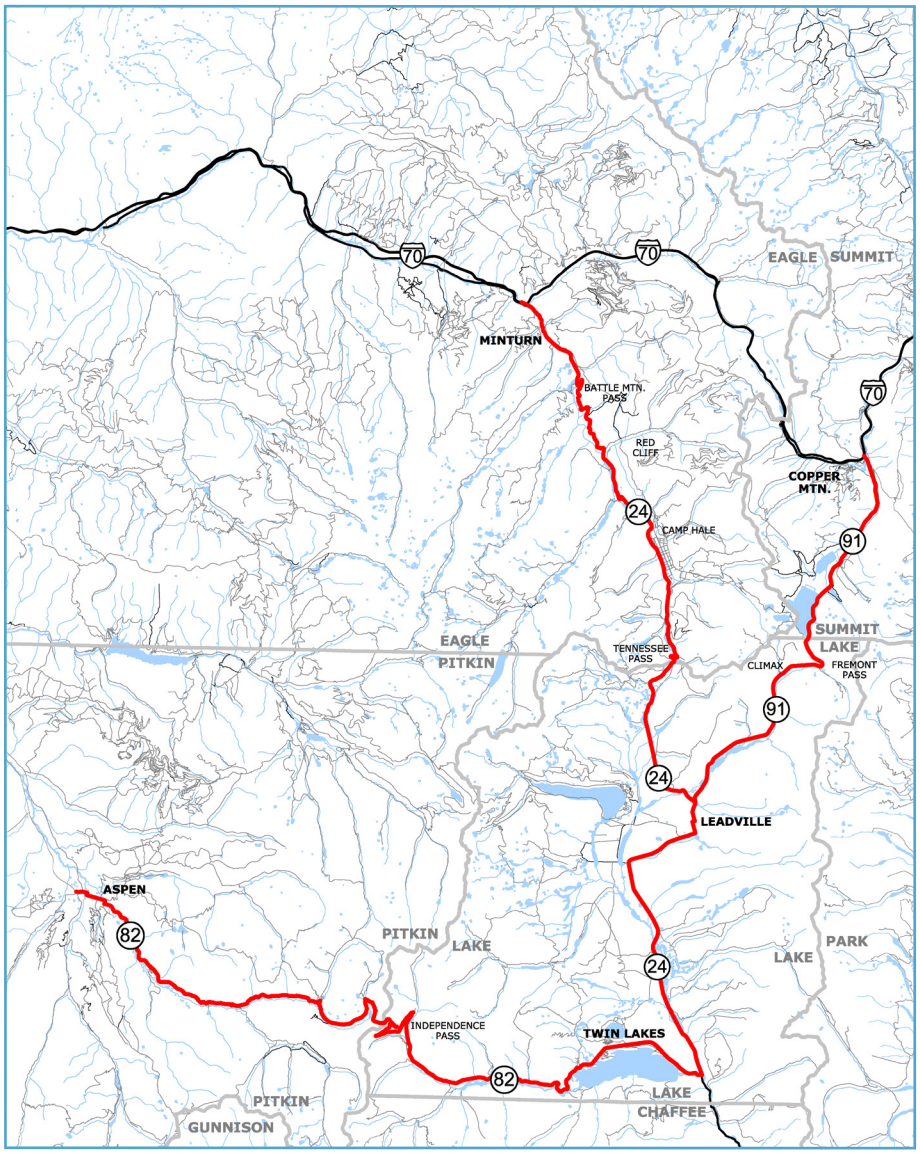
TRANSPORTATION

Introduction

Top of the Rockies was first designated in 1998 by the U.S. Secretary of Transportation as a National Scenic Byway. This 82-mile segment was extended by 40 miles to include the portion of Highway 82 from Twin Lakes, over Independence Pass, into Aspen. The Top of the Rockies Byway is one of the eleven Colorado Byways and one of four within the Inter-Mountain Transportation Planning Region.

The Top of the Rockies corridor is located in Lake, Summit, Eagle and Pitkin Counties and is comprised of portions of US Highway (US) 24, and State Highways (SH) 91 and 82, entirely within the Inter-Mountain Transportation Planning Region (TPR). The Byway crosses the continental divide three times and travels through portions of the White River, Pike and San Isabel National Forests.

A location map is included on the following page.



Roadway Statistics

Functional Classification

Functional classification is the process by which highways are grouped into classes or systems, according to the character of traffic service that they are intended to provide. The roadways that comprise the Top of the Rockies Scenic Byway are classified as either minor arterials or collector roadways. An arterial system provides the highest level of service at the greatest speed over the longest uninterrupted distance with some degree of access control. The collector system provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.

US 24 and SH 91 are classified by the Colorado Department of Transportation (CDOT) as minor arterials. SH 82 is classified as a collector roadway. SH 82

over Independence Pass is a seasonal roadway that provides a tourist and commuter connection to Aspen typically from Memorial Day through late October/early November.

Typically, the arterial system will have higher design standards than the collector system due to higher speed and traffic volumes.

Table 1 identifies the length of the byway broken down per highway and per county. Highway 24 has approximately 47.79 miles, Highway 91 has approximately 22.60 miles, and Highway 82 has approximately 46.29 miles for a total of approximately 117 miles.

Table 1
Pavement and Lane Lengths

Highway / County	Mile Markers		Pavement Distance (mi)	2-Lane Distance	3-Lane Distance	4-Lane Distance
	Start	End				
Hwy 24 - Eagle County	143.40	165.89	22.49	22.49	0.00	0.00
Hwy 24 - Lake County	165.89	191.19	25.30	24.33	0.09	0.88
Hwy 91 - Lake County	0.00	12.08	12.08	11.85	0.00	0.23
Hwy 91 - Summit County	12.08	22.60	10.52	5.78	4.51	0.23
Hwy 82 - Pitkin County	39.00	61.13	22.13	21.16	0.18	0.79
Hwy 82 - Lake County	61.13	85.29	24.16	24.16	0.00	0.00

Paved Shoulders

As is shown in Table 2, the existing shoulder widths vary throughout the entire Byway and within each highway. Approximately 52 miles of the 117 miles of the byway have shoulder widths of three feet or less. Only 16 miles of the byway has shoulder widths of 8 feet or more – the majority of this on Highway 91.

Table 2
Shoulder Width (ft)

Highway / County	0	1	2	3	4	5	6	8 or More
Hwy 24 - Eagle County			8.46	0.88	11.01		1.78	0.36
Hwy 24 - Lake County		0.03	1.17	0.90	16.82		3.34	3.04
Hwy 91 - Lake County			1.57		0.38		7.95	2.18
Hwy 91 - Summit County			2.43		1.04			7.05
Hwy 82 - Pitkin County	6.17	6.09	7.01	0.25	0.96		0.64	1.01
Hwy 82 - Lake County		14.00	5.64				2.09	2.43
Totals:	*6.17*	*20.12*	*26.28*	*2.03*	*30.21*	*0.00*	*15.81*	*16.07*

Paved shoulders of four feet or wider are desirable for the safety and movement of bicycle traffic along these highways. Those sections without paved shoulders of four feet or wider are considered deficient. US 24 from Minturn to south of Leadville and SH 82 from Aspen to US 24 have inadequate shoulder width according to the Intermountain 2035 Transportation Planning Region.

Seasonal Changes
Deep snow lines the edges of the seasonal section of Highway 82.

The Narrows
Portions of the Byway have nonexistent shoulder, as well as narrowing to one lane.

Varied Pavement
Poor roadway surface has been replaced for safer Byway travel.

Steel Arch
Near Red Cliff, this magnificent steel arch bridge spans the Byway.

Roadway Surface

The Colorado Department of Transportation monitors the state highway roadway surface conditions annually. The roadways are evaluated on roughness and cracking/patching. The roadway surface conditions are broken down as follows:

- Good – roadway surface is expected to have a life of 11 years or more
- Fair – roadway surface is expected to have a life of 6 to 10 years
- Poor – roadway surface is expected to have a life less than 6 years.

The highways within the Byway range from good to poor.

SH 82 from SH 24 into Aspen has a surface rating of Poor.

SH 91 from Copper Mountain to Climax also has a Poor rating. From Climax to the Leadville limits, the rating is Fair. Through Leadville, the rating is Good. SH 91 is scheduled to be paved.

US 24 has a Fair rating from Minturn to approximately Camp Hale with a rating of Good from Camp Hale to Leadville – with a few stretches of Fair ratings.

Bridge Conditions

The Colorado Department of Transportation regularly inspects the bridges within their highway system to determine structures that are functionally obsolete and/or structurally deficient. Functionally obsolete does not necessarily mean that the bridges cannot carry the loads, but they may be too narrow, have poor sight distance, or have insufficient waterway clearance. Structurally deficient means bridges that are deteriorating or they do not meet the load carrying requirements and as a result are load restricted. The bridges are given a "sufficiency rating" and those with a rating of less than 80 are considered to be inadequate. Bridges with a rating between 51 and 80 are eligible for rehabilitation, and those rated below 50 are eligible for replacement.

Of the 28 inadequate bridges identified within the entire Intermountain Transportation Planning Region, four are located within the Top of the Rockies Byway. Two of these are located along SH 24 - one Union Pacific Railroad and two California Gulch bridges - and one along SH 82 at Castle Creek. None of the structures on SH 91 are considered inadequate.

Existing Average Annual Daily Traffic

The CDOT traffic data includes existing average annual daily traffic volumes (AADT) based on Year 2009 data. It should be noted that these volumes

represent an annual average and therefore, do not identify the peaking characteristics of these highways during the summer tourist season and winter ski seasons.

The following table identifies the AADT for the Top of the Rockies segments of US 24, SH 91 and SH 82. For reference, the Year 2005 traffic volumes are also shown. As shown in the table, traffic volumes along US 24 range from approximately 1,800 vehicles per day at Tennessee Pass to approximately 5,000 vehicles per day south of Leadville. The Year 2009 volumes indicate a slight decrease on US 24 over the Year 2005 volumes.

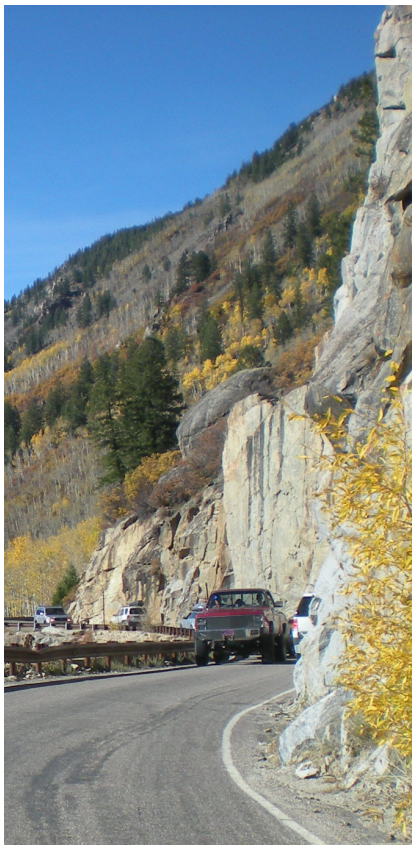
The average annual daily volumes on SH 91 from Copper Mountain to Leadville are approximately 3,900 vehicles. The Year 2005 volumes were 3,400. With Climax Mine back in operation, an increase is assumed.

The volumes on SH 82 – over Independence Pass – are approximately 1,600 vehicles per day – a 300 vehicle increase over Year 2005 AADT.

Table 3
Average Annual Daily Traffic for Top of The Rockies

Segment	Highway Section	2005 AADT	2009 AADT
	SH 24		
3, 4, 5	Tennessee Pass	2,200	1,800
6, 7, 8, 9	South of Leadville	5,100	5,000
	SH 91		
1, 2	Copper Mountain to Leadville	3,400	3,900
	SH 82		
11, 12, 13	Aspen to Twin Lakes	1,300	1,600

Refer to http://apps.coloradodot.info/dataaccess/ for current traffic data.



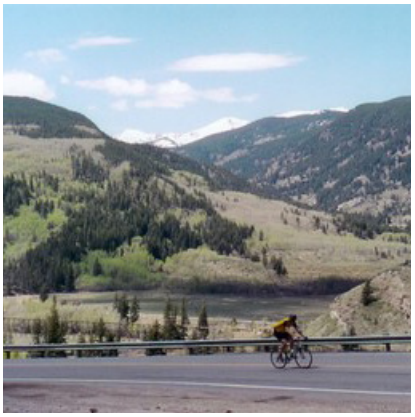
Byway Traffic
West of the Independence Pass Summit traffic backups occur due to tourism and narrow driving lanes. *Photo courtesy of Drexel Barrel.*

Accident History

The following two tables identify the reported accidents along the Top of the Rockies Scenic Byway. Table 4 summarizes the total number of accidents per highway and further summarizes the accident types. Table 5 further breaks down the accidents per highway per milepost. This was done to determine whether there are certain areas that are high in accidents and perhaps need roadway modifications to lessen the accidents. CDOT does not indicate a seasonal comparison.

As is shown, **US 24** had a total of 482 reported accidents for the period of June, 2005 through May, 2010. Of the 482 accidents, the majority – 319 – were one vehicle accidents. There were 4 fatalities. These occurred at MP 152.5, 164.87, 180, and 185.4. Only 2 accidents were reported that

Steep Curves and Grades
The Byway's character offers many unique challenges while navigating by automobile, motorcycle, or bicycle.



Two Wheeled Paradise
The Byway is considered by many as a premier destination for cycling. *Photo courtesy of CDOT.*

involved bicyclists.

SH 82 had a total of 998 accidents reported. As is identified in Table 5, the majority of these accidents occurred within a three-mile corridor that is situated in downtown Aspen. Of the 998 accidents, the majority involved two vehicles and were "on-road" accidents. There were 2 fatalities listed in the accident summary but only one milepost location. It is possible that the two fatalities occurred in the same accident, but that is not verified. The milepost listed for the fatality is MP 48.05 – which is not along the section of Independence Pass. Aerial maps show the road curving at this point and the accident report indicated the vehicle went off the road. Only 3 accidents involving bicyclists were reported.

On **SH 91,** a total of 232 accidents occurred. Over half of the accidents were one vehicle accidents. No fatalities occurred and only three accidents were reported with bicyclists.

Table 4
Accident Data Summary

	Hwy 24*	Hwy 82**	Hwy 91*
Total Accidents	482	998	232
Accidents with Injuries	88	73	48
Accidents with Fatalities	4	2	0
One-Vehicle Accidents	319	130	158
Two-Vehicle Accidents	152	805	66
Three or More-Vehicle Accidents	11	62	8
On-Road	206	898	100
Off-Road Left	100	27	63
Off-Road Right	168	65	67
Off-Road at Tee	2	5	0
Involving Wild Animals	32	16	25
Involving Bicyclist	2	3	3

*6/1/05 through 5/31/10
**1/1/04 through 12/31/08

Refer to http://www.coloradodot.info/library/traffic/traffic-manuals-guidelines/safety-crash-data/accident-rates-books-coding for current accident data.

Table 5 Accident Data By Mile											
Hwy 24*				Hwy 82*				Hwy 91*			
Segment	Mile Post		Accidents	Segment	Mile Post		Accidents	Segment	Mile Post		Accidents
	Start	End			Start	End			Start	End	
3	143	144	2	13	39	40	158	2	0	1	14
3	144	145	3	13	40	41	281	2	1	2	6
4	145	146	15	13	41	42	362	2	2	3	9
4	146	147	5	13	42	43	16	2	3	4	6
4	147	148	11	13	43	44	1	2	4	5	6
4	148	149	16	13	44	45	4	2	5	6	6
4	149	150	14	13	45	46	2	2	6	7	7
4	150	151	15	13	46	47	3	2	7	8	6
4	151	152	8	13	47	48	2	2	8	9	10
4	152	153	10	13	48	49	2	2	9	10	12
5	153	154	12	13	49	50	3	2	10	11	7
5	154	155	9	13	50	51	3	2	11	12	13
5	155	156	10	13	51	52	2	1	12	13	11
5	156	157	12	13	52	53	2	1	13	14	10
5	157	158	7	13	53	54	0	1	14	15	8
5	158	159	11	13	54	55	0	1	15	16	13
5	159	160	8	13	55	56	0	1	16	17	6
5	160	161	9	13	56	57	0	1	17	18	7
5	161	162	13	13	57	58	2	1	18	19	13
5	162	163	21	13	58	59	1	1	19	20	15
5	163	164	5	13	59	60	1	1	20	21	15
5	164	165	9	13	60	61	2	1	21	22	11
6	165	166	20	11	61	62	2	1	22	23	22
6	166	167	2	11	62	63	1				
6	167	168	9	11	63	64	0				
6	168	169	22	11	64	65	3				
6	169	170	6	11	65	66	3				
6	170	171	5	11	66	67	0				
6	171	172	7	11	67	68	1				
6	172	173	12	11	68	69	2				
6	173	174	9	11	69	70	1				
6	174	175	12	11	70	71	0				
7	175	176	39	11	71	72	0				
7	176	177	22	11	72	73	1				
7	177	178	3	11	73	74	0				
8	178	179	12	11	74	75	0				
8	179	180	7	11	75	76	0				
9	180	181	9	11	76	77	8				
9	181	182	6	11	77	78	1				
9	182	183	6	11	78	79	1				
9	183	184	3	10	79	80	2				
9	184	185	6	10	80	81	0				
9	185	186	5	10	81	82	1				
9	186	187	2	10	82	83	0				
9	187	188	2	10	83	84	1				
9	188	189	2								
9	189	190	11								
9	190	191	6								
9	191	192	8								

*6/1/05 through 5/31/10

Refer to http://www.coloradodot.info/library/traffic/traffic-manuals-guidelines/safety-crash-data/accident-rates-books-coding for current accident data.

Whistle Stop
The Byway's only working railway exists today as a tourist destination, offering seasonal rides.

Mineral Belt Bike Trail
A major non-motorized thoroughfare.

Intermodal System

Rail Transportation

The only operating rail systems within the Top of the Rockies Byway consists seasonal tourist operations.

Bicycle/Pedestrian System

The Bicycle and Pedestrian System within the Byway corridor was addressed in the 2035 Regional Transportation Plan for the Intermountain Planning Region. However, the information presented appears to be contradictory. The plan identifies the areas along the highway with sufficient shoulder widths for bicycle travel. The only highway within the Byway identified as having shoulders of four feet or wider was SH 91. In addition, US 24 from Minturn to south of Leadville was deemed insufficient due to inadequate shoulder width in the Intermountain 2035 Regional Transportation Plan.

However, in the 2035 plan, SH 91, US 24 and SH 82 are all identified as being highways suitable for bicycle/pedestrian routes. It is unclear whether the 2035 plan is combining on-road routes and off-road routes as the report only depicts a line on a map.

For an in depth look at bicycle transport on Colorado Byways, see: http://www.bikebyways.org.

Transit System

Only two public service routes exist within the Byway corridor. One route is the Summit Stage which provides service from Leadville to Summit County daily. The other route is the Eagle County Regional Transportation Authority (ECO Transit). The ECO Transit offers year round service and has five regional routes within Eagle County – two of which are operated on the Byway. The Leadville Route primarily serves employees living in Leadville and working in the Vail/Avon area. This route has three buses that leave Leadville in the morning with the return in the late afternoon. One of the three goes to Beaver Creek.

The Minturn Route runs between Minturn, Avon and Vail and provides connection for recreation and employment. Service runs between 7:00am and midnight each day.

One transit system gap identified in the Year 2035 Regional Plan was the section on SH 82 between Aspen to SH 24 and then to Leadville.

Growth

Projected Year 2035 Average Annual Daily Traffic

The Intermountain Transportation Planning Region projected Year 2035 traffic volumes for all of the highways within the Intermountain Region, including the three state highways of the Top of the Rockies Byway. Highways 24, 91, and 82 are all projected to carry volumes in the range of 3,501 vehicles per day to 7,300 vehicles per day.

The Intermountain plan further calculates the Volume to Capacity Ratio for the entire roadway system in the Intermountain region. Volume to Capacity (V/C) is a planning level measure of level of service for the roadway. The V/C ratio is a ratio of existing or projected traffic volumes to the roadway capacity. The V/C ratios were broken down into three categories:

- V/C ratio below 0.60 – Indicating that the roadway has sufficient capacity to accommodate the traffic volumes.
- V/C ratio between 0.60 and 0.85 – Indicating the existing volumes are approaching capacity and delay may be occurring at peak hours.
- V/C ratio equal to or greater than 0.85 – Indicating that the volume exceeds the capacity.

The Year 2035 V/C ratios were calculated and none of the roadways within the Byway were determined to be at 0.85 or greater. Highways 24 and 82 are projected to have V/C ratios between 0.00 and 0.59 with higher V/C ratios south of Leadville and within the Aspen City limits. Highway 91 is projected to have V/C ratios in the area of 0.60 to 0.84, indicating that the Year 2035 volumes may be approaching capacity.

Transportation Growth Trends

The 2035 Regional Transportation Plan projects that the transportation system will see greater deficiencies due to growth in population, longer commuting distances, tourism, and natural resource exploration. An increase in traffic volume and truck traffic volume could contribute to increased accidents and lane miles of deficiencies.

Passing Lane
Strategies identified for US 24, SH 82 & SH 91 include opportunities for additional passing lanes.

Guard Rails
Other safety strategies include the use of guard rails to prevent traveler from running off the road. *Photo courtesy of CDOT.*

Corridor Vision – Identified Corridor Needs

The 2035 Transportation Plan looks at all of the State Highway "corridors" within the region and develops a "Corridor Vision" for each corridor. Each corridor was analyzed for future needs and goals and then strategies were outlined.

State Highway 24 – Dowd Junction to Leadville (MP 143 to MP 177):
The "vision" for this corridor as outlined in the 2035 Transportation Plan is to improve safety while increasing mobility. This corridor serves local traffic, commuter traffic and recreation/tourist traffic and primarily serves destinations outside of the area.

Both passenger and truck traffic volumes are projected to increase along this corridor. According to the long range plan, users of the corridor want to preserve the rural mountain feel while supporting tourism and commuter traffic.

The "primary investment category" for this section of US 24 is Safety. The priority is listed as high. The goals being to continue commuter and recreation travel, reduce crashes, improve shoulders, maintenance and improvement of the roadway pavements, and expand transit usage.

The identified strategies to accomplish this vision include:

- Improvement of the roadway geometrics – shoulders, passing lanes, acceleration and deceleration lanes, and pullouts
- Surface treatment and overlays
- Construction of Park and Ride facilities
- Construction of separated bicycle facilities
- Annual highway pavement marking

US Highway 24 – Leadville to Buena Vista (MP 177 to MP 210):
The vision for SH 24 south of Leadville is also to improve safety and increase mobility. This corridor serves local traffic, commuter traffic and recreation/tourist traffic and primarily serves destinations outside of the area.

Traffic volumes are expected to increase minimally.

The "primary investment category" for this section of US 24 is Safety. The priority is listed as high. The goals being to provide tourist friendly travel, reduce crashes; improve shoulders, maintenance and improvement of the roadway pavements, and support economic development while maintaining the environment.

The identified strategies to accomplish this vision include:

- Improvement of the roadway geometrics – shoulders, passing lanes, acceleration and deceleration lanes, and pullouts
- Surface treatment and overlays
- Construction of separated bicycle facilities
- Annual highway pavement marking

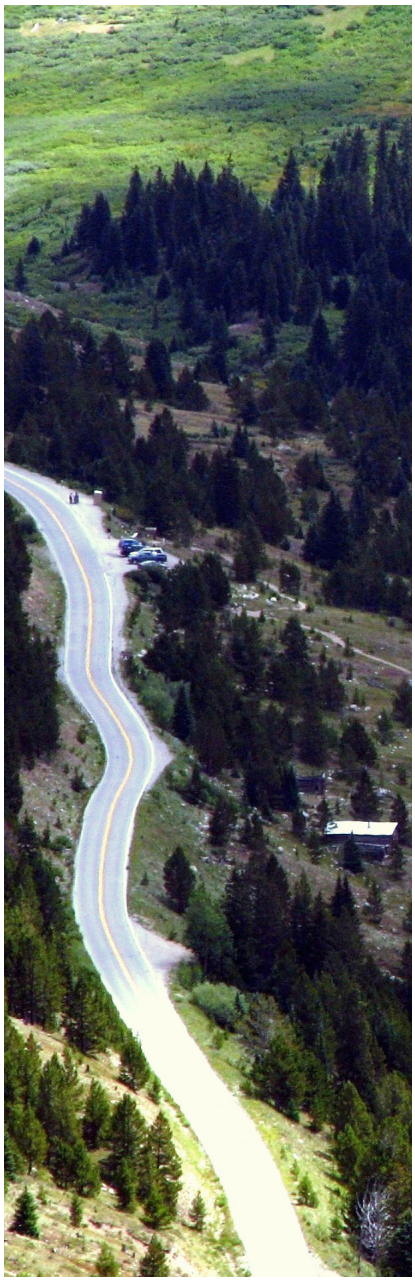
State Highway 82 – Aspen to US 24 (MP 40 to MP 85):
The vision for SH 82 in this section is to improve safety and increase mobility. This corridor serves local traffic, commuter traffic and recreation/tourist traffic and primarily serves destinations outside of the area.

Traffic volumes are expected to remain constant.

The "primary investment category" for this section of SH 82 is Safety. The priority is listed as medium. The goals are identified as to increase travel reliability and improve mobility, reduce crashes, maintenance and improvement of the roadway pavements, promote erosion control and slope stabilization, and to promote environmentally responsible transportation improvements.

The identified strategies to accomplish this vision include:

- Provision of truck turnarounds at regulatory signage points indicating that vehicles longer than 35' are not permitted on the Pass
- Addition of safety phones in key areas where cell phone service is unavailable
- Improvement of the roadway geometrics – shoulders, passing lanes, improve sight distance, add guardrails, pullouts
- Surface treatment and overlays
- Addition of rest area
- Annual highway pavement marking
- Review of Right-Of-Way issues regarding the summit by CDOT and USFS; currently there is an omission of ROW documentation



No Passing
Many areas of the Byway are designated as no passing zones. *Photo courtesy of Independence Pass Foundation.*

State Highway 91 – Leadville to Copper Mountain (MP 0 to MP 23):
The vision for SH 91 in this section is to improve safety and increase mobility. This corridor serves local traffic, commuter traffic and recreation/tourist traffic and primarily serves destinations outside of the area. A paved bike path from the Conoco by Copper Mountain to Leadville has been suggested to diversify transportation opportunities.

Traffic volumes are expected to increase.

The "primary investment category" for this section of SH 91 is Safety.

The priority is listed as medium. The goals are identified as to support commuter and recreation travel, reduce crashes, eliminate shoulder deficiencies, maintenance and improvement of the roadway pavements, support economic development, and to expand transit usage.

The identified strategies to accomplish this vision include:

- Improvement of the roadway geometrics – shoulders, passing lanes, acceleration and deceleration lanes, turn lanes, pullouts
- Surface treatment and overlays
- Construction of Park and Ride Areas
- Construction of separated bike facilities
- Annual highway pavement marking

2035 Fiscally Constrained Plan

The 2035 Intermountain Regional Transportation Plan emerged from a comprehensive review of regional transportation priorities in Colorado. Development of a constrained plan is one of the major components of the transportation planning process, along with identification of key issues and emerging trends, definition of the vision for each corridor, and selection of mid-term implementation strategies. A fiscally constrained plan identifies available funding resources and aligns these resources with priorities over a set financial term, in this case from 2008 to 2035.

The Year 2035 Fiscally Constrained Plan total is $2.1 billion. Of the $2.1 billion in the plan, approximately $1.17 million is earmarked for improvements to **US 24** from Dowd Junction to Leadville and approximately $235,000 earmarked for **US 24** from Leadville to Buena Vista.

For **SH 82**, approximately $235,000 is earmarked for the section between Aspen and SH 24.

For **SH 91**, another $235,000 is earmarked for the section between Leadville and Copper Mountain.

Mid-Term Implementation

The Intermountain Transportation Planning Region determined the need for a mid-term implementation strategy to identify what could be accomplished within the next 10 years while keeping in mind limited funds.

Five high priority locations were identified –one of which is included in the Top of the Rockies Byway. However, the section improvements identified only include completion of the Maroon Creek Bridge which was

completed in 2008 and improvements to implement the Bus Rapid Transit in the corridor.

Until additional funding is allocated, congestion and needed improvements will continue to rise. Very little major construction work is anticipated in any of the Byway corridors.

City of Aspen

Introduction

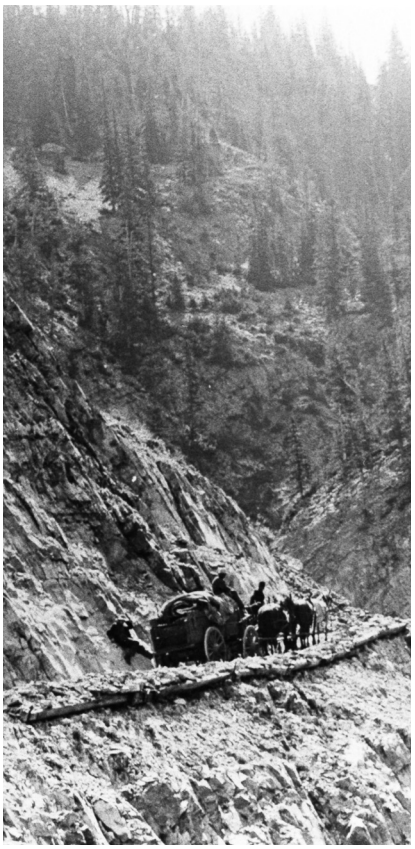
The continued success of the Top of the Rockies National Scenic and Historic Byway is largely dependent on the preservation and enhancement of its context. Inventorying existing land uses and ownerships, and understanding how they have changed since the past and how they may change in the future, is critical to managing the Byway's context.

Historical Perspective

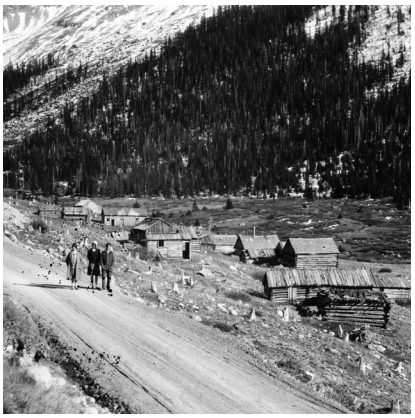
The complex land use matrix evident today along the Byway was primarily dictated by the harsh climate, topographic constraints and natural resource base found along the spine of the Colorado Rockies, as well as technological, social and political forces that shaped and subdivided the landscape over a century ago.

Community Development

The settlement pattern of hastily built encampments, characteristic throughout the Colorado Rockies during the mid to late 1800s, first sprang up in close proximity to natural resources, such as the world class ore bodies east of Leadville, below Gilman, at the top of Fremont Pass and adjacent to Aspen. The need for proximity to the resource was in large part due to the pedestrian



A Rough Ride
The Byway's original roads were grueling routes that tested man, animal and machine. *Photo courtesy of Aspen Historical Society.*



Town Life
Towns sprung up around mining operations, bringing vibrant culture to the mountains. *Photo courtesy of Aspen Historical Society.*

and equestrian transportation modes of the day and the primitive road conditions, which severely limited travel and transport distances. As a result, towns were often built in less than ideal locations, as witnessed by Gilman's precarious perch atop thousand foot tall cliffs on Battle Mountain Pass, or the location of the original Climax within an inhospitable alpine climate over 11,000 feet above sea level. In many cases, towns lasted only as long as the ore reserves. The ghost towns of Independence Town Site, Holy Cross City, Belden and Boston City display the vestiges of this part of Colorado's mining history. Independence Town Site began in 1879 as a tent city which quickly grew to a town of 500 to 1500 people. As the gold supply dwindled in 1899, this population migrated to the less harsh conditions of Aspen. In other cases, towns were swallowed up by subsequent land uses. The towns of Racine, Kokomo and Robinson are now resting beneath the Climax tailings ponds. Wheeler Junction is now the home of Copper Mountain Resort.

Other towns, such as Leadville, Aspen, Minturn, Twin Lakes and Red Cliff, survived the boom and bust cycles of single source extractive economies to form active and vibrant communities. These communities diversified their economies based on their rich heritage, wealth of natural resources and broad range of recreational opportunities.

Ensuring that development and growth occurs in a manner that preserves each community's history, natural resources and recreational opportunities is a focus of many of these communities today. In Aspen and Pitkin County, progressive land use codes put in place in the 1970s, including growth controls that are a national model for community planning, have kept growth to very low rates. As a result, existing community patterns have been strengthened, while the rural character of Pitkin County has been largely maintained. Eagle County's development policies also direct urban and suburban development to existing towns, in part, to maintain open corridors as community buffers.

Other communities have used annexation to influence development patterns around their existing . In Minturn, the community has strived to maintain its own identity separate from the other Eagle County communities. The 2008 annexation of approximately 4,300 acres on Battle Mountain allowed the town to control the development pattern of a proposed private ski and golf resort community.

Agricultural Land Use

Valley bottoms with arable and relatively flat terrain suitable for ranching and farming uses were among the first areas to be settled outside of the mining camps. These areas provided the feed sources and livestock for hauling supplies, transporting people, hoisting ore and feeding the burgeoning population. Advances in mechanized transportation reduced the need for draft stock, shifting the emphasis to cattle and sheep ranching that is evident along portions of the

Ranch Lands
The flat valleys are prime land for ranching.

Byway today. Competition from more productive farming regions, such as Southern California and Central and South America, coupled with advances in transportation technologies made perishable products available outside local marketplaces. Reduced demand for locally grown food, such as lettuce in the Eagle Valley, led to a decline in land dedicated to agricultural use. Increased demand for residential and other more profitable land uses also led to this decline. While there is renewed interest for locally grown food in many of the Byway communities, such as in the Aspen Skiing Company's sustainable foods program and the Minturn Market, changes in land use have not yet occurred.

Early Snow Removal Woes
Early snow removal methods utilized heavy machinery for the time period. *Photo courtesy of Aspen Historical Society.*

Transportation Development

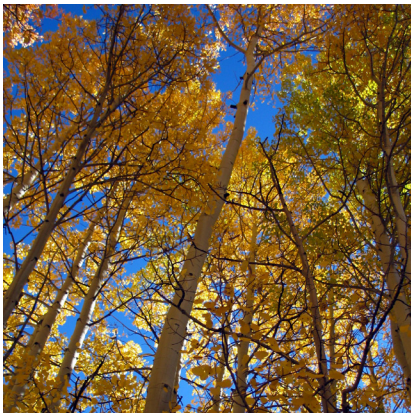
Transportation corridors were constructed over the high passes and through the valley bottoms to bring in people and supplies and haul out vast riches from the mining camps. Initially these corridors were constructed as stagecoach and mule pack train roads, and later were improved with rail lines. Small outposts and satellite communities evolved to support travellers' needs and exploit the resources made accessible by the improved transportation links. Stage stops such as the Aster Trading Post at the northern end of Battle Mountain Pass and the town of Twin Lakes at the base of Independence Pass served the needs of travellers on the arduous horse-drawn journey. Railheads in the towns of Minturn and Leadville served as the hub for a growing web of rail transport that was largely responsible for the settlement of the central Colorado Rockies. Information on recent transportation development can be found in the 'Transportation System Inventory' of the CMP.

Before the Byway
First horses then automobiles helped to settle the rugged land surrounding the Byway. *Photo courtesy of Aspen Historical Society.*

Recreational Land Uses

An increased emphasis on leisure and recreation activities emerged shortly before the turn of the 20th century, as the town's' populations stabilized and took on the trappings of civilization. Resorts such as Twin Lakes, and the Evergreen Lakes at the base of Mount Massive, were built to cater to the new found wealth and free time that accompanied the halcyon days of Central Colorado mining. Lands possessing scenic

Early Recreation
Georgie Leighton, stopped on Independence Pass - circa 1960s. *Photo courtesy of Aspen Historical Society.*



Aspen Stand
Formally, White River Plateau Timber Reserve, the White River National Forest is home to unique diversity of biomass. *Photo courtesy of Independence Pass Foundation.*

qualities found a new value in the land use matrix, one that had seemingly been lost on the early sourdough miners, for whom day to day survival in the harsh environment was all consuming. Recreational assets along the Byway increased in importance from local significance to ones of international renowned, due largely to the advent of modern transportation. The Aspen Idea, promoted by Walter and Elizabeth Paepcke, began with the convening of intellectuals, artists, skiers, philanthropists and philosophers after World War II. It established Aspen as an international resort, recreation and cultural destination and is still fundamental to the community's core today. Veterans from the 10th Mountain Division went on to promote the ski industry in the region with resorts at Vail and Cooper. Copper Mountain, established in 1972, signaled the return of development in Summit County, making tourism the driving force of the economy.

Accessibility to nationally designated wilderness areas within the Byway's region also contributes to the area's recreational assets. However, in the late 1880s, any land that had not been settled, patented, granted, purchased or otherwise placed into private ownership was considered part of the public domain. These lands were open to almost unlimited use and exploitation, leaving whole mountainsides along the Byway route denuded of timber to construct homes and mills and to provide fuel for home fires, smelters and steam-powered machinery used to mine and refine ore.

The passage of the Creative Act in 1891 allowed the reservation of National Forests, and some of the first were located along the Byway, including the White River Plateau Timber Reserve. The subsequent passage of additional Acts led to the creation of the National Forest System and enabled the administration of wildlife, forage and outdoor recreation resources. Virtually all non-private lands in proximity to the Byway are reserved and form portions of the White River and Pike San Isabel National Forests.

Land Ownership

The principal stakeholder along the Byway is the federal government, with lands held specifically by: the US Forest Service (USFS), the Bureau of Land Management (BLM), the Bureau of Reclamation (BLR) and the US Fish and Wildlife Service (USFWS). The USFS holds the majority of federal land and as such is a key partner in preserving and enhancing view sheds and resources along the Byway. The Colorado State Land Board also holds significant lands within the Byway area in Lake County. Remaining lands are held by private land owners, municipalities and political subdivisions. The resulting ownership matrix is described as being an irregularly shaped, non-contiguous patchwork of private

ownership islands within a sea of federal and other governmental land. This ownership pattern has not changed significantly since the CMP was originally drafted. For more information, see the Land Ownership Map on page 6.

The majority of the lands directly adjacent to the Byway are principally held in US Forest Service, Bureau of Land Management or private ownership. Lands comprising the middle-ground and background view sheds visible from the Byway are under federal agency jurisdiction, predominately the US Forest Service. These lands are within the alpine and sub-alpine life zones.

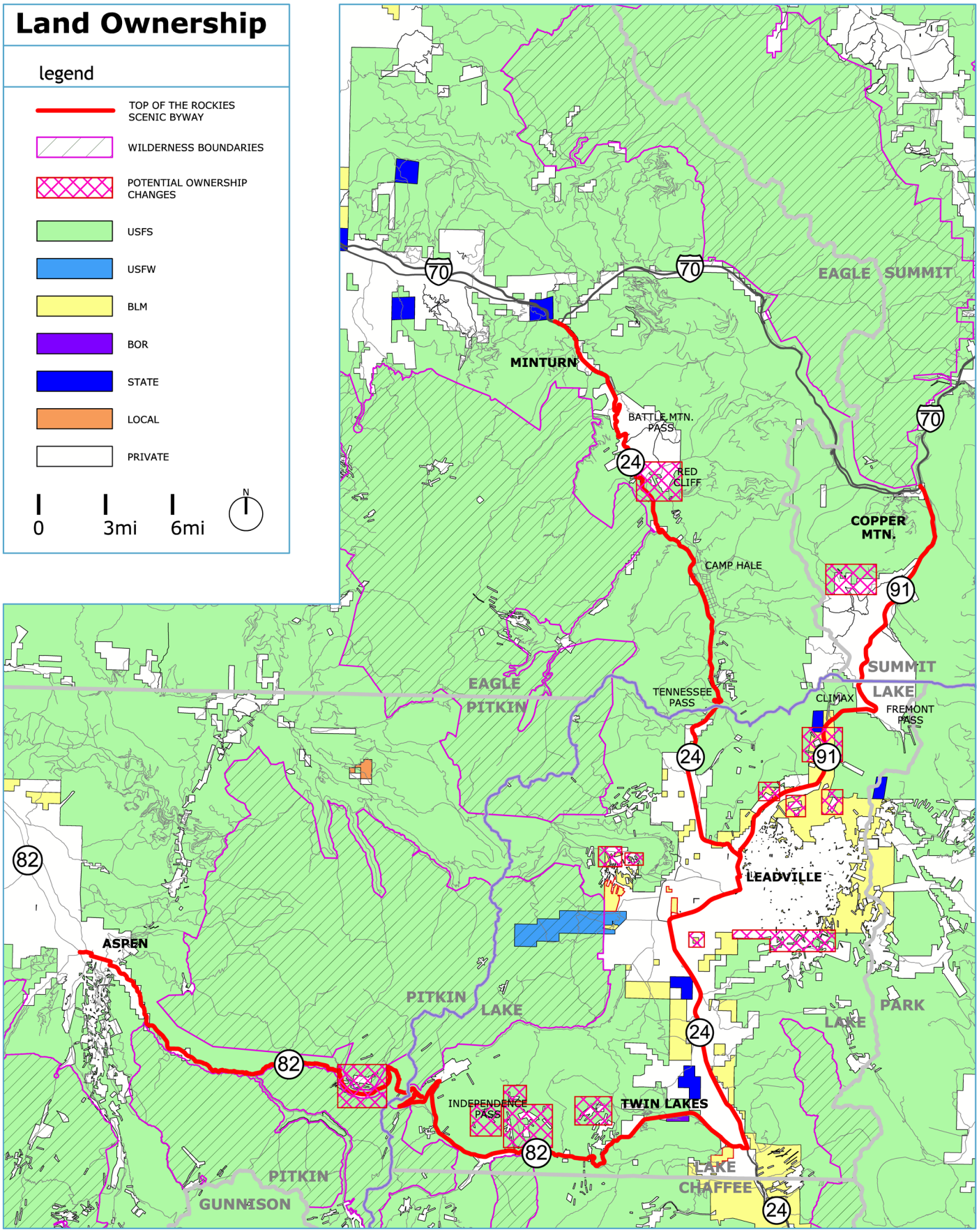
Private lands dominate the montane and lower montane zones that make up the foreground landscapes along the valley floors—between 9,999 and 8,000 feet. Exceptions to this ownership matrix include the approximately 9,200 acre high-altitude private holding of the Climax Molybdenum Mine at Climax and valley floor open spaces in Pitkin and Eagle Counties that publicly held and are protected from development, such as the 175-acre Northstar Preserve owned by Pitkin County. As such, privately held lands adjacent to the Byway have the greatest potential to be intrusive on the scenic landscape, and present the greatest threat to the Byway.

Private Lands Land Use/ Zoning

Holy Cross Ranger Station
The USFS holds the majority of land ownership along the Byway.

Counties along the Byway are authorized by state statute to establish comprehensive plans and master plans, land use policies and zoning and other controls to regulate land development. Some communities located along the Byway are defined as home rule charter towns or cities and establish their own plans, policies and controls to manage development within their boundaries. Existing and Future Land Uses defined within each county and incorporated community are used to understand the protections in place for the Byway and identify those areas that are potentially at risk. Zoning classifications for lands within the Byway area provide additional information regarding potential land uses and development.

Overall, land use and zoning controls and policies generally support the Byway's CMP. Protections for scenic views and rural lands are included in all jurisdictions. Growth is encouraged to occur in areas adjacent to already developed areas in most plans and codes. Additional provisions to direct the character of development, especially through overlay districts, also exist in most zoning codes. Specific policies that support the Byway are included in most plans. These range from general support and encouragement for the Byway's purpose and mission to


Land Ownership
legend
TOP OF THE ROCKIES SCENIC BYWAY
WILDERNESS BOUNDARIES
POTENTIAL OWNERSHIP CHANGES
USFS
USFW
BLM
BOR
STATE
LOCAL
PRIVATE
0
3mi
6mi
N
MINTURN
BATTLE MTN. PASS
RED CLIFF
CAMP HALE
COPPER MTN.
EAGLE
SUMMIT
TENNESSEE PASS
CLIMAX
FREMONT PASS
SUMMIT
LAKE
EAGLE
PITKIN
LEADVILLE
ASPEN
PITKIN
LAKE
PARK
LAKE
INDEPENDENCE PASS
TWIN LAKES
PITKIN
GUNNISON
LAKE
CHAFFEE
70
24
91
82

Zoning

legend

TOP OF THE ROCKIES SCENIC BYWAY

EAGLE COUNTY - ZONING

AL	PUD	RR
AR	R	RSL
BC	RL	RSM
CG	RMF	TOWN
CL	RP	UNNAMED

LAKE COUNTY - ZONING

AF	RC	FL NP
AR	RM	FL AF
B	UR	FL IM
IM	CI	FL RC

SUMMIT COUNTY - ZONING

1_A-1	17_R-U	24_RC5000
7_I-1	18_R-1	25_RC40000
8_M-1	19_R-2	28_R6 w/ Plan
11_NR-2	20_R-3	29_Backcountry
12_PUD	21_R-4	30_OSZD
13_R-E	22_R-6	TOWN

PITKIN COUNTY - LAND USE

AC / REC-2	I	R-15B	SKI-REC
AFR-10	LIR-35	R-30	T
AH	MHP	RR	TR-1
AH / PUD	P-I	RS-160	TR-2
AR-10	PUB	RS-20	U
AR-2	R-15	RS-30	VC
B-1	R-15A	RS-35	VR
B-2			

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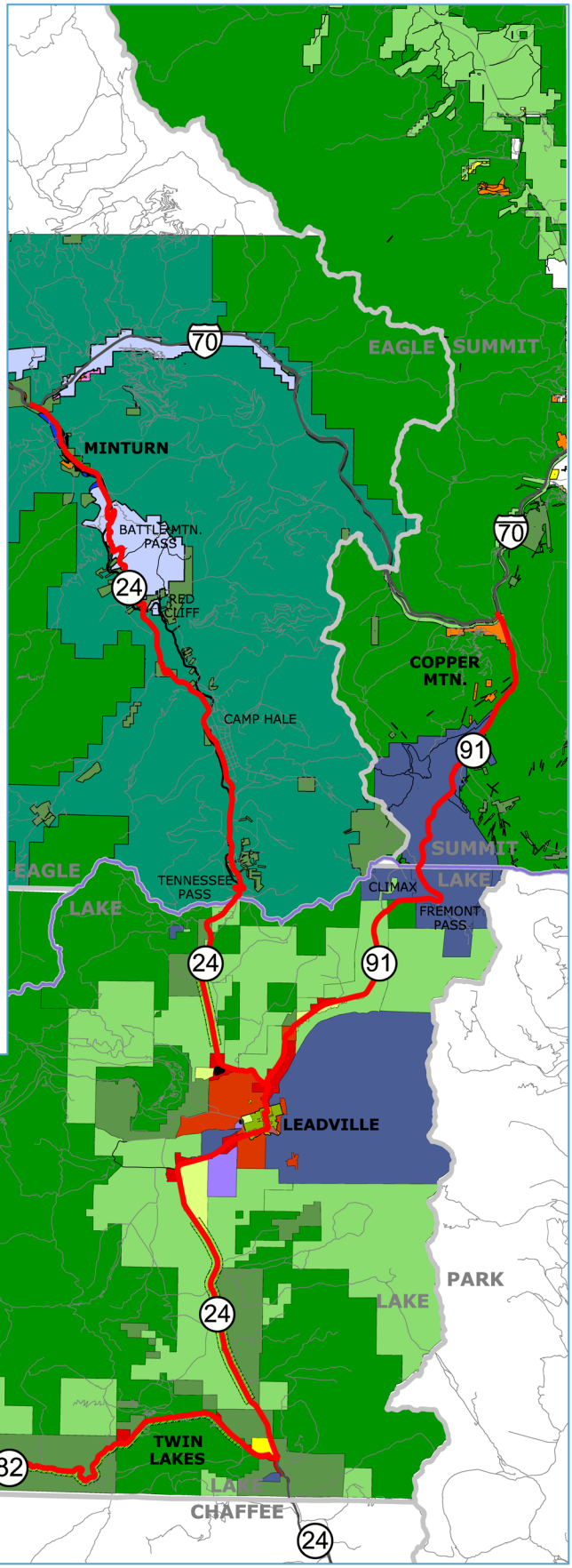
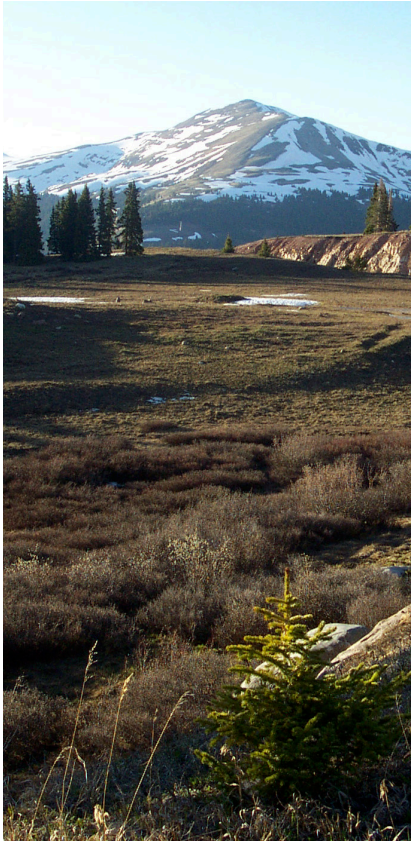




Scenic Viewshed
Grand views of natural landscape, protected from future development.

the implementation and facilitation of physical improvements, such as interpretive centers and pull-outs.

Neither Pitkin County nor Aspen's planning and zoning documents include many references to the Byway, largely due to timing; their last significant updates were made in 2006, while the addition of the Twin Lakes to Aspen section of the Byway occurred in 2008. There is, however, a reference to the Byway in the Aspen Area Community Plan. For more information, see the Zoning Map on page 7.

Lake County

Land Use

Lake County's Comprehensive Plan was last updated in 1998 and is the least current of the planning documents within the Byway area. There are no updates of the plan scheduled. The update occurred at the same time the Byway was formed and contains policies and recommendations that support the Byway's mission. Overall, growth and development is directed to the lands surrounding Leadville. Other existing developed areas within the county are not planned for expanded growth. Areas located along a majority of the Byway are identified as having scenic and recreational value and are recommended for preservation and protection. In addition, important viewsheds are mapped and protected through the code's policies. The comprehensive plan anticipates and encourages cooperation between the county and the Byway, as well as the county and the town of Leadville, by implementing land use related policies and design related controls, guidelines and standards.

Zoning

The Land Development Code for Lake County was last updated in 1999 and contains a Scenic Overlay District that applies to the majority of the Byway. There are no significant updates of the Land Development Code currently planned. The overlay, which ranges in width from 250 to 1,000 feet, protects the scenic views from the Byway with site and architectural design standards. These standards are in addition to the requirements of the underlying zone district.

Zoning classifications are as follows:

Agricultural and Forestry District (AF). Intended to protect the productive agricultural and forested lands of Lake County and foster the development of these lands with low density and relatively non intensive uses and activities consistent with their agricultural and forestry characteristics. The minimum land area required for this zoning district is 160 acres.

Agricultural Residential District (AR). Intended to allow the establishment of low density residential uses and appropriate structures and related uses in essentially rural areas of Lake County. The minimum

land area required for this zoning district is 40 acres.

Business District (B). Intended to allow for the establishment of medium-intensity commercial and service uses, including residential uses, at designated locations by major highways or in close proximity to urban and urbanizing areas within Lake County, except that such districts shall not be created or expanded in a fashion that would allow or encourage strip highway development. The minimum land area required for this zoning district is 10 acres.

Industrial and Mining District (IM). Intended to allow for the establishment of exclusive areas for the construction, fabrication, assembly and other industrial processing of goods and other materials and for mining, concentrating, refining, mixing or other, related mineral extraction, processing and disposal activities at appropriate locations within Lake County. The minimum land area required for this zoning district is 10 acres.

Recreational District (RC). Intended to allow for the establishment of small and medium size recreational developments with mixed land uses and low to moderate densities of residential housing and predominantly low intensity land use patterns. The minimum land area required for this zoning district is 20 acres.

Urban Multi Family Residential District (RM). Intended to allow relatively high density single and multi family residential development and associated uses in patterns of urban and urbanizing land use. The minimum land area required for this zoning district is 5 acres.

Urban Residential District (UR). Intended to accommodate the urbanizing areas of Lake County where moderate to high density residential and associated ¬service development has occurred, is occurring or is desired to occur in the near future. The minimum land area required for this zoning district is 10 acres.

Commercial Industrial District (CI). Intended to allow for the establishment of a variety of medium- to high-industry commercial and industrial uses, excluding mining. The minimum land area required for this zoning district is 2 acres.

Federal Lands Containing No Private Properties (FL NP).

Federal Lands Containing Agricultural and Forestry Tracts (FL AF).

Federal Lands Containing Recreational Lands (FL RC).

Federal Lands Containing Private Mining Claims (FL IM). In these sections the mining claims themselves are zoned Agricultural and

Silent Teachings
Malta School House, southwest of Leadville, serves as a silent reminder of the past.

Leadville Storefront
Historic storefronts of Leadville stand pround along US 24 - Harrison Ave.

Forestry but the rest of the section is federal land.

Link to Lake County Land Use Code:
http://www.lakecountyco.com/

Leadville

The town of Leadville does not have a comprehensive plan, but does have a Municipal Code that dictates land uses and development through zoning. The zoning article of the Municipal Code was last updated in 2011. Two overlay districts exist along the Byway that further control land use and development character. The National Historic District Overlay applies to the retail core of Leadville and all historic buildings that are inventoried. The Commercial/Highway Business Zone ensures the scenic and visual enhancement of the major highway approaches into Leadville.

Zoning classifications are as follows:

Low Density Residential (R-1). This district is established to accommodate relatively low density single-family and two-family residential development.

Traditional Residential (R-2). This district is created to provide for the continuation and preservation of mid-density residential development characteristic of Leadville's historic period from its establishment to the present era. In keeping with this stated purpose, the uses permitted by right and on a conditional approval basis are more varied and mixed than are found in other residential districts.

Transitional Retail/Residential (TR). This district is created to allow traditional residential occupation in association with commercial business uses so long as such mixed land usage does not produce significant or objectionable levels of traffic, noise, dust or other adverse side effects not compatible with residential occupation.

Transitional Commercial (TC). This district is created to allow commercial business use in association with traditional residential occupation so long as such mixed land usage does not produce significant or objectionable levels of traffic, noise, dust or other adverse side effects not compatible to the existing neighborhood. In the area that was zoned industrial/mining prior to the effective date of Ordinance 16, Series of 2000, private mining or removal of tailings shall be permitted so long as such operation is completed within five years of the effective date of Ordinance 16, Series of 2000, and within two years of the physical commencement of the mining or removal operation.

Retail Core (RC). This district is created to encompass the principal

retail and commercial core of the city, often with residential and office use on the upper floors of multi-story structures and intensive pedestrian shopping and sightseeing along the principal rights-of-way in the district. Streetscaping amenities along with rear or alleyway delivery facilities are particularly encouraged in this business and tourism oriented district.

Commercial/Highway Business (C). This district is created for the purposes of providing for tourism and automobile oriented business and commercial, office and retail services along the city's major highway approaches, and providing for the scenic and visual enhancement of those major highway approaches to Leadville. Consequently, the scenic appearance and contribution to attractiveness of Leadville's gateways shall be a significant characteristic of all new and expanded development in this district.

Planned Unit Development Overlay (PUD). This overlay district is created to accommodate and require new development of single or mixed usage in a comprehensive, planned design taking maximum advantage of the proposed uses, existing terrain features and available scenic views to maximize the aesthetic and safety features of the development. Uses potentially allowable in a PUD district shall include residential, commercial, retail, office and industrial developments so long as the overall development plan and design details are deemed appropriate to the purposes of this title, of the Leadville comprehensive plan and the purpose and intent of the zoning districts) involved.

Minimum district size: 6 acres

National Historic Landmark District Overlay (NHL). This district was designated and created by the National Park Service of the U.S. Department of the Interior to encourage the conservation, historically appropriate and structurally sound renovation, and the creative and economically viable reuse of certain structures and areas contained within its boundaries. A map of the district is located with the planning official and in the Leadville comprehensive plan.

Leadville's National Historic Landmark (NHL) district was designated by the National Park Service of the U.S. Department of the Interior. The NHL program was created to recognize the nation's most significant historic places. The Leadville district encompasses a large part of the city and is one of only six Colorado communities to receive this prestigious designation. A map of the NHL district is located in the Leadville comprehensive plan and with the planning official. These special regulations for the NHL district are intended to accomplish the following purposes:

- To protect the unique character of Leadville
- To safeguard the city's historic and cultural heritage, as

Standing Tall
A historic spire punctuates the horizon in downtown Leadville.

Harrison Avenue
Downtown Leadville is centered on lively Harrison Avenue.

embodied and reflected in its designated National Historic Landmark district

- To foster and enhance civic pride in the attractiveness and accomplishments of the past development eras of the city
- To strengthen and enhance the economy of the city
- To protect and enhance the city's historical, cultural, architectural and related attractions for residents and visitors
- To stabilize and improve property values and commerce;
- To promote the uses of Leadville's NHL district and the designated structures therein for the education, pleasure and welfare of residents and visitors.

Link to City of Leadville Municipal Code:
http://www.cityofleadville.com/

Giant
Gilman Town Site, home of the Eagle Mine - town and mine abandoned, now privately owned.

Eagle County

Land Use

The Comprehensive Master Plan for Eagle County was updated in 2005. The majority of lands identified along the Byway are planned for rural land uses. A large tract of vacant land at Battle Mountain Pass, south of Minturn, is identified as being suitable for low-density residential or clustered subdivisions. Since the adoption of the county's comprehensive plan this tract of land was annexed into the town of Minturn. Some existing recreation uses located along the Byway are planned for future expansion, and new recreation areas are contemplated. These future land uses will be considered on a case-by-case basis. Public lands, while held in public ownership at the time of the comprehensive plan's adoption, carry a land use designation of public lands into the future, even if the land is conveyed to private ownership. It is the burden of the private owner to demonstrate to the county that there is a significant public benefit and consistency with the comprehensive plan when they petition for a change in land use. This provision provides added protections for the Byway. The plan contains policies and strategies to support the Byway, including implementing physical improvements such as pull-outs, signage and interpretive centers. Recommendations to work in cooperation with the Byway to preserve scenic qualities along the route are also included.

Zoning

The majority of lands within the Byway area are classified as Resource Protection, Backcountry and Resource zones. Resource Protection is reserved for federally owned lands and Backcountry applies to all wilderness lands. Resource, which occurs in discrete areas along the Byway and especially adjacent to Red Cliff, allows very low density residential uses while protecting open and agricultural lands.

Zoning classifications are as follows:

Agricultural Limited (AL). The purpose of the Agricultural Limited (AL) zone district is to maintain the rural character of areas outside of the County's towns, community centers, rural centers and resorts, while allowing for some appropriate residential development. This is accomplished by permitting development of single-family dwelling units on relatively larger lots of five (5) acres or more, or by encouraging clustered development on smaller lots within those portions of a property that do not contain environmental resources or natural hazard areas and by maintaining the remainder of the property as common open space or agricultural land.

Agricultural Residential (AR). The purpose of the Agricultural Residential (AR) zone district is to maintain the rural character of outlying areas of Eagle County, while allowing for compatible low density residential development. This is accomplished by permitting development of single-family dwelling units on relatively larger lots of ten (10) acres or more, or by encouraging clustered development on smaller lots within those portions of a property that do not contain environmental resources or natural hazard areas and by maintaining the remainder of the property as common open space or agricultural land.

Backcountry (BC). The purpose of the Backcountry (BC) zone district is to preserve and enhance the unique character of Eagle County's remote and unspoiled natural areas for the benefit of all residents. The Backcountry (BC) zone district has been applied to all wilderness lands located within Eagle County so as to: (1) protect and regulate the appropriate use of natural resources found in these areas, including water, wetlands, minerals, fiber, open space, wildlife, wildlife habitat, airsheds, watersheds, and aesthetics; (2) protect these lands against air, noise and water pollution, destruction of scenic beauty, disturbance of the ecology and environment; and (3) avoid geologic, wildfire and flood hazards.

Commercial General (CG). The purpose of the Commercial General (CG) zone district is to provide for the broad range of commercial operations and services required for the proper and convenient functioning of commercial centers serving the larger regions of the County. Uses permitted in this zone district include those listed under the retail, restaurant, personal service, office and industrial, service-commercial and wholesale categories of the use schedule.

Commercial Limited (CL). The purpose of the Commercial Limited (CL) zone district is to provide for the range of commercial uses needed to meet the daily or frequent shopping needs of neighborhood residents in the immediate area. Uses permitted in this zone district are limited to those listed under the retail, restaurant, personal service and office categories of the use schedule and generally exclude those listed under the industrial, service-commercial and wholesale categories of the use schedule.

Planned Unit Development (PUD). The purpose of the Planned Unit Development (PUD) zone district is to permit variations from the strict application of the standards of the County's other zone districts in order to allow flexibility for landowners to creatively plan for the overall development of their land and thereby, to achieve a more desirable environment than would be possible through the strict application of the minimum standards of these Land Use Regulations.

Resource (R). The purpose of the Resource (R) zone district is to maintain the open rural character of Eagle County and to protect and enhance the appropriate use of natural resources and agricultural uses in the County including water, minerals, fiber and open land. This is accomplished by limiting residential development to very low density single-family uses on lots of thirty-five (35) acres or larger, or by encouraging clustered development on smaller lots within those portions of a property that do not contain environmental resources or natural hazard areas and by maintaining the remainder of the property as common open space or ranch land, and by limiting new commercial development to uses that have a resource orientation and to small recreation areas that comply with Master Plan policies for such uses.

Resource Limited (RL). The purpose of the Resource Limited (RL) zone district is to protect areas of Eagle County that contain valued natural resources and agricultural uses, while allowing some relatively low density development to occur. This is accomplished by permitting development of single-family dwelling units on relatively larger lots of twenty (20) acres or more, or by encouraging clustered development on smaller lots within those portions of a property that do not contain environmental resources or natural hazard areas and by maintaining the remainder of the property as common open space or agricultural land.

Residential Multi-Family (RMF). The purpose of the Residential Multi-Family (RMF) zone district is to provide for higher density residential development within the County's community centers, where transportation facilities, necessary infrastructure and employment opportunities are already available. This is accomplished by permitting development of single-family, duplex and multi-family residences on lots of six thousand (6,000) square feet or larger and by setting maximum lot coverage and maximum floor area standards appropriate for such uses and lots. The zone district also permits the development of small, convenience-type commercial uses to serve the neighborhood.

Resource Preservation (RP). The purpose of the Resource Preservation (RP) zone district is to preserve the open character and associated public benefits of those lands in Eagle County, and not located entirely within the boundaries of an existing city or town, that are owned by the Federal Government on the date of adoption of this zone district in the event of sale of such lands by the federal government into private ownership.

This is accomplished by disallowing certain land uses; requiring County approval for other land uses which may negatively impact the scenic quality and open character of these lands and by limiting residential development to one dwelling unit per 80 acres.

Rural Residential (RR). The purpose of the Rural Residential (RR) zone district is to serve as a transition area between the denser development found in towns, community centers and rural centers and the lower densities found in the County's agricultural and resource areas. This is accomplished by permitting development of single-family dwelling units on lots of two (2) acres or more.

Residential Suburban Low Density (RSL). The purpose of the Residential Suburban Low Density (RSL) zone district is to provide for relatively low density residential neighborhoods within and at the periphery of the County's community centers and rural centers. This is accomplished by permitting development of single-family, duplex and multi-family residences on lots of fifteen thousand (15,000) square feet or larger and by setting standards that limit the maximum lot coverage and maximum floor area of structures.

Residential Suburban Medium Density (RSM). The purpose of the Residential Suburban Medium Density (RSM) zone district is to provide for moderate density residential development within the County's community centers, where transportation facilities, necessary infrastructure and employment opportunities are already available. This is accomplished by permitting development of single family, duplex and multi-family residences on lots of eight thousand (8,000) square feet or larger and by setting maximum lot coverage and maximum floor area standards appropriate for such uses and lots. The zone district also permits the development of small, convenience-type commercial uses to serve the neighborhood.

Link to Eagle County Land Use Regulations:
http://www.eaglecounty.us

Remembrance
Stone foundations of barracks remind passersby of Camp Hale and those who fought for our freedom.

Dedication
This plaque was placed in memory of those who passed through Camp Hale.

Town of Minturn

Land Use

The town of Minturn recently updated their Community Plan in 2009. While the plan does not address the Byway specifically it does include policies that promote tourism and recreation. The plan also recognizes the USFS lands within its jurisdiction as an asset as well as the importance of protecting greater view corridors. By restricting development to valley floors, discouraging development from steep slopes (greater than 40%), and ridge lines, Minturn has been able to protect key viewsheds from town to the surrounding landscape. Site development and architectural guidelines for areas along the Byway,

Cyclists
Ride for the Pass and U.S. Pro Cycling Challenge are two cycling events that draw many to the byway. *Photo courtesy of Independence Pass Foundation.*

Aqueduct
Pipeline aqueduct, near Minturn, CO.

with the exception of federally owned lands, are included to direct the character of future development. Characters are defined by neighborhoods.

Zoning

Minturn's zoning classifications are organized within the neighborhood character areas and reinforce the policies contained within the Community Plan. Federally owned areas are exempt from town zoning classifications.

Zoning classifications are as follows:

Residential. Within the Town of Minturn, there are three residential land use categories which reflect varying levels of density – Low Density Residential, or LDR (6 to 10 dwelling units per acre), Medium Density Residential, or MDR (10 to 20 dwelling units per acre) and High Density Residential, or HDR (greater than 20 dwelling units per acre). As indicated on the Town of Minturn 2030 Land Use Plan, residential densities in the existing areas of town are to be held constant for the most part with allowances for some infill development and possible addition of dwelling units where appropriate. In areas where redevelopment on more than a single lot basis is possible, it is the intent to approximate existing densities on shared boundary lines, minimizing aesthetic and functional impacts to existing residents, while allowing for an incremental increase of density toward the core of new development areas. Although residential use and character will predominate in all of the land use categories, small neighborhood scale retail and related office and government facilities may be allowed in certain residential categories through special review.

Commercial. There are two categories of Commercial land use in the Town of Minturn – Old Town Center (OTC) and Rail Yard Commercial (RYC). The intent of both of these categories is to provide for the commercial development within the town. The physical characteristics of each category will be differentiated as outlined in the town's land use regulations and design criteria. Although the predominant uses in both categories shall be retail, commercial, restaurant and office facilities, the concurrent development residential above commercial in these areas will be encouraged.

Neighborhood Retail (NR). This land use designation is intended to encourage the continued development of the small scale type of retail, restaurant and office uses currently found dispersed along the 100 to 500 block of Main Street, while at the same time maintaining the residential character of the area through the development of appropriate land use regulations and design criteria. It is the intent of this category to provide for an area of commercial activity which is less intense than in either of the two commercial categories. While neighborhood serving retail uses

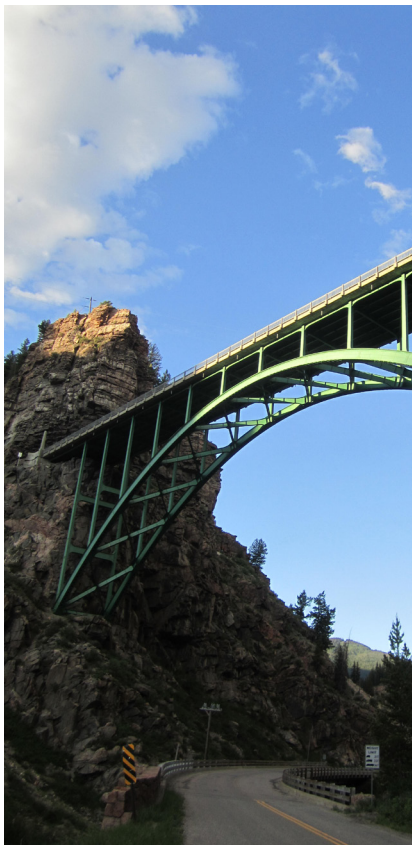
may predominate in this category, low to medium density residential uses will continue to be allowed, and will be encouraged in conjunction with the development of a neighborhood retail component.

Light Industrial (LI). This land use designation is intended to provide a designated area for the continuation of uses currently located in the area commonly referred to as the "Minturn Business Park". These uses include light manufacturing and repair facilities along with related office facilities. During the planning horizon of the Community Plan, it is also the intent of this category to provide a future location for similar uses located throughout the town which may currently conflict with adjacent residential land uses.

Public Facility (PF). The Town of Minturn Community Plan will classify such uses as public parks, recreation facilities, trailheads and river access, trails and public gathering spaces as Public Facilities.

Open Space (OS). The Open Space land use designation is applied to areas where preservation as undeveloped land is intended. During the planning period for this Community Plan, policy concerning such lands will be informed by this designation.

Link to Minturn's Zoning Classifications
http://www.minturn.org/



Lovers Leap
Steel arching bridge near Red Cliff frames the Byway.

Town of Red Cliff

The purposes of the Zoning Code of the Town of Red Cliff are to: (1) Divide the Town into zones or districts restricting and requiring therein the location, erection, construction, reconstruction, alteration and use of buildings, structures and land for trade, industry, residence and other specified uses. (2) Regulate the intensity of the use of lot areas. (3) Regulate and determine the area of open spaces surrounding such buildings. (4) Establish building lines and locations of buildings designed for specified industrial, business, residential and other uses within such areas. (5) Fix standards to which buildings or structures shall conform. (6) Fix standards for use of areas adjoining such buildings or structures. (7) Implement the goals of the adopted comprehensive plan and other planning documents of the Town.

The Zoning classifications are as follows:

Industrial and Commercial (IC). The Industrial and Commercial District is intended to provide sites for light industrial and manufacturing uses, wholesale outlets, warehousing, offices and storage facilities.

Mixed Use / Town Center (MU/TC). The Mixed Use / Town Center District is intended to provide sites for a variety of uses, such as lodges,

commercial establishments and offices in a predominantly pedestrian environment. In accordance with the Comprehensive Master Plan, these regulations are intended to provide development which distinguishes the Town Center from other areas within the Town.

Mixed Use / Neighborhood Commercial (MU/NC). The Mixed Use/ Neighborhood Commercial District is intended primarily for major retail establishments, smaller retail shops, personal service establishments, offices and limited apartments.

Residential (R-l). The Residential District is intended to provide for single-family and two-family residential development. Higher density development may be permitted if compatible in scale and adjoining residential areas.

Open Space, Landscaping and Drainage (OSLO). The areas in the Open Space, Landscaping and Drainage District are intended to remain primarily as they exist and to be public or private undeveloped open spaces. Some landscaping and drainage control work may be necessary and desirable.

Government, Park and Employee Housing (GPEH). The Government, Park and Employee Housing District is intended to provide sites for parks, community centers, park and recreation facilities, water storage, treatment and distribution systems, fire station, governmental facilities and public and/or private housing units for Red Cliff area employees.

Rural Residential (RR). The Rural Residential District is intended to provide areas for low-density rural residential development on land surrounding the core areas of Town.

Planned Unit Development (PUD). The Planned Unit Development District is intended to provide for flexibility and creativity in the development of land in order to promote its most appropriate use, but does not strictly comply with the provisions of this Zoning Code. A Planned Unit Development or PUD is intended to allow developments which benefit the Town more than a development that complies with the specific requirements of this Zoning Code. Development in the PUD zone will be permitted only in accordance with an approved plan for the PUD. The approved plan for the standards for guiding development of the property within a PUD and the elements of the approved plan shall be as outlined in this Division.

Link to Red Cliff's Zoning Classifications:
N/A

Summit County

Two master plans within Summit County direct land use in the Byway area. The Ten Mile Master Plan applies to the Ten Mile basin and was last updated in 2010. In general, future development is directed towards existing urban areas and rural areas are protected from extensive development. The plan also includes policies to protect visually important lands. CDOT is encouraged to preserve or improve highway corridors. View sheds identified in the Byway's CMP are to be protected and preserved by the county's land use policies. Areas within the Climax land holdings are identified as moderately important and are encouraged to be protected. Recreation opportunities in the Climax land holdings that are not a part of historic mining operations are also identified. These include the promotion of nordic and backcountry skiing and snowmobile touring. Summit County Open Space & Trails is encouraged to acquire these unused mining claims in order to implement this policy.

The second master plan is the Copper Mountain Sub-basin Plan, which was also updated in 2010. According to the plan, the residential land uses at Copper Mountain Resort are approximately 75 percent built. However, additional residential development is encouraged at the resort through the Transferable Development Rights program, as the resort is identified as a site to receive development rights severed from backcountry lands. The master plan recognizes the importance of the Byway and includes policies to preserve or enhance the scenic character as viewed from State Highway 91. Adhering to the Byway's CMP is also encouraged by the plan.

Zoning

Development that occurs in the Ten-Mile Basin's rural areas is encouraged to be done in a context-sensitive manner through the use of Transferable Development Rights and the Backcountry zoning classification. The vast majority of lands within the Byway area are classified as NR-2 Natural Resources and this applies to all lands regardless of ownership. This provides added protections for the Byway in the event that federal or state lands are conveyed to provide ownership. A County rezoning process is required to reclassify these properties. The other significant zone classifications are M-1 Mining that applies to the Climax mine holdings and PUD Planned Unit Development that applies to Copper Mountain Resort.

Zoning classifications are as follows:

Agricultural (A-1). It is the intent of the Agricultural Zoning District to preserve agricultural and ranching uses. The uses, densities and standards established for this zoning district are intended to protect existing agricultural character, while providing for low intensity use of natural resources, limited residential and recreational development and other compatible uses. Residential densities are limited to no more

than one (1) primary dwelling unit/20 acres, unless greater densities are allowed through a rural land use subdivision (see Section 8420 et seq.). With the exception of approved rural land use subdivisions, each primary dwelling unit shall be located on a separate lot of at least 20 acres.

Industrial (I-1). It is the intent of the Industrial Zoning District to provide appropriate locations for light industrial uses, which are compatible with existing land uses in the County. Performance standards for industrial uses have been established to eliminate impacts beyond the boundaries of an industrial zoning district. Heavy industrial uses are not considered appropriate in the unincorporated areas of Summit County.

Mining (M-1). It is the intent of the Mining Zoning District to allow for the extraction and processing of minerals, along with customary accessory uses such as offices, owner's residence, caretaker unit, employee housing, stockpiling of materials, operation and storage of equipment. It is also the intent of the M-1 Zoning District to allow conditional uses where those uses meet the criteria listed in Section 12300 et seq.

Natural Resources (NR-2). It is the intent of the Natural Resources Zoning District to regulate Federal and State lands to the extent allowed by Federal and State law; to prevent unzoned land from coming under County jurisdiction as the result of conveyance from Federal or State ownership; and to allow for the continuing use of NR-2 lands for public outdoor recreation and the appropriate use of natural resources including minerals, water, wildlife, vegetation and open space in an environmentally sound manner. The provisions of this zoning district are applied to Federal and State land to the extent allowed by State and Federal law. This zoning district is applied to public lands owned by the State of Colorado and the Federal Government. When such public lands are exchanged, sold or transferred from state or Federal ownership, the NR-2 zoning designation shall remain on the property unless and until a rezoning is approved by the County.

For those Federal or State lands within this zoning district, any uses permitted or otherwise approved by the State of Colorado or the Federal Government are allowed in this zoning district. It is anticipated that some lands within this zoning district may be traded, sold or otherwise conveyed in accordance with Federal or State law to become privately owned or owned by agencies other than the State of Colorado or the Federal Government. The legal uses in existence on such lands at the time of transfer from the State of Colorado or Federal Government ownership may continue subject to the conditions in existence prior to transfer and the provisions of Section 14100 et seq. regarding nonconforming parcels, uses and structures and other applicable requirements of this Code.

Planned Unit Development (PUD). It is the intent of the PUD Zoning District to encourage innovation and flexibility in planning the development of land so that development is compatible with the site's physical and environmental characteristics and makes more beneficial use of open space and the site's natural assets. The PUD Zoning District provides an opportunity for the development of a mixture of uses and housing types in a coordinated manner. New residential zoning at any density exceeding six (6) dwelling units/acre shall necessitate approval of a PUD Zoning District.

Rural Residential (RU). It is the intent of the Rural Residential Zoning District to maintain the rural character of outlying areas while providing the opportunity for low-density residential development. Permitted residential densities range from one (1) primary dwelling unit/five (5) acres to one (1) primary dwelling unit/less than 20 acres. Each primary dwelling unit shall be located on a separate lot of at least five (5) acres.

Rural Estate (RE). It is the intent of the Rural Estate Zoning District to provide for low-density residential areas as a transition between established urban growth centers and the rural areas of the County. Permitted residential densities range from one (1) primary dwelling unit/ two (2) acres to one (1) primary welling unit/less than five (5) acres. Each primary dwelling unit shall be located on a separate lot of at least two (2) acres.

Single-family Residential (R-1). It is the intent of the R-1 Zoning District to provide for single-family residential neighborhoods at a density of no more than one (1) primary dwelling unit/acre, with no more than one (1) primary dwelling unit per lot. Land in this zoning district is usually located adjacent to established urban growth centers. One (1) acre lots are the minimum size on which on site sewage disposal is allowed.

Single-family Residential (R-2). It is the intent of the R-2 Zoning District to provide for single-family residential neighborhoods at a density of no more than two (2) dwelling units/acre, with no more than one (1) dwelling unit per lot. This zoning district is usually located adjacent to established urban growth centers and shall have access to central sewage disposal systems.

Single-family Residential (R-3). It is the intent of the R-3 Zoning District to provide for single-family residential neighborhoods at a density of no more than three (3) dwelling units/acre with no more than one (1) dwelling unit per lot. Land in this district shall be located within or adjacent to established urban growth centers where utilities, central water and sewage disposal services and other necessary services are readily available.

Single-family Residential (R-4). It is the intent of the R-4 Zoning District to provide for single-family residential neighborhoods at a density of no more than four (4) dwelling units/acre, with no more than one (1) dwelling unit per lot. This zoning district shall be located within or adjacent to established urban growth centers where utilities, central water and sewer services and other necessary services are readily available.

Single-family/Duplex Residential (R-6). It is the intent of the R-6 Zoning District to provide for residential neighborhoods having a mixture of both single family and duplex dwelling units at a density of no more than six (6) units/acre, with no more than two (2) dwelling units per lot. Land in this zoning district shall be located within or adjacent to established urban growth centers where utilities, central water and sewer services and other necessary services are readily available.

Rural Community (RC-5000). It is the intent of the RC-5000 Zoning District to provide for single-family residential neighborhoods on lots which were platted prior to enactment of County Zoning Regulations in 1969, which are located in existing unincorporated communities and which allow for a higher-density, more intense development pattern than is typical of residential neighborhoods since Zoning Regulations were enacted. Such areas have developed as village-like rural communities. This zoning district shall not be utilized for the creation of new communities in undeveloped areas.

Rural Community (RC-40000). It is the intent of the RC-40000 Zoning District to provide for single-family residential neighborhoods at a density of one (1) unit per acre, with no more than one (1) dwelling unit per lot, that permit the placement of recreational vehicles as seasonal residences under certain conditions. This zoning district shall only be used for residential neighborhoods in rural unincorporated communities that have a recreational orientation.

Backcountry (BC). The purpose and intent of the BC Zoning District is to retain the relatively undeveloped character of backcountry areas in the County while allowing for very low-impact development, consistent with the type of development that historically occurred in the area. Backcountry areas can loosely be defined as more remote areas typified by lack of maintained and improved roads, little or no utilities or infrastructure and very limited or sparse development. Characteristics that may be present include sensitive environmental areas (i.e. wetlands, steep slopes, sub-alpine forest or tundra), historic mining remnants, high ridges and alpine peaks and areas that provide scenic views.

Development in many of these areas can be difficult due to limited access, steep terrain and other site constraints. The BC Zoning District

is intended to provide for a development pattern, intensity, scale and impact that is harmonious with the characteristics and constraints in backcountry areas. Specific standards for uses in the BC Zoning District are listed in Section 3514 et seq.

OS (Open Space). The intent of the Open Space Zoning District is to protect and preserve lands in a predominantly undeveloped state while providing one (1) or more of the following community benefits: extensions to existing undeveloped open space lands; buffers to developed areas; view corridors; access to trails, trailheads, water bodies or National Forest areas; passive recreation uses including trails; unique ecological habitats and historic sites.

Link to Summit County Land Use and Development Code:
http://www.co.summit.co.us/

Pitkin County

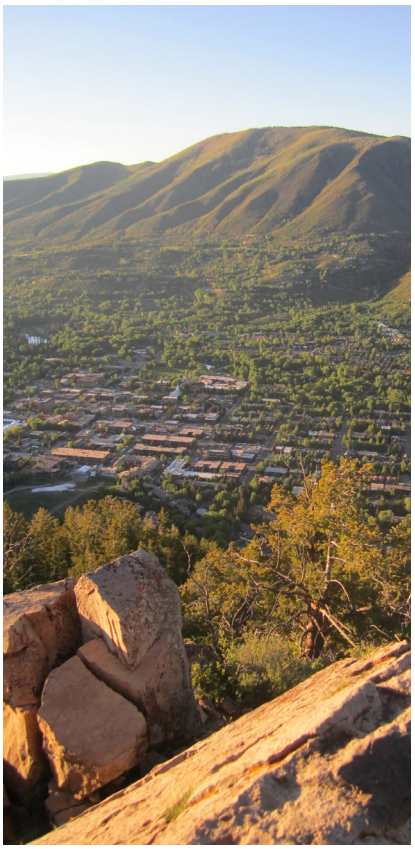
Land Use

Pitkin County uses subarea plans to describe land use planning goals for the county. The Byway area is included in the East of Aspen / Independence Pass Master Plan, which was updated in 2003, and falls within two neighborhood planning areas—the Tagert Lake East NPA and the Tagert Lake West NPA. The majority of development potential occurs in the Tagert Lake West NPA, which is adjacent to the city of Aspen boundary. The plan contains policies to maintain the scenic quality from State Highway 82, especially in areas zoned for residential development. These areas should maintain the rural residential character, including the environment and scenic quality. Public lands within these areas should preclude residential development and zoning should reflect the resource conservation uses that currently exist. Special uses are to be reviewed for consistency with this Master Plan.

The county and city of Aspen are jointly updating their Aspen Area Community Plan. This plan was completed in 2012. However, many of the policies support goals that are similar to those of the Byway, including protecting scenic qualities. The current draft of the 2011 update includes similar policies and, additionally, encourages tighter controls on development.

Zoning

The county's Land Use Code was significantly updated in 2006. Views from State Highway 82 within the Tagert Lake West NPA are protected by the county's scenic corridor review. The County's Transferable Development Rights program applies to the majority of lands in both NPAs. Development rights can be severed from lands carrying the Rural and Remote zoning classification and can be used for development on lands within Aspen's urban growth boundary, including lands within the



Aspen
The town of Aspen celebrates its mining roots while offering some of the best skiing, hiking, and river sports in the country.

Tagert Lake West NPA. Other lands are zoned Conservation and are protected from development by their limited allowed uses.

Rural Zoning Districts

The following Rural zone districts are hereby established and are intended for use outside of established urban growth boundaries. These zone districts are intended to establish a land use pattern that promotes Pitkin County Comprehensive Plan goals for the rural portions of the County, such as preservation of agricultural/ranch lands and open space; conservation of natural resources, including wildlife habitat, scenic quality, water quality and quantity, and air quality; and protection of historic resources.

Zoning districts are as follows:

Resource - Government (RS-G). The RS-G (Resource-Government) zone district is intended to control the future use of lands currently owned by the federal, state, or local governments and currently used for non-development purposes, and to avoid inappropriate development of such lands in the event they are sold, exchanged, or otherwise made available (i.e., by long-term lease) for use by an entity other than the federal, state or local government. It is intended to allow a continuation of the types of uses permitted while in federal, state, or local government ownership and control, but not an intensification or replacement of those uses by other uses of the land. The zone district is intended to allow only very low intensity resource uses on such lands.

Rural and Remote (RR). The RR (Rural/Remote) zone district is intended to: (i) conserve and protect the natural environment and its resources, while allowing for limited recreational uses and limited residential development, (ii) preserve the small scale, low-density backcountry character and lifestyle, (iii) retain undeveloped areas, and (iv) allow for the transfer of development rights to areas that are more appropriate for development. This district accommodates only small new structures and very limited types of development.

Resource-160 Acre (RS-160). The RS-160 (Resource--160 Acre) zone district is intended to protect natural resources and agricultural uses while allowing some very low density development.

Resource-35 Acre (RS-35). The RS-35 (Resource-35 Acre) zone district is intended to: preserve the open character of land divided into tracts between 35 and 160 acres, promote land uses consistent with the applicable Pitkin County Master Plan, and prevent inappropriate development on such tracts, regardless of whether such lands have been formally subdivided. The zone district is intended to allow only very low impact resource or residential uses on such lands. The zone district includes lands previously zoned UFRS-35, and the regulations applicable

to such lands remain unchanged.

Low Impact Residential-35 Acre (LIR-35). The LIR-35 (Low Impact Residential-35 Acre) zone district is intended to allow low density, low intensity residential development. The principal land use in this zone district is residential, with typically associated accessory uses. The zone district seeks to limit the intensity of development to moderate sized buildings and structures, thereby minimizing the impacts of construction, servicing and occupation of the residences to preserve the rural character of the land, protect on-site natural resources, minimize employment generation associated with more intense development, and otherwise limit the demand for public services. Lands appropriate for this zone district are properties that are rural in character with environmental or agricultural resources, or environmental hazards or properties otherwise sensitive to intensive development.

Transitional Residential-1 (TR-1). The TR-1 (Transitional Residential-1) zone district allows for low density, low intensity residential development consistent in character with historic mining. The principal land use in this district is residential with typically associated accessory uses. The purpose of the district is to allow residential use that minimizes impacts of construction, servicing and occupation of the residences; to decrease employment generation that would occur with more intense development; to otherwise limit the demand for public services; and preserve the character of lands in this zone district. The zone district seeks to limit the intensity and scale of development to small sized buildings and structures, as a transition from high density and intensity within the Aspen Urban Growth Boundary (UGB) to the Rural and Remote (RR) area where zoning reflects a low intensity of use.

Transitional Residential-2 (TR-2). The TR-2 (Transitional Residential-2) zone district allows for low density, low intensity residential development. The principal land use in this district is residential with typically associated accessory uses. The purpose of the district is to allow residential use that minimizes impacts of construction, servicing and occupation of the residences, to decrease employment generation that would occur with more intense development; to otherwise limit the demand for public services; and to preserve the character of lands in this zone district. The zone district seeks to limit the intensity of development to moderate sized buildings and structures, as a transition from high density and intensity within the Aspen Urban Growth Boundary (UGB) to the Rural and Remote (RR) area where zoning reflects a low intensity of use.

Resource-30 Acre (RS-30). The general intent statement included in Sec. 3-40-30 applies to the RS-30 zone district.

Resource-20 Acre (RS-20). The general intent statement included in

Sec. 3-40-30 applies to the RS-20 zone district. The RS-20 PUD (Resource Planned Unit Development-20 Acre) zone district is intended to apply to areas closer to urban growth boundaries than those zoned RS-30.

Agricultural/Residential-10 Acre (AR-10). The AR-10 district is intended to accommodate small scale agricultural activities and large-lot residential development that maintains the rural character and appearance of the land. Because few agricultural activities can be accomplished on a lot of ten (10) acres, the majority of such land will be used for residential uses. Residential development should be clustered and/or grouped at the edges of valleys or wooded areas in order to minimize the scenic disruption of the natural landforms and to avoid the appearance of unrelated homes spread randomly across the land.

Residential-2 Acre (AR-2). The AR-2 (Residential-2 Acre) zone district is intended to provide for a moderate density, transition zone between moderate and low density residential land uses. This zone district primarily contains existing housing concentrations with densities exceeding those in surrounding areas. It is not intended to be used to accommodate new development in the Rural Area of the County.

Ski-Recreation (SKI-REC). The SKI-REC (SKI-RECreation) zone district is intended for lands that are used for downhill and cross-country skiing and other uses permitted by a Federal or other public agency, such as grazing, hunting, and passive and other recreational uses. The district also accommodates affordable housing.

Frying Pan Valley Overlay (FPV-O). The FPV-O (Frying Pan Valley Overlay) zone district is intended to implement the recommendation of the Upper Frying Pan Valley Master Plan. The theme of the Master Plan is the preservation of the rural and recreational nature of the Frying Pan Valley, while at the same time sustaining the viability of its unique community. Where the County's Official Zone District Map designates a property as being within the Frying Pan Valley Overlay, then the provisions of this Overlay, including its use limitations and dimensional requirements, shall supersede those of the underlying zone district. The Overlay shall apply to lands in the Upper Frying Pan Valley zoned RS-30, RS-35, RS-160, B-1 and AR-2. As an overlay district, the FPV-O district applies in addition to any underlying zone district applied to the property, and in the case of conflict between the provisions of the FPV-O district and the provisions of any underlying zone district, the provisions of the FPV-O district shall govern.

Rural Business (B-1). The B-1 (Small Business) zone district applies to pre-existing commercial properties limited to the Woody Creek Restaurant and Store, the Aspen Village Quick Mart and those existing properties in Meredith and Thomasville. This rural commercial zone district acknowledges the existence of these commercial properties

for limited, small-scale operations that are consistent with the Pitkin County Comprehensive Plan and that are oriented primarily to the local population in the Rural Areas.

Urban/Suburban Residential Zones

The following Urban/Suburban Residential zone districts are hereby established and are intended for use inside established urban growth boundaries, with the exception of the VR district, which is intended for use in the Redstone Town Site.

Suburban Density Residential-30,000 sq ft. Lot (R-30). The R-30 (Suburban Density Residential-30,000 Square Foot Lot) zone district is intended to provide areas for suburban density, single-family and duplex residential dwelling units with customary accessory uses. Recreational and institutional uses customarily found near residential areas are also contemplated. R-30 zoning should only be applied to lands designated for this density on the Pitkin County Comprehensive Plan, or to rezone already-developed areas into conformity with actual development patterns and densities.

Moderate Density Residential -15,000 sq. ft. Lot (R-15). The R-15 (Moderate Density Residential – 15,000 Square Foot Lot) zone district is intended to provide areas for moderate density, single-family, residential dwelling units with customary accessory uses.

Moderate Density Residential – 15,000 sq. ft. Lot (R-15A). The R-15A (Moderate Density Residential – 15,000 Square Foot Lot) zone district is intended to allow for moderate density residential development with customary accessory uses.

Medium Density Residential-6,000 sq. ft. Lot (R-6). The R-6 (Medium Density Residential District-6,000 Square Foot Lot) zone district is intended to allow for medium density, single-family, residential dwelling units with customary accessory uses on small lots.

Village Residential-6,000 sq. ft. Lot (VR). The VR (Village Residential-6,000 Square Foot Lot) zone district is intended to preserve the historical integrity of the existing neighborhood, ensure compatibility with existing uses, and retain the village atmosphere, pedestrian scale, and unique character of Redstone.

Mobile Home Park (MHP). The MHP (Mobile Home Park) zone district is intended to provide areas for planned mobile home parks with customary accessory uses. This zone district is designed to provide income and price restricted affordable, detached housing. This zone district need not be located in proximity to incorporated or unincorporated towns, but should be located on mass transit routes, in areas where there will be minimal impact on surrounding areas, and in areas free of environmental hazards.

Affordable Housing (AH). The AH (Affordable Housing) zone district is intended to provide land for the production of Category affordable housing.

Affordable Housing PUD (AH/PUD). The AH/PUD (Affordable Housing Planned Unit Development) zone district is intended to provide for (i) the use of land for the production of Category affordable housing and resident occupied units by permanent residents of the County, or (ii) the preservation of existing housing stock that has been historically affordable to and occupied by permanent residents of the County for continued occupancy by qualified residents of Pitkin County, when the proposed development cannot comply with the requirements of the AH zone district. In some cases, the zone district also permits a limited component of free market units/lots to offset the cost of developing affordable housing. Recreational and institutional uses customarily found in proximity to residential areas, and commercial uses that are accessory to the housing development, are also included as special review uses.

Urban Business Zone Districts

The following Urban Business zone districts are hereby established and are intended for use inside established urban growth boundaries, except for the VC zone district, which is intended for use in the Redstone Town Site.

General Business (B-2). The B-2 (General Business) zone district is intended to provide for the establishment of commercial and low-intensity, non-polluting industrial uses that do not require or generate high customer traffic volumes and to permit customary accessory uses, including a small portion of the land area in high density, long-term residential dwelling units. Because of the need to preserve the existing inventory of B-2 zone district lands for commercial purposes, residential uses are secondary in priority to commercial uses.

Village Commercial (VC). The VC (Village Commercial) zone district is intended to preserve the historical integrity of the existing Redstone historical district, to provide for businesses that sell goods and services to residents and visitors of Redstone, and to ensure that commercial development is consistent with the scale of existing structures and uses within the zone district.

Special Purpose Districts

The following Special Purpose zone districts are hereby created and are intended for use both inside and outside urban growth boundaries.

Public and Institutional (P-I). The P-I (Public and Institutional) zone district is intended to provide for the development of public and institutional uses, facilities and services for governmental, civic, educational, humanitarian, health care and other non-profit public

purposes consistent with the Pitkin County Comprehensive Plan and to provide for related uses that are customarily incidental or accessory to public and institutional uses. In addition, the zone district is intended to provide for other non-profit facilities and uses that require sites with multiple buildings, unique facilities, or facilities that are not easily categorized into an existing use category. Public and institutional uses may only be established in Urban Areas of the county.

Tourist (T). The T (Tourist) district is intended to provide for the renovation of existing and construction of new tourist accommodation facilities, including traditional lodges, and to permit small retail outlets to serve persons residing on the site. The range of permitted facilities, and the scale, density, and intensity of facilities permitted in Rural Areas will be lower than those permitted within the urban growth boundaries.

Planned Unit Development (PUD). A Planned Unit Development (PUD) is a designation attached to a zone district that authorizes flexibility in the manner in which the County may apply certain standards of the underlying zone district to a proposed development. A PUD is approved through a rezoning of the property, and acts as an overlay designation that supplements, but does not replace, the terms of the underlying zone district (i.e., unless modified by the terms of the PUD, all provisions of the base zone district still apply). A PUD may only be approved if the Board of County Commissioners determines that it complies with all those standards applicable to a rezoning in Sec. 2-40-10(c), as well as those additional criteria for approval of a PUD rezoning in Sec. 2-40-50(i). In the event of a conflict between the provisions of an approved PUD and those of the base zone district, the provisions of the PUD govern.

Conservation Development PUD (CD-PUD). The CD-PUD (Conservation Development PUD) zone district is a designation that allows for a variety of conservation development options with varying degrees of conservation including low density, low intensity residential development or compatible rural commercial agricultural operations.

The purpose of this zone district is to allow residential and agriculturally related commercial uses that minimize impacts of construction, servicing and occupation of the residences to preserve the rural character of lands in this zone district. The zone districts seeks to limit the density and intensity of development thereby protecting existing on-site natural resources, preserving neighborhood rural character, decreasing employment generation which would occur with more intense development and otherwise limiting the demand for public services.

Prior Zoning Requirements Continue

Lands governed Public, Industrial, Unclassified and Accommodation/ Recreation prior to the 5th of July, 2006 shall be governed by the zoning

requirements and standards applicable to such lands prior to such date, as specified below. No new lands may be included in the Public, Industrial, Unclassified or Accommodation/Recreation zone districts.

Public (PUB). The PUB (Public) district is intended to provide for the development of public uses, facilities and services for governmental, civic, educational, humanitarian, health care and other non-profit (as evidenced by Internal Revenue Service Code 501C3 status (1993)), public purposes consistent with County land use plans and policies and to provide for related uses which are customarily incidental or accessory to public uses. Development activity in the zone should be based upon the adoption of a master plan.

Industrial (I). The I (Industrial) district is intended to provide for the establishment of non-polluting manufacturing and warehouse facilities and accessory long-term residential dwelling units.

Unclassified (U). The U, Unclassified district, includes those properties in the County which have not been rezoned for uses because of their distance from developed areas and/or the lack of a land use plan for the areas in which they are located.

Accommodation/Recreation (AC/REC-2). The AC/REC-2 (Accommodation/Recreation) zone district is intended to provide for resident and tourist housing nearby to skiing and other recreation areas.

Link to Pitkin County
http://www.aspenpitkin.com/

City of Aspen

Land Use

The Aspen Area Community Plan, as discussed above, is Aspen's land use plan for its jurisdiction. The current update contemplates tighter restrictions on growth and development within the city's boundaries. The update also recognizes the importance of tourism and recreation in Aspen's economy and the draft document includes policies to support the promotion of these opportunities.

Zoning

The city's Land Use Code is updated periodically. It contains a Historic Preservation program that provides protections to a large portion of the Byway as it passes through town. The program includes development and design character provisions for areas adjacent to the Byway, the commercial core and properties listed as historic. Residential and commercial design standards apply to all properties along the Byway,

with the exception of federally owned lands.

Zoning classifications are as follows:

Medium-Density Residential (R-6). The purpose of the Medium-Density Residential (R-6) Zone District is to provide areas for long-term residential purposes with customary accessory uses. Recreational and institutional uses customarily found in proximity to residential uses are included as conditional uses. Lands in the Medium-Density Residential (R-6) Zone District are generally limited to the original Aspen Town Site, contain relatively dense settlements of predominantly detached and duplex residences and are within walking distance of the center of the City.

Moderate-Density Residential (R-15). The purpose of the Moderate-Density Residential (R-15) Zone District is to provide areas for long-term residential purposes with customary accessory uses. Recreational and institutional uses customarily found in proximity to residential uses are included as conditional uses. Lands in the Moderate-Density Residential (R-15) Zone District typically consist of additions to the Aspen Town Site and subdivisions on the periphery of the City. Lands within the Town Site which border Aspen Mountain are also included in the Moderate-Density Residential (R-15) Zone District.

Moderate-Density Residential (R-15A). The purpose of the Moderate-Density Residential (R-15A) Zone District is to provide areas for long-term residential purposes with customary accessory uses. Recreational and institutional uses customarily found in proximity to residential uses are included as conditional uses. Lands in the Moderate-Density Residential (R-15A) Zone District are similarly situated to those in the Moderate-Density Residential (R-15) Zone District and are lands annexed from Pitkin County from Zone Districts in which duplexes are a prohibited use.

Moderate-Density Residential (R-15B). The purpose of the Moderate-Density Residential (R-15B) Zone District is to provide areas for long-term residential purposes with customary accessory uses. Lands in the Moderate-Density Residential (R-15B) Zone District are similarly situated to those in the Moderate-Density Residential (R-15) and (R-15A) Zone Districts, but are those in which single-family structures are a permitted use and duplexes are prohibited.

Low-Density Residential (R-30). The purpose of the Low-Density Residential (R-30) Zone District is to provide areas for long-term residential purposes with customary accessory uses. Recreational and institutional uses customarily found in proximity to residential uses are included as conditional uses. Lands in the Low-Density Residential (R-30) Zone District are typically located along river frontages in outlying areas of the City.

Wilderness
The opportunity to connect with pristine wilderness is one intrinsic quality that defines the Byway experience.

Residential Multi-Family (RMF). The purpose of the Residential Multi-Family (RMF) Zone District is to provide for the use of land for intensive long-term residential purposes, with customary accessory uses. Recreational and institutional uses customarily found in proximity to residential uses are included as conditional uses. Lands in the Residential Multi-Family (RMF) Zone District are typically those found in the Aspen infill area, within walking distance of the center of the City or lands on transit routes and other lands with existing concentrations of attached residential dwellings and mixed attached and detached residential dwellings.

Residential Multi-Family-A (RMFA). The purpose of the Residential Multi-Family-A (RMFA) Zone District is to provide for the use of land for intensive long-term residential purposes, with customary accessory uses. Recreational and institutional uses customarily found in proximity to residential uses are included as conditional uses. Lands in the Residential Multi-Family-A (RMFA) Zone District are typically those found in the Aspen infill area, within walking distance of the center of the City or lands on transit routes and other lands with existing concentrations of attached residential dwellings and mixed attached and detached residential dwellings.

Affordable Housing/Planned Unit Development (AH/PUD). The purpose of the Affordable Housing/Planned Unit Development (AH/PUD) Zone District is to provide for the use of land for the production of category affordable housing and resident occupied lots and units. The Zone District also permits a limited component of free market lots/units to offset the cost of developing affordable housing. It is contemplated that land may also be subdivided in connection with a development plan. The AH/PUD Zone District is intended for residential use primarily by permanent residents of the community. Recreational and institutional uses customarily found in proximity to residential uses are included as conditional uses. Lands in the AH/PUD Zone District should be scattered throughout the City to ensure a mix of housing types, including those which are affordable by its working residents; at the same time the AH/PUD Zone District can protect the City's neighborhoods from rezoning pressures that other non-community-oriented Zone Districts may produce. Further, lands in the AH/PUD Zone District should be located within walking distance of the center of the City or on transit routes.

Residential Mobile Home Park (MHP). The purpose of the High Density Residential (R-3) Zone District is to provide for the use of land to locate manufactured housing for intensive long-term residential purposes, with customary accessory uses and less intensive office uses. Recreational and institutional uses customarily found in proximity to residential uses are included as conditional uses. The High Density Residential (R-3) Zone District shall be located in areas where the effect on surrounding property shall be minimized, where the health, safety and general

welfare of the High Density Residential (R-3) Zone District residents and others will be protected and where the topography is suitable for the permitted uses and conditional uses allowed in the High Density Residential (R-3) Zone District.

Rural Residential (RR). The purpose of the Rural Residential (RR) Zone District is to allow utilization of land for low density, long-term residential purposes with the recreational, institutional, public and other compatible uses customarily found in proximity to those uses allowed as permitted uses or conditional uses.

Commercial Core (CC). The purpose of the Commercial Core (CC) Zone District is to allow the use of land for retail, service commercial, recreation and institutional purposes within mixed-use buildings to support and enhance the business and service character in the historic central business core of the City. The district permits a mix of retail, office, lodging, affordable housing and free-market housing uses oriented to both local and tourist populations to encourage a high level of vitality. Retail and restaurant uses are appropriate for ground floors of buildings while residential and office uses are not permitted on ground floors.

Commercial (C-1). The purpose of the Commercial (C-1) Zone District is to provide for the establishment of mixed-use buildings with commercial uses on the ground floor and opportunities for affordable and free-market residential density. A transition between the commercial core and surrounding residential neighborhoods has been implemented through a slight reduction in allowable floor area as compared to the commercial core, the ability to occupy the ground floor with offices, and a separate chapter in the commercial design guidelines.
Service/Commercial/Industrial (S/C/I). The purpose of the Service/Commercial/Industrial (SCI) zone district is to preserve and enhance locally-serving, primarily non-retail small business areas to ensure a more balanced permanent community; to protect the few remaining such small business parks historically used primarily for light industrial uses, manufacturing, repair, storage and servicing of consumer goods, with limited retail, showroom, or customer reception areas. The SCI zone district contains uses that may not be appropriate in other zone districts or do not require or generate high customer traffic volumes, and permits customary accessory uses.

Neighborhood Commercial (NC). The purpose of the Neighborhood Commercial (NC) Zone District is to provide for the establishment of mixed-use buildings with commercial uses serving the daily or frequent needs of the surrounding neighborhood, thereby reducing traffic circulation and parking problems, to provide opportunities for affordable and free-market residential density and to provide a transition between the commercial core and surrounding residential neighborhoods.

Mixed-Use (MU). The purpose of the Mixed-Use (MU) Zone District is to provide for a variety of lodging, multi-family, single-family and mixed-use buildings with commercial uses serving the daily or frequent needs of the surrounding neighborhood, to provide a transition between the commercial core and surrounding residential neighborhoods and to provide a variety of building sizes compatible with the character of the Main Street Historic District.

Lodge (L). The purpose of the Lodge (L) Zone District is to encourage construction, renovation and operation of lodges, tourist-oriented multi-family buildings, high occupancy timeshare facilities and ancillary uses compatible with lodging to support and enhance the City's resort economy. Free-market residential units within this Zone District shall be permitted, but not required, to be used as short-term tourist accommodations. The City encourages high-occupancy lodging development in this zone district. Therefore, certain dimensional incentives are provided in this zone district, as well as other development incentives in Chapter 26.470, Growth Management Quota System (GMQS).

Commercial Lodge (CL). The purpose of the Commercial Lodge (CL) Zone District is to provide for the establishment of mixed-use commercial and lodge development by permitting commercial uses on the ground floor with lodging development above. Free-market residential units within this zone district shall be permitted, but not required, to be used as short-term tourist accommodations. The City encourages high-occupancy lodging development in this zone district.

Conservation (C). The purpose of the Conservation (C) Zone District is to provide areas of low density development to enhance public recreation, conserve natural resources, encourage the production of crops and animals and to contain urban development.

Academic (A). The purpose of the Academic (A) Zone District is to establish lands for education and cultural activities with attendant research, housing and administrative facilities. All development in the Academic Zone District is to proceed according to a conceptual development plan and final development plan approved pursuant to the provisions of Chapter 26.440, Specially Planned Areas.

Park (P). The purpose of the Park (P) Zone District is to ensure that land intended for recreation use is developed so as to serve its intended use, while not exerting a disruptive influence on surrounding land uses.

- When a Park (P) Zone District is designated with a Transportation Overlay (T) Zone District designation, its purpose is to provide for the use of for both parks and public transportation facilities in the most compatible manner practicable, but with the park

character remaining dominant.

- When a Park (P) Zone District is designated with a Drainage Overlay (D) Zone District designation, its purpose is to provide for the use of both park and drainage system facilities in the most compatible manner practicable, with the park character remaining dominant.
- When the Park (P) Zone District is designated both with the Transportation Overlay (T) Zone District and the Drainage Overlay (D) Zone District, its purpose is to provide for the use of parks, public transportation facilities and drainage system facilities in the most compatible manner practicable, with the park character remaining dominant.
- When the Park (P) Zone District is designated Golf Course Support (GCS) Overlay Zone District, its purpose is to provide for the use of public golf courses and adjacent support facilities in the most compatible manner practicable, with the park character remaining dominant.

Public (PUB). The purpose of the Public (PUB) Zone District is to provide for the development of governmental, quasi-governmental and nonprofit facilities for cultural, educational, civic and other nonprofit purposes.

Open Space (OS). The purpose of the Open Space (OS) Zone district is to preserve, protect and enhance lesser developed or undeveloped areas within the City containing unique naturally occurring or man made landscape features which provides scenic relief and enjoyment while reflecting or presenting community artistic or architectural statements. Development in the Open Space (OS) Zone District should emphasize and be consistent with the natural dynamic state of the land and minimize disruption of existing natural conditions.

Wildlife Preservation (WP). The purpose of the Wildlife Preservation (WP) Zone District is to secure and protect undeveloped or less developed areas within the City from traditional development activities so as to provide for the nurturing and preservation of naturally occurring vegetation, topography, wildlife and wildlife habitat while permitting controlled and limited human use and activities.

Transportation Overlay Zone District (T). The purpose of the Transportation Overlay (T) Zone District is to provide for the uses necessary to accommodate the public transportation needs of the City, including the bus system, public parking and similar uses.

Drainage Overlay Zone District (D). The purpose of the Drainage Overlay (D) Zone District is to provide for the uses necessary to accommodate the water draining from Aspen Mountain, as well as to retain the drainage discharging from the City's drainage system.

Golf Course Support Overlay Zone District (GCS). The purpose of the Golf Course Support Overlay (GCS) Zone district is to provide for the uses necessary to support the City Golf Course and to permit such other uses as may be required for the facility on a year round basis.

Lodge Overlay Zone District (LO). The purpose of the Lodge Overlay (LO) Zone District is to provide for lodge uses in areas of the City suitable for lodge accommodations but which lie in predominantly residential neighborhoods or where there are limitations on development that necessitate the permitted density to be significantly less than that in the City's other lodge Zone Districts.

Lodge Preservation Overlay Zone District (LP). The purpose of the Lodge Preservation (LP) Overlay Zone District is to provide for and protect small lodge uses on properties historically used for lodge accommodations, to permit redevelopment of these properties to accommodate lodge and affordable housing uses, to provide uses accessory and normally associated with lodge and affordable housing development, to encourage development which is compatible with the neighborhood and respective of the manner in which the property has historically operated and to provide an incentive for upgrading existing lodges on site or onto adjacent properties.

Ski Area Base (SKI). The purpose of the Ski Area Base (SKI) Zone District is to provide for areas which allow for a mixture of uses related to ski area uses and operations including, skiing and appurtenant uses and structures, ski area administrative offices, recreation, lodge/hotel, retail, restaurant and bar uses, tourist-oriented service uses and residential uses. It is intended that this Zone District will apply to areas located at the base of ski areas and all development within this district will be master planned through a planned unit development (PUD) process.

Link to City of Aspen Planning and Zoning
http://www.aspenpitkin.com/

Public Lands Land Use/ Management Plans

Forest Service

The National Forest Management Act of 1976 authorizes the creation of management planning guidelines and direction to provide direction for the beneficial, multiple uses of forest system lands, as well as a level of protection against degradation of the viewsheds and resources visible from the Byway.

The Pike/San Isabel National Forest's Land and Resource Management Plan (*http://www.fs.usda.gov/main/psicc/landmanagement/planning*) was approved in 1984 and has been periodically updated as recently as 2009. It is currently in the process of being updated. It is expected that the policies contained within the plan that support the Byway will remain in place, including enhancing and/or preserving scenic values along heavily travelled roads. *In the future, PSINF will update their Visual Quality Objectives to the current USFS management prescription of Scenic Integrity Objectives.*

The White River National Forest's Land and Resource Management Plan (*http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fsbdev3_000999.pdf*) was last updated in 2002. Several policies support the Byway, including improving the capability of national forests to provide diverse, high quality outdoor recreation opportunities. The Social section of the Forest-wide Standards and Guidelines provides additional direction on recreation, heritage resources, and scenery management.

The Forest Service uses Management Area Prescriptions, organized under eight major categories of management areas, as the primary method to guide land uses and to specify which activities are to be implemented. The management requirements set the baseline condition for what must be maintained, and establish the environmental quality requirements, natural and depletable resource requirements, Scenic Integrity Objectives/Visual Quality Objectives, and mitigating measures that must be met by the various uses and activities. More information on the management areas and the management area prescriptions within the Byway area are contained in the 'Intrinsic Quality Inventory' of the CMP.

Bureau of Land Management (BLM)

The Federal Land Management Policy Act of 1976 (*http://www.blm.gov/flpma/FLPMA.pdf*) mandates the BLM to develop Resource Management Plans to identify the future management of BLM lands. These plans include both surface land planning and mineral estate resource management. The Byway lies within Arkansas River Eco-Subregion 1 of the Royal Gorge Resource Area and the Glenwood Springs Resource Area. Lands within the Glenwood Springs Resource Area do not impact the Byway.

The Royal Gorge Resource Management Plan, approved in 1996, recommends to Congress that the Arkansas River Headwaters area be designated as a National Recreation Area. Land use management policies for lands adjacent to the Byway could impact view sheds and resources. These include: enhancement of visual resource management opportunities, extensive enhancement of recreation opportunities, and regional tourism enhancement opportunities.

Bureau of Reclamation

Under the Authorization Act of 1969 (*http://www.usbr.gov/power/legislation/nepa.pdf*), the Bureau of Reclamation acquired approximately 7,000 acres of land surrounding Twin Lakes to construct the Fryingpan/Arkansas Project, a water diversion, storage and delivery project serving southeastern Colorado. The Bureau of Reclamation transferred administrative jurisdiction of approximately 6,900 acres to the Pike/San Isabel National Forest in 1983. Current ownership along the Byway includes only the operating area of the Mount Elbert Power Plant and associated equipment.

US Fish and Wildlife Service

The Leadville National Fish Hatchery, located proximate to the Byway near Leadville, is owned and operated by the US Fish and Wildlife Service. Approximately five square miles of watershed that feeds the facility is also owned by the agency.

Aspen Grove
Photo courtesy of Independence Pass Foundation.

INTRINSIC QUALITIES

Introduction

Intrinsic qualities encompass the unique **scenic**, **natural**, **historic**, **cultural**, **archeological** and **recreational** features of the Byway. These are identified to ensure that appropriate strategies and action plans are implemented to balance preservation and beneficial use within the corridor. Telling the story of the Byway and creating a special experience for the visitor is achieved through protecting and interpreting the unique intrinsic qualities of the Byway.

The Top of the Rockies National Scenic and Historic Byway (Byway) provides a memorable journey for travelers to fully experience the high mountain scenery including mining, military and ranching history, as well as recreational and cultural opportunities. The Byway stretches past the highest mountains in Colorado, crossing the continental divide through unparalleled wilderness and journeying through historic towns founded on mining that have evolved into living, working communities. The 117-mile Byway seldom drops below 9,000 feet.

Ranch Character
Highway 24, south of Leadville is characterized by a rolling agrarian landscape.

Independence Pass Summit
The byway crosses the continental divide three times. The summit at Independence Pass is 12,095 feet above sea-level.

Intrinsic Qualities

Scenic Quality

Scenic Quality is the heightened scenic experience derived from the view of natural and man-made elements of the scenic environment of the scenic Byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable scenic experience. All elements of the landscape—landform, water, vegetation, and man-made development—contribute to the quality of the corridor's scenic environment. Everything present is in harmony and shares in the intrinsic qualities. [Federal Highway Administration (FHWA) Interim Policy; Federal Register / Vol. 60, No. 96, 1995]

Unique Features of the Byway

- The Byway encompasses terrain that varies from glaciated basins, precipitous cliffs and mountain passes to gently rolling river bottoms. It exhibits one of the highest concentrations of "fourteeners" found anywhere in the nation, crosses the continental divide three times and is surrounded by eight areas designated as wilderness.
- Wildlife including bear, deer, elk, bighorn sheep, eagle, falcons, squirrels, marmot, owl, bats, hare, trout, prong horn antelope, red tail foxes, and pica can be seen while travelling the Byway.
- The Byway provides access to four Nationally designated Historic Districts and passes through six living, working towns with music, plays, festivals, arts and other events throughout all seasons. Each community contains significant architecture, history and tradition.
- Recreational opportunities along the Byway range from world-class skiing, back country experiences provided by the 10th Mountain Hut and Trail System and dispersed recreation from fishing, rafting, boating, hiking, photography, climbing, horseback riding, cross country skiing, snowshoeing, mountain biking, four-wheeling, snowmobiling, road biking, wildlife observation, hunting, paragliding, bouldering, rock climbing, mountaineering and driving for pleasure.

Scenic Viewshed Inventory

The Scenic Viewshed Inventory Map illustrates the distinct viewsheds identified as being representative, unique to or characteristic of the Byway. Description of the scenic viewshed inventory is provided below and followed by USFS scenic prescriptions.

Refer to Scenic Viewshed Inventory Map in the 'Maps'. Viewsheds are inventoried by the following methods:

- As identified in the original CMP and as amended in 2008.
- Confirmed by USDA Forest Service - Top of the Rockies Board of

Directors. See Public Input.

- Per USDA Forest Service management plans; Land Resource Management Plan: Pike and San Isabel National Forests; Comanche and Cimarron National Grasslands, 1984 and Land Resource Management Plan 2002 Revision: White River National Forest, 2002.
- Refer to Distance Zones (right) for definitions of Foreground, Middleground and Background as defined by the USFS.

1. Copper Mountain : Tenmile Canyon

The section of State Highway 91 between Copper Mountain and Climax tailings impoundments follows the course of Tenmile Creek through a narrow mountain valley surrounded by high mountain peaks jutting above timberline. Foreground views are heavily altered on the western and eastern portions near Interstate-70 (I-70) due to the development of Copper Mountain. Middleground views, especially on the eastern side of Highway 91 are of high scenic quality and are prescribed to be preserved to display unaltered forests. Minimal evidence of human presence outside of the roadway itself is limited to several high voltage power lines, and remnants of the old rail grades that once connected the communities of Summit and Lake Counties. Man-made intrusions are visible.

Distance Zones are divisions of a particular landscape being viewed. They are used to describe the part of a characteristic landscape that is being inventoried or evaluated.

Foreground- The limit of this zone is based upon the distances at which details can be perceived. Normally in foreground views the individual boughs of trees form texture. It will usually be limited to areas within 1/4 to 1/2 mile of the observer, but must be determined on a case-by-case basis as should any distance zoning.

Middleground- This zone extends from the foreground zone to 3 to 5 miles from the observer. Texture normally is characterize by the masses of trees in the stands of uniform tree cover. Individual tree forms are usually only discernible in very open or sparse stands.

Background- This zone extends from the middleground to infinity. Texture in stands of uniform tree cover is generally very weak or non-existent. In very open or sparse timber stands, texture is seen as groups or patterns of trees.

Copper Mountain
The beginning of the Byway on Highway 91 includes spectacular background views, with highly altered land in the foreground.

Mayflower Gulch

2. Mayflower Gulch

Mayflower Gulch is a natural appearing high mountain valley terminating in a spectacular cirque, nestled against the backdrop of Pacific Peak. Foreground and middleground views include the wetland and riparian habitats associated with the creek that drains the basin and the tall spruce/fir forests of the upper-montane life zone. Background views of the alpine and sub-alpine life zones are punctuated by jagged spires and buttresses of gray granite against the skyline. Man-made structures within the foreground, including a paved parking area and dirt road leading up the valley to the historic site of Boston City, are visually subordinate to the natural surroundings, yet appear slightly altered. Structures at the Boston City site are not evident from the Byway.

3. Searle Gulch

Searle Gulch is a high mountain valley west of the Byway. Foreground and middleground views are dominated by the man-made environment associated with both large and small scale mining and are considered slightly altered. Background views are largely natural in appearance, and include vast expanses of alpine tundra against a backdrop of scree and rock outcrop. Vestiges of past mining activity, including old road benches, are evident.

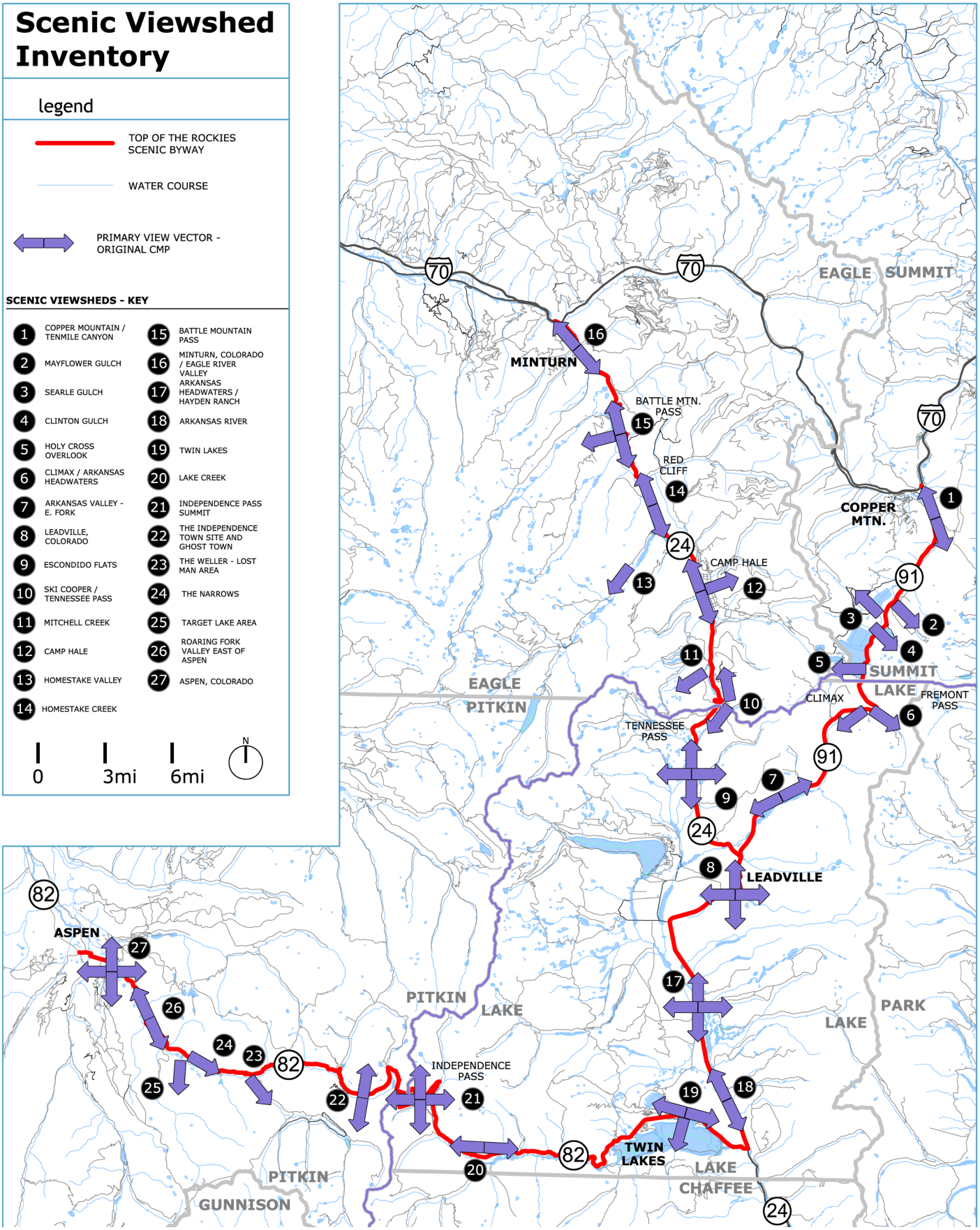
4. Clinton Gulch

Clinton Gulch is visually dominated by the waters of Clinton Reservoir,

Clinton Gulch and Reservoir
The reservoir dominates the foreground and middleground views along Highway 91.

opposite page: **Scenic Viewshed Inventory Map**

Scenic Viewshed Inventory



Climax Mine-Kokomo
Mining operations still exist and are an important economic factor for Leadville. These operations have significantly altered the foreground character along this portion of Highway 91.

Mount Arkansas
At the top of Fremont Pass at Climax Mine, Mount Arkansas is a dominant background view. Mining heritage is still living today at this point of interest along the Byway.

nestled against a backdrop of ragged peaks. Since Highway 91 crosses the reservoir dam, foreground views of the water body are unobstructed and are considered slightly altered. Evidence of historic mining activity is present above the northwest corner of the reservoir, degraded through time and natural succession of plant growth, and the presence of paved parking at either end of the dam, is visually subordinate to the natural surroundings. Middleground views are dominated by spruce/fir forests.

5. Holy Cross Overlook

Near the summit of Fremont Pass, an existing overlook on the west side of the road provides the only view along the Byway of the Mount of the Holy Cross. Foreground and middleground views are dominated by the man-built environment, most specifically, the storage of mine tailings from the Climax mine. Mining activity at the Climax location has been ongoing since around the turn of the century and foreground and middleground views appear slightly altered.

6. Climax : Arkansas Headwaters

The Climax mine is located over 11,200 feet above sea level, at the summit of Fremont Pass. From this alpine location, one can view the headwaters of the Arkansas River, the Mosquito Range, Mount Arkansas and the first glimpses of the Sawatch Range. Foreground views continue to be heavily altered, dominated by activities associated with large scale mining, while background views are of windswept ridges and

peaks, alpine cirques, meadows and snowfields. Views are considered moderately to heavily altered.

7. East Fork of Arkansas

The relatively natural setting of a high mountain valley along the Arkansas River, with associated riparian, wetland and montane vegetation, dominates the viewshed. In the upper extent of the valley, the primary indicators of human presence are the high voltage transmission lines that parallel the road, and the hillside cut of the rail grade between Leadville and Climax. In the lower reaches of the valley, as Highway 91 approaches the city of Leadville, views of civilization begin to dominate the foreground and middleground, as the Sawatch Range becomes the dominant background feature. Foreground views are typified by an assortment of mobile homes, cabins and associated paraphernalia of rural Colorado life.

8. Leadville, Colorado

The city of Leadville is located at the foot of the Mosquito Range, and offers panoramic views of the Upper Arkansas Valley. Within the 360 degree viewshed are the striking peaks of the Sawatch Range, including Mount Elbert, Mount Massive, Mount Harvard and La Plata Peak, four of Colorado's five highest peaks. Also within the background views are Turquoise Lake, Mosquito Pass (Colorado's highest drivable pass) and the

Leadville
Historic buildings dominate the foreground views as one travels through City of Leadville.

Stringtown Smelting Site
Mining artifacts and vestiges are apparent in foreground views as travelers approach the City of Leadville.

Escondido Flats
Foreground views are dominated by ranch character with a mountainous background.

historic Leadville Mining District. Foreground and middleground views are dominated by the man built environment. The city of Leadville is one of the largest National Historic Districts in Colorado and exhibits many of the vestiges of the Victorian architecture and ambiance of late 1800s Colorado's history. Mining in and around Leadville has been continuous since the late 1850s, leaving much of its heritage and history intact.

9. Escondido Flats

Escondido Flats is a collection of old and active ranches in the Tennessee Creek drainage of the Upper Arkansas River Watershed. Foreground and middleground views are dominated by arable grasslands and sagebrush flats which provide unobstructed background views of the Sawatch Range to the west and Mount Zion to the east. Most structures on the flats date back to the days of active ranching and are in character with the bucolic character of the valley. Owing to the flat topography, the area exhibits low levels of scenic absorptive capacity making it difficult to mask structural development. The principal evidence of man is the rail grade of the Southern Pacific Railroad. Foreground views in the upper end of the valley are dominated by extensive wetlands and associated vegetation, which offer some level of protection against future development. On the lower end of the valley, mobile home parks within the foreground are subordinate to the natural setting.

10. Ski Cooper : Tennessee Pass

The summit of Tennessee Pass provides views into both the Eagle River and Arkansas River Valleys. At the summit, foreground views are dominated by overstory vegetation providing filtered glimpses of the valleys below. Once off of the pass on either side, viewsheds open to expose high mountain valleys, meadows, wetlands and sweeping vistas of the Colorado Rockies. Ski Cooper's slopes built to train the 10th Mountain troops during World War II, appear as natural openings in the upper montane and sub-alpine forests, forming the backdrop to the east. With the exception of the Southern Pacific Railroad line, which is relegated to the middleground, little evidence of the man built environment exists. This area ranges in prescriptions from heavily altered to unaltered.

Ski Cooper
Ski Cooper signage adjacent to Highway 24 at Tennessee Pass.

11. Mitchell Creek

Mitchell Creek is a sheltered alpine valley, branching off of the Upper Eagle River Valley. Foreground views include the tracks of the Southern Pacific railroad against a backdrop of lush mountain meadows, surrounded by verdant forests. Background views provide a glimpse of the Sawatch Range.

12. Camp Hale

Camp Hale was the site of the 10th Mountain Division Training Center during the Second World War. Selected for its vast expanse of relatively flat and developable terrain, the valley provided an ideal training center for high altitude winter combat. With the demolition of the camp, the valley reverted back to a more natural setting, interspersed with vague reminders of its past land use. Foreground and middleground views appear as grasslands, while background views appear as alpine peaks and valleys. Architectural foundations can be seen from the pullout.

Camp Hale
Architectural foundations and features still evident, can be seen in the distance from the pullout.

13. Homestake Valley

The Homestake Valley is a high mountain valley framed by high peaks and rocky escarpments. The view up the valley from the Byway reveals foreground views of riparian and wetland vegetation, punctuated by the meandering channel of Homestake Creek. Glimpses of distant snowcapped peaks create the backdrop of the valley.

14. Homestake Creek

Homestake Creek represents a high quality riparian I wetland habitat against a backdrop of rock buttresses and scarps. The valley is very natural in appearance and due to its confining topography, limits views to the foreground and middleground. Little evidence of man is evident outside the road corridor and prescriptions include unaltered and appears unaltered.

Steel Arch Bridge
This architectural and engineering wonder can be seen from below the Byway. The foreground views for this section of the Byway are dominated by precipitous cliffs below.

15. Battle Mountain Pass

Battle Mountain Pass is a precipitous section of mountain road perched among towering cliffs and sheer rock faces. The geology of millennia lies

Arkansas River
Foreground views, such as the Southern Pacific Rail Lines are visually subordinate to the natural environment.

Hayden Ranch

exposed and is the dominant feature in the foreground and middleground viewshed. The man-built environment is limited to the roadway itself, the steel arch bridge over the south branch of the Eagle River and the vestiges of past mining activity centered around the ghost town of Gilman. Background views are principally to the west, providing spectacular vistas of Notch Mountain and surrounding peaks. This area is prescribed as slightly altered.

16. Minturn, Colorado / Eagle River Valley

Views from Battle Mountain Pass offers glimpses of the Eagle River Valley above the Town of Minturn. The narrow valley is centered around the meandering path of the Eagle River and flanked by high cliffs to the east and rolling hills to the west. It is prescribed as unaltered to slightly altered. In the valley, foreground views are dominated by the man-built environment, while middleground and background views are limited by the topographic confines. Views include the rock formation named "Lionshead" by the English explorer, Lord Gore.

17. Arkansas Headwaters : Hayden Ranch

Southwest of the city of Leadville the broad ranch lands of the Upper Arkansas Valley become the dominant feature. Foreground and middleground views are characterized by gently sloping grasslands and sagebrush flats that afford spectacular background views of the surrounding mountain peaks. The open and rolling terrain is highly sensitive to man induced change and affords little visual screening for

Red Rooster in Twin Lakes
The Red Rooster, once a tavern and brothel, is now a visitor center and a prominent foreground feature in the historic town.

man-made structures and facilities. This low scenic absorptive capacity is noticeable on vertical structures, such as the high voltage transmission lines that traverse the valley. Other ranch related structures, such as the hay barns and corrals of the Hayden Ranch add to the ambiance and bucolic character of the valley.

18. Arkansas River

Leaving the broad grasslands of the Hayden Ranch, Highway 24 enters a narrow canyon alongside the Arkansas River. The confines of the canyon restrict views to the foreground, which is typified by sand colored rock outcrops and the riparian habitats of the river bottom. Man-made structures and facilities, including the Southern Pacific Rail Line and associated communication lines are evident but tend to be subordinate to the natural environment.

19. Twin Lakes

Before it was dammed to increase water storage, Twin Lakes was one of the largest glacially formed bodies of water in Colorado. Set in an amphitheater of surrounding peaks, the lakes dominate the viewshed and provide unobstructed background views of some of Colorado's most spectacular mountains. Foreground and middleground views are predominately to the west, south and east towards the lakes. In those directions, man-made structures are principally limited to the Interlaken Hotel, listed on the National Historic Register, the Twin Lakes Dam and the Twin Lakes Power Plant. The plant is operated by the Bureau

Twin Lakes Shops
The general store is one of the last stops for services before heading up Independence Pass.

Independence Pass Town Site
To the north of the Town Site is a considerable revegetation project installed by the Civilian Conservation Corps (CCC). Slow growth can be seen in the above photos. *Photo courtesy of Aspen Historical Society.*

of Reclamation. To the west is Twin Lakes, also listed on the National Historic Register. In character with its history, the village appears as a small collection of turn of the century structures nestled at the base of Mount Elbert, overlooking the upper lake of the Twin Lakes. The area is prescribed generally as moderately to heavily altered.

20. Lake Creek

Between Independence Pass Summit and Twin Lakes is Lake Creek, which is primarily dominated dense vegetation of aspen, spruce and pine with glimpses to Lake Creek. The creek is fed by waters diverted from the Grizzly Creek Reservoir, providing high run-off in the spring months to whitewater enthusiasts. High altitude views open at the higher elevations, giving way to broader background views dominated by the Arkansas River valley and the Collegiate Range. Nearer to Twin Lakes, there are numerous private holdings in the foreground, offering occasional views of rustic buildings and other signs of civilization. This viewshed is of high scenic quality with limited man-made intrusions. The area is prescribed as appears unaltered to slightly altered.

21. Independence Pass Summit

Independence Pass climbs to 12,095 feet at the summit and is ringed with peaks in the middleground and background, including Mt. Champion, Geissler Mountain, Twining Peak, Grizzly Peak and Casco Peak. The viewing platform provides breathtaking panoramic views of the glacier-sculpted mountains in the background, including Mount Harvard, Mount Yale, and Mount Princeton (known as the Collegiate Peaks), Mount Oxford, La Plata Peak, Mount Massive, and Mount Belford. The landscape character is of the highest scenic quality. Foreground views are predominately high alpine tundra environment (above tree line). Man-made features are subordinate and include the development on the summit site and road safety improvements along the highway. The pass is prescribed as unaltered to appears unaltered.

22. The Independence Town Site and Ghost Town

The Independence Town Site to the Summit is the section of the corridor located between mile marker (MM) 55 and 61 traversing the upland willow tarns, Krumholz Zone and tundra areas that characterize the foreground views above 11,000 feet. In the middleground are numerous beaver ponds, scattered vegetation, old buildings associated with the Independence Ghost Town. Expansive views of the surrounding mountains create the background of this important scenic viewshed. To the north of the Town Site is a considerable revegetation project installed by the Civilian Conservation Corps (CCC) that creates dense vegetated foreground views. The ghost town is considered slightly altered.

23. The Weller-Lost Man Area

The Weller-Lost Man area is a stretch between approximately Mile Marker 50 and 55 which is characterized by a narrow river canyon and close-in vegetation. The river is revealed in glimpses through the trees and there are occasional longer views as the road traverses a second set of narrows just below the Lincoln Creek Road turnoff. This stretch of road goes by a major rock-climbing area and there are often views of the climbers and their support crews on the cliffs. There are also glimpses of the Grottoes area where the river tumbles down through spectacular eroded rock formations. The area is considered unaltered and of very high scenic integrity.

24. The Narrows

The Narrows is a tight section of road where the Right-of-Way (ROW) narrows dramatically, between MM 48 and 49. Forming the foreground, the road clings to the cliff with a precipitous drop-off to the Roaring Fork River canyon below. There are wide background views to Mount Shimer and the Difficult Creek drainage. Middleground and background views include large groves of aspens interrupted by dense stands of spruce, fir and pines. Man-made intrusions are limited to highway safety improvements. The area is considered unaltered and of very high scenic integrity.

Independence Pass Town Site
The middleground south of the Byway is dominated by historic structures and mining artifacts.

Lost Man
The foreground in this portion of the Byway is dominated by dense vegetation of aspen, spruce, fir and pine.

View from Independence Pass
Photo courtesy of Independence Pass Foundation.

Aspen
This historic mining town is now a world-class ski resort.

25. Tagert Lake Area

The Tagert Lake Area, private property around Mile Marker 47, is dominated in the middleground by a pair of man-made lakes; one of which has existed since the property was homesteaded in the 19th century. At this point the prominent foreground views are dominated by mature aspen groves and the Lincoln Creek drainage down below. The area is considered unaltered and of very high scenic integrity.

26. Roaring Fork Valley East of Aspen

The background views to the east from the city of Aspen is dominated by Mount Shimer and Difficult and New York Peaks, which loom over Weller Lake and the Lincoln Creek drainage. The Northstar Preserve is the dominant foreground and middleground feature to the south, preserving the valuable wetlands and riparian habitat of the flats of the Roaring Fork River before dropping further into the valley. To the north foreground views are interrupted by numerous private homes, but generally well-screened from the Byway.

27. Aspen, Colorado

The City of Aspen is surrounded by the White River National Forest which creates the background views for this small community. The city was founded on silver mining and became one of the largest silver producing districts in the nation. Today, Aspen is considered a recreational and cultural mecca. Foreground and middleground views are dominated by the man built environment including many historic and modern buildings. Historic buildings include the Jerome Hotel, the Wheeler Opera House, the Pitkin County Courthouse, the Wheeler-Stallard House and the Aspen City Hall, all of which are on the National Historic Register.

Northstar Preserve
The preserve is an area that is considered unaltered and is protected to remain that way for future generations.

USFS SCENIC MANAGEMENT SYSTEM (PREVIOUSLY VISUAL MANAGEMENT SYSTEM)

USFS Existing Scenic Integrity (ESI) (WRNF) / Existing Visual Conditions (EVC) (PSINF)

Mount Elbert
View from Mount Elbert, the tallest mountain in Colorado and second in the lower 48 states.

The USFS provides scenic data within Management Plans for the White River National Forest (WRNF) and Pike San Isabel National Forest (PSINF). At the time of updating this document, the PSINF was in the process of updating their Management Plan which references the Visual Management System (VMS) with the current USFS standard, the Scenic Management System (SMS). Therefore, **two different classification structures for WRNF and PSINF are indicated in this document**. A correlation below describes the corresponding levels between the two systems.

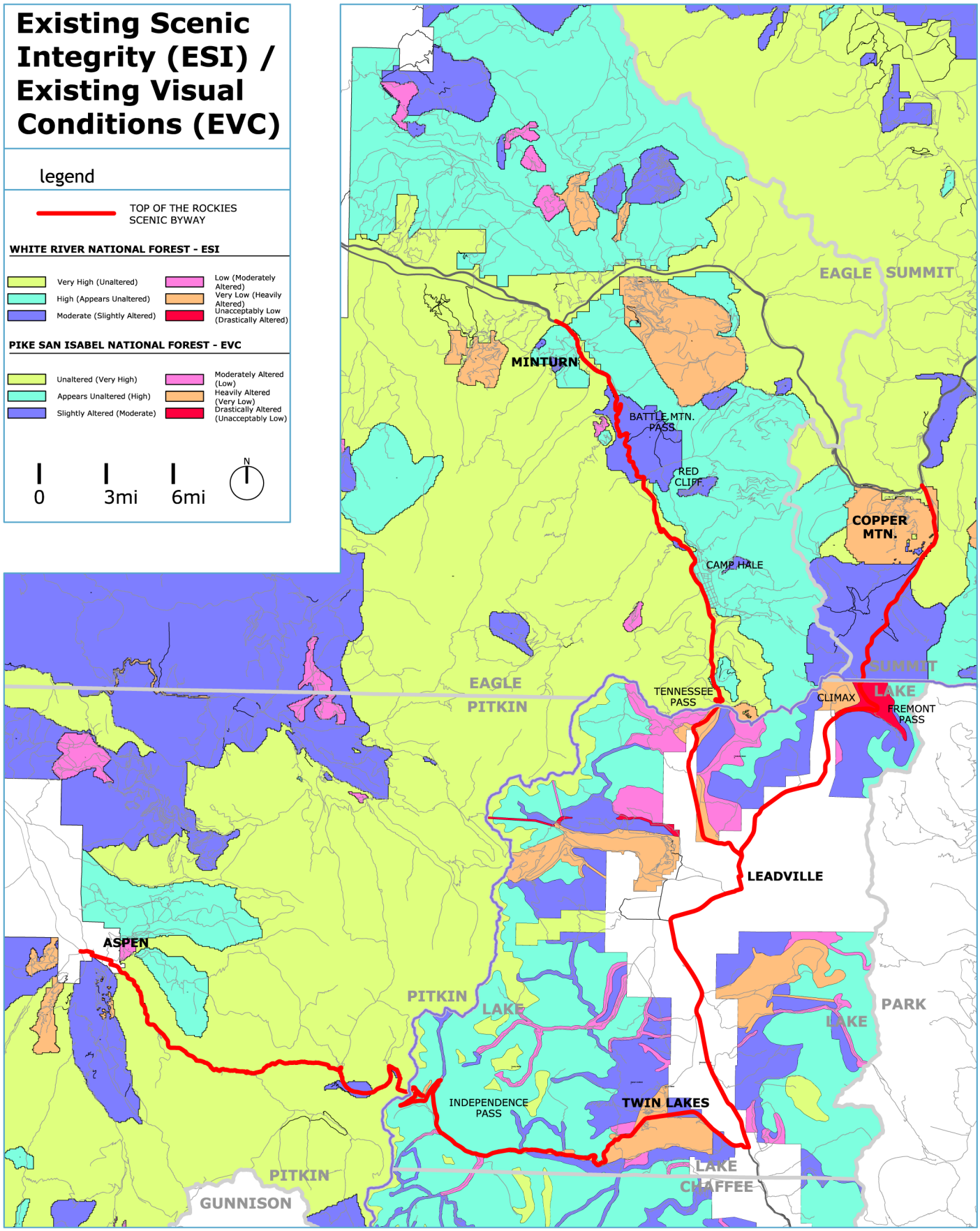
The USFS defines scenic integrity as a state of naturalness, or conversely, the state of disturbance created by human activities or alteration. Integrity is stated in degrees of deviation from the existing landscape character. The degrees of deviation are used to describe the existing scenic integrity, proposed scenic integrity levels, and scenic integrity objectives.

The Scenery Management System (SMS) provides an overall framework for the orderly inventory, analysis, and management of scenery. This system applies to every acre of National Forests and National Grasslands administered by the Forest Service and to all Forest Service activities including, but not limited to, timber harvesting, road building, stream, range, and wildlife improvements, special use developments, utility line construction, recreation developments, and fuels management. (USFS Landscape Aesthetics: A handbook for scenery management, December 1995). SMS supersedes National Forest Landscape Management, The Visual Management System section, April 1974, which is the management system of the PSINF.

Scenic integrity is a continuum ranging over five levels of integrity from very high to very low. Corresponding levels of existing scenic conditions and visual quality levels from the original Visual Management System are indicated below. Refer to USFS Existing Scenic Integrity (ESI) (WRNF) / Existing Visual Conditions (PSINF) Map. These maps may need to be revised after the PSINF Management Plan revision is completed.

- *VERY HIGH (VH) (Unaltered) (preservation): landscapes where the valued landscape character "is" intact with only minute, if any, deviations. The existing landscape character and sense of place is expressed at the highest possible level.*
- *HIGH (H) (Appears Unaltered) (retention): landscapes where the valued landscape character "appears" intact. Deviations may be present but must repeat the form, line, color, texture, and*

Existing Scenic Integrity (ESI) / Existing Visual Conditions (EVC)



pattern common to the landscape character so completely and at such a scale that they are not evident.

- *MODERATE (M) (Slightly Altered) (partial retention): landscapes where the valued landscape character "appears slightly altered." Noticeable deviations must remain visually subordinate to the landscape character being viewed.*
- *LOW (L) (Moderately Altered) (modification): landscapes where the valued landscape character "appears moderately altered." Deviations begin to dominate the valued landscape character being viewed but they borrow valued attributes such as size, shape, edge effect and pattern of natural openings, vegetative type changes or architectural styles outside the landscape being viewed. They should not only appear as valued character outside the landscape being viewed but compatible or complimentary to the character within.*
- *VERY LOW (VL) (Heavily Altered) (maximum modification): landscapes where the valued landscape character "appears heavily altered." Deviations may strongly dominate the valued landscape character. They may not borrow from valued attributes such as size, shape, edge effect and pattern of natural openings, vegetative type changes or architectural styles within or outside the landscape being viewed. However deviations must be shaped and blended with the natural terrain (landforms) so that elements such as unnatural edges, roads, landings, and structures do not dominate the composition.*
- *UNACCEPTABLY LOW (UL) (Drastically Altered-Assumed) scenic integrity refers to landscapes where the valued landscape character being viewed appears extremely altered. Deviations are extremely dominant and borrow little, if any, form, line, color, texture, pattern or scale from the landscape character. Landscapes at this level of integrity need rehabilitation. This level should only be used to inventory existing integrity. It must not be used as a management objective.*

Wildlife
The Byway offers spectacular opportunities to view montane wildlife such as the Black Bear shown here at the Northstar Preserve.

Wetlands
Lake Creek Trailhead offers views to rich wetland and fluvial environments.

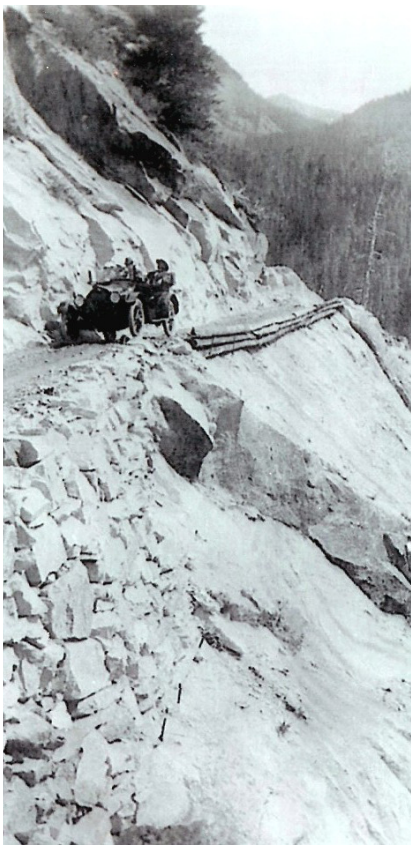
Natural Quality

Natural Quality applies to those features in the scenic environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances. [Federal Highway Administration (FHWA) Interim Policy; Federal Register / Vol. 60, No. 96, 1995]
Refer to USFS Natural Quality Map.

Unique Features of the Byway

- The Byway encompasses terrain that varies from glaciated basins, precipitous cliffs and mountain passes to gently rolling river bottoms within the valleys of the Eagle, Arkansas and Roaring

opposite:
Existing Scenic Integrity/Existing Visual Condition Map



Independence Pass
Historical photo of some of the first automobile Byway travelers. *Photo courtesy of Aspen Historical Society.*

Historic Leadville
The streetscape of downtown Leadville is characterized by historic storefronts and street amenities.

Fork Rivers. Unique montane vegetation included sweeping stands of aspens and spruce, pine and fir.

- The mountain ranges include: the Gore Range to the north; the Holy Cross and Sawatch Ranges to the west; the Collegiate Peaks and Elk Mountains to the south; and the Ten Mile and Mosquito Ranges to the east. Located within these six ranges, and visible from the Byway, are four of Colorado's five highest peaks, including: #1 - Mount Elbert (14,443'); #2 - Mount Massive (14,421'); #3 - Mount Harvard (14,420'); and #5 - La Plata Peak (14,361 '). Mount Elbert also ranks as the highest peak in the American Rockies, and the second highest peak in the contiguous 48 States. The Byway exhibits one of the highest concentrations of "fourteeners" found anywhere in the State or the nation.
- The Byway crosses the continental divide three times as it traverses the summits of Tennessee, Independence and Fremont Passes.
- The Byway is surrounded by wilderness including Eagles Nest Wilderness north of the Byway; the Holy Cross, Mount Massive and Hunter Frying Pan Wilderness Areas to the west; the Collegiate Peaks and Maroon Bells-Snowmass Wilderness Areas to the south and the Buffalo Peaks Wilderness Area to the east.
- Geologic features of Battle Mountain Pass and the scenic overlook of Notch Mountain, Eagle River Gorge and the smoothly eroded geologic formations from the Roaring Fork River.
- Extensive wetlands and riparian ecosystem exist in areas like Homestake Creek, Piney Creek, Upper Arkansas Valley, Clinton Gulch and the views from the Summit of Tennessee Pass and Independence Pass.
- Wildlife including deer, elk, bighorn sheep, eagle, falcons, squirrels, marmot, owl, bats, hare, trout, prong horn antelope, red tail foxes, and pica.

Historic Quality

Historic Quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or man-made, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association. [Federal Highway Administration (FHWA) Interim Policy; Federal Register / Vol. 60, No. 96, 1995]

Unique Features of the Byway

- The Byway provides access to four Nationally Designated Historic Districts, including: the City of Leadville, one of Colorado's

Independence Pass
Historical rendered photo of a bridge crossing at Independence Pass. *Photo courtesy of Aspen Historical Society.*

largest National Historic Landmark Districts; Camp Hale, once home to the 10th Mountain Division; Twin Lakes, once a stage stop on the Independence Pass road to Aspen and the historic Interlaken Hotel on the south shore of Twin Lakes. Independence Town Site is listed on the National Historic Register.

- The Byway parallels remnants of the transportation network that helped open the Colorado Rockies to settlement, including some prehistoric trails. Along the Byway are the artifacts and ghost towns that bear witness to numerous legacies and legends of the mining era, such as Independence Town Site and Gilman Town site.
- The Byway is home to numerous museums and interpretive sites, including the National Mining Hall of Fame and Museum and the Aspen Historical Society, Wheeler-Stallard Museum and Holden-Marolt Museum (Leadville and Aspen).
- Sites include the Steel Arch Bridge over the Eagle River at Red Cliff and Lovers Leap, the site of ancient Ute Indian legend; Malta is the site of one of the first smelters in Lake County and present day location of the Little Red Schoolhouse; the military training site of Camp Hale was utilized by the 10th Mountain Division to conduct mountain and winter warfare training exercises from 1942 to 1965.

Boom Days
Numerous cultural events are held along the Byway, including Leadville's very popular Boom Days held each summer.

Resources

- Aspen Historical Society: http://www.aspenhistory.org
- The Summit Historical Society: http://www.summithistorical.org/
- National Mining Hall of Fame, Leadville, Colorado: http://www.mininghalloffame.org/museum-history.htm
- Camp Hale: http://camphale.org/

Cultural Quality

Cultural Quality is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions. [Federal Highway Administration (FHWA) Interim Policy; Federal Register / Vol. 60, No. 96, 1995]

Unique Features of the Byway

- Aspen, Copper Mountain, Leadville, Minturn, Red Cliff and Twin Lakes are living, working towns with music, plays, festivals, arts and other events throughout all seasons. Each community contains significant architecture, history and tradition. Numerous events are listed on city, county and chamber websites as indicated below.

Resources

- Aspen, Colorado: The city of Aspen is situated at the western end of the Byway on Highway 82. The city was founded on silver mining and became one of the largest silver producing districts in the nation. The city of Aspen is considered a recreational and cultural mecca. It is the home of four world-class ski mountains and numerous cultural attractions. Historic buildings include the Jerome Hotel, the Wheeler Opera House, the Pitkin County Courthouse, the Wheeler-Stallard House and the Aspen City Hall, all of which are on the National Historic Register.
    - http://www.aspenpitkin.com/
    - http://www.aspenchamber.org/
- Copper Mountain, Colorado: Copper Mountain is located at the northeast gateway of the Byway at the junction of Interstate 70 and Highway 91. Copper Mountain was first settled in 1860 due to gold and silver mining. Today the resort provides world-class skiing and many other recreational and cultural opportunities.
    - http://www.copperchamber.com/
- Leadville, Colorado: At the hub of the Byway on Highway 24 is the historic city of Leadville; North America's highest incorporated city. Leadville is designated as a National Historic Landmark District. Leadville was named for the lead carbonate ore from which the silver came. The Derry Mining Site Camp, Dexter Cabin, Hayden Ranch Headquarters, Healy House and Tabor House are all listed on the National Historic Register.
    - http://leadville.com/
    - http://leadvilleusa.com/
    - http://leadville.org/
- Minturn, Colorado: The town of Minturn is located two miles south of Interstate 70 on Highway 24. Minturn is a town with a mining and railroad history. The town was established with the arrival of the Rio Grande railroad and was officially incorporated in 1904. Railroad tracks were laid in the 1880s to service the mines of Red Cliff and Gilman, which were major producers of zinc, copper, silver and lead. The town provides numerous cultural, historical and recreational opportunities. It is in close proximity to the world-class ski resorts of Vail and Beaver Creek.
    - http://minturn.org/
- Red Cliff, Colorado: The town of Red Cliff is nestled in a valley just east of Highway 24 at the south end of Battle Mountain Pass and is identified by the large steel arched bridge. The turn-off to the main road into town Red Cliff is approximately one mile south of Highway 24. The town was founded in 1879 when gold and silver were discovered on Homestake Mountain on the east side of town. The Red Cliff Bridge is listed on the National Historic Register.
    - http://townofredcliff.org/
- Twin Lakes, Colorado: The village of Twin Lakes is located at

the base of Independence Pass on Highway 82. The town began as a center of commerce for miners. The route of Highway 82 was pioneered as a toll road to connect the silver mining communities near Leadville with Aspen. Twin Lakes became a favorite recreation destination because of the lakes and the spectacular scenery. Twin Lakes Village and Interlaken, to the south, are listed as historic districts on the National Historic Register.

- No website

Archeological Quality

Archeological Quality involves those characteristics of the scenic byway corridor that are physical evidence of historic or prehistoric human life or activity and are visible and capable of being inventoried and interpreted. The scenic Byway corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence, have scientific significance that educate the viewer and stir an appreciation for the past. [Federal Highway Administration (FHWA) Interim Policy; Federal Register / Vol. 60, No. 96, 1995]

Unique Features of the Byway

- Numerous archeological sites are scattered along the Byway, while many are not identified, Mount Bump is an interpretive site located in the vicinity of a 1,200 year old Indian camp.

Recreational Quality

Recreational Quality involves outdoor recreational activities directly association with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to skiing, back country experiences provided by the 10th Mountain Hut and Trail System, fishing, rafting, boating, hiking, photography, climbing, horseback riding, cross country skiing, snowshoeing, mountain biking, four-wheeling, snowmobiling, road biking, wildlife observation, hunting, paragliding, bouldering, rock climbing and mountaineering. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized. [Federal Highway Administration (FHWA) Interim Policy; Federal Register / Vol. 60, No. 96, 1995]

Unique Features of the Byway

- Developed recreational opportunities along the Byway range from world-class skiing available at Copper Mountain Resort, Aspen Mountain and Ski Cooper or the back country skiing and hiking experience provided by the 10th Mountain Hut and Trail System.

Recreation
The Byway provides access to some of the best recreation in the world.

- Dispersed recreation along the Byway takes many forms, and includes: fishing, rafting, boating and other water sports on the regions numerous reservoirs, high mountain lakes, rivers and streams; the quiet solitude of hiking the Colorado and Continental Divide trail systems, as well as the hundreds of additional miles of hiking, horseback riding, cross country skiing and mountain biking trails found in the adjacent National Forests; four wheeling and snowmobiling adventure on miles of old mining and logging roads; camping opportunities ranging from "civilized" to primitive; and spectacular viewsheds and attractions to please those who drive the Byway. Even more road activities include biking, wildlife observation, hunting, paragliding, bouldering, rock climbing and mountaineering.
- Developed recreational opportunities along the Byway range from world-class skiing, back country experiences provided by the 10th Mountain Hut and Trail System and dispersed recreation from fishing, rafting, boating, hiking, photography, climbing, horseback riding, cross country skiing, snowshoeing, mountain biking, four-wheeling, snowmobiling, road biking, wildlife observation, hunting, paragliding, bouldering, rock climbing and mountaineering.
- The Leadville National Fish Hatchery is the second oldest federally operated fish hatchery in existence today. Located near the city of Leadville, the hatchery's subalpine forest surroundings with its cold, clean water supply and nearby source

Recreational Opportunity Spectrum (ROS)

legend

TOP OF THE ROCKIES SCENIC BYWAY

WHITE RIVER NATIONAL FOREST - ROS

- Primitive Area (P)
- Semi-primitive Non Motorized Area (SPNM)
- Semi-primitive Motorized Area (SPM)
- Roaded Natural Area (RN)
- Roaded Modified Area (RM)
- Semi-primitive (SP) (assumed)

PIKE SAN ISABEL NATIONAL FOREST - ROS

- Semi-primitive Non-motorized (SPNM)
- Semi-primitive Motorized (SPM)
- Roaded Natural (RN)
- Rural (R)

PIKE SAN ISABEL NATIONAL FOREST - WILDERNESS ROS

- Pristine Wilderness
- Primitive Wilderness
- Semi-primitive Wilderness

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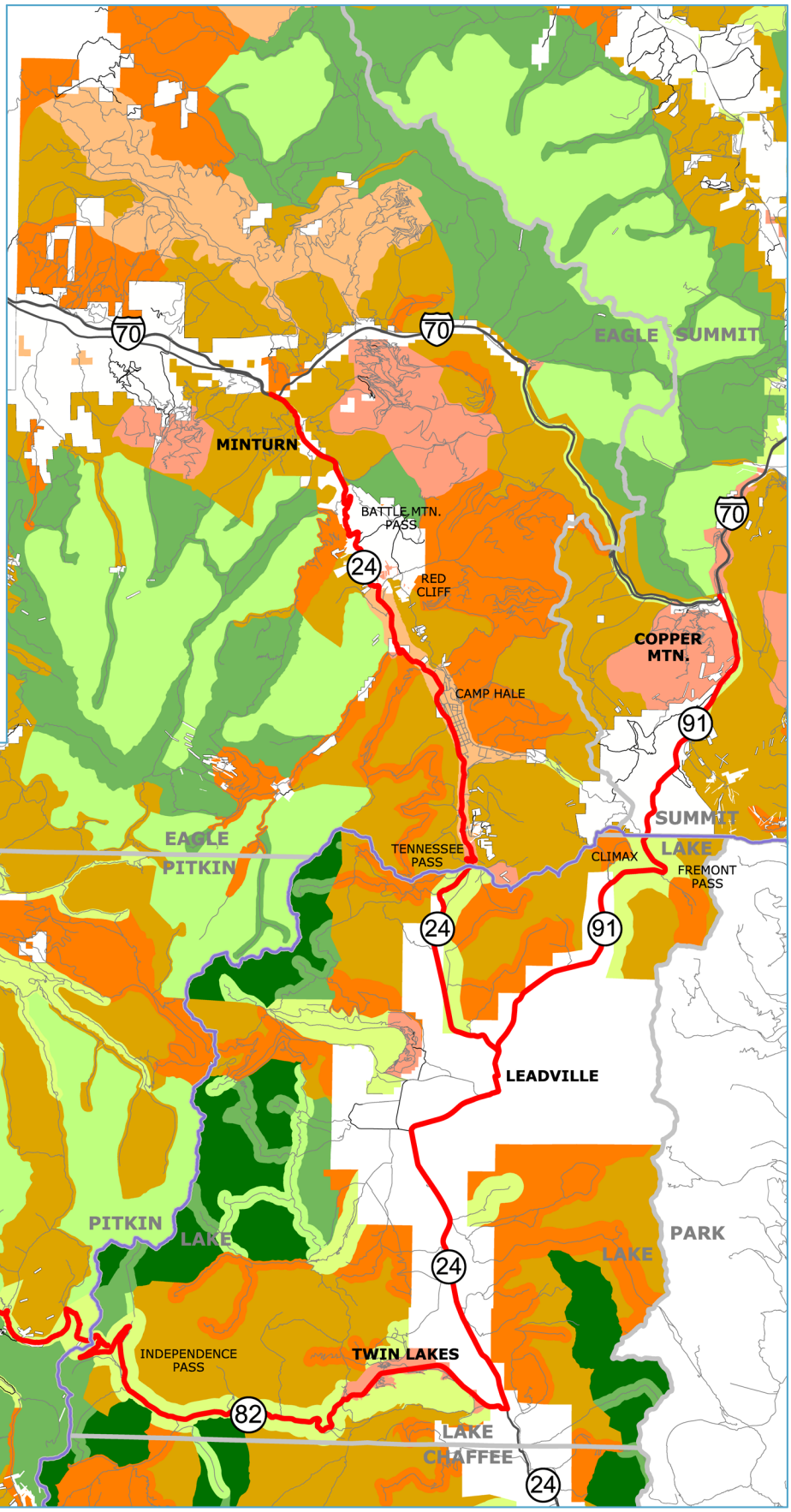


Lake Creek Trailhead
Off the Byway there are various roads and trails with access to spectacular backcountry recreation.

of native cutthroat trout populations provide the ideal spot for trout production. http://www.fws.gov/leadville/

USFS Recreational Opportunity Spectrum (ROS)
Refer to USFS Recreational Opportunity Spectrum (ROS) in 'Maps'

Definition
The USFS defines ROS as a framework for stratifying and defining classes of outdoor recreation environments, activities, and experience opportunities. The settings, activities, and opportunities for obtaining experiences are arranged along a continuum or spectrum divided into seven classes: primitive, semi-primitive, non-motorized, semi-primitive motorized, roaded natural, roaded modified, rural and urban.

For each management area prescription, one or more recreation opportunity spectrum (ROS) categories may apply. Likewise, scenic integrity objective (SIO) levels within each management area prescription may vary, depending on the primary uses and desired future conditions of particular allocations. [Land Resource Management Plan 2002 Revision: White River National Forest, 2002]

- Primitive Area (P) is characterized by an essentially unmodified natural environment of fairly large size. Interaction between users is very low and evidence of other users is minimal. The

area is managed to be essentially free of evidence of human-induced restrictions and controls. Motorized use within the area is not permitted.

- Semi-Primitive Non-Motorized Area (SPNM) is characterized by a predominantly natural or natural appearing environment of moderate to large size. Interaction between users is low, but there is often evidence of other users. The area is managed in such a way that minimum on-site controls and restrictions may be present, but would be subtle. Motorized recreation is not permitted, but local roads used for other resource management activities may be present on a limited basis. Use of such roads is restricted to minimize impacts on recreational experience opportunities.
- Semi-Primitive Motorized Area (SPM) is characterized by a predominantly natural or natural appearing environment of moderate to large size. Concentration of users is low, but there is often evidence of other users. The area is managed in such a way that minimum on-site controls and restrictions may be present, but would be subtle. Motorized use of local primitive or collector roads with predominantly natural surfaces and trails suitable for motor bikes is permitted.
- Roaded Natural Area (RN) is characterized by predominantly natural-appearing environments with moderate evidence of the sights and sounds of people. Such evidence usually harmonizes with the natural environment. Interaction between users may be moderate to high, with evidence of other users prevalent. Resource modification and utilization practices are evident, but harmonize with the natural environment. Conventional motorized use is allowed and incorporated into construction standards and design of facilities.
- Roaded Modified Area (RM) is characterized by substantially modified environments except for campsites. Roads, landings, slash and debris may be strongly dominant from within yet remain subordinate from distant sensitive roads and highways. Interaction between users and evidence of others may be moderate on roads, but there is little evidence of others or interaction at camp sites. The area is managed in such a way that few on-site controls may be present except for gated roads. Conventional motorized use is allowed and incorporated into construction standards and design of facilities.
- Rural Area (R) is characterized by a natural environment that has been substantially modified by development of structures, vegetative manipulation or pastoral agriculture development. Resource modification and utilization practices may be used to enhance specific recreation activities and to maintain vegetative cover and soil. Sights and sounds of humans are readily evident, and the interaction between users is often moderate to high.

A considerable number of facilities are designed for use by a large number of people. Facilities often are provided for special activities. Moderate user densities are present away from developed sites. Facilities for intensified motorized use and parking are available.

- Urban Area (U) is characterized by a substantially urbanized environment, although the background may have natural-appearing elements. Renewable resource modification and utilization practices are often used to enhance specific recreational activities. Vegetation cover often is exotic and manicured. Sights and sounds of humans are predominant on the site. Large number of users can be expected both on the site and in nearby areas. Facilities for highly intensified motor use and parking are available with forms of mass transit often available to carry people throughout the site.

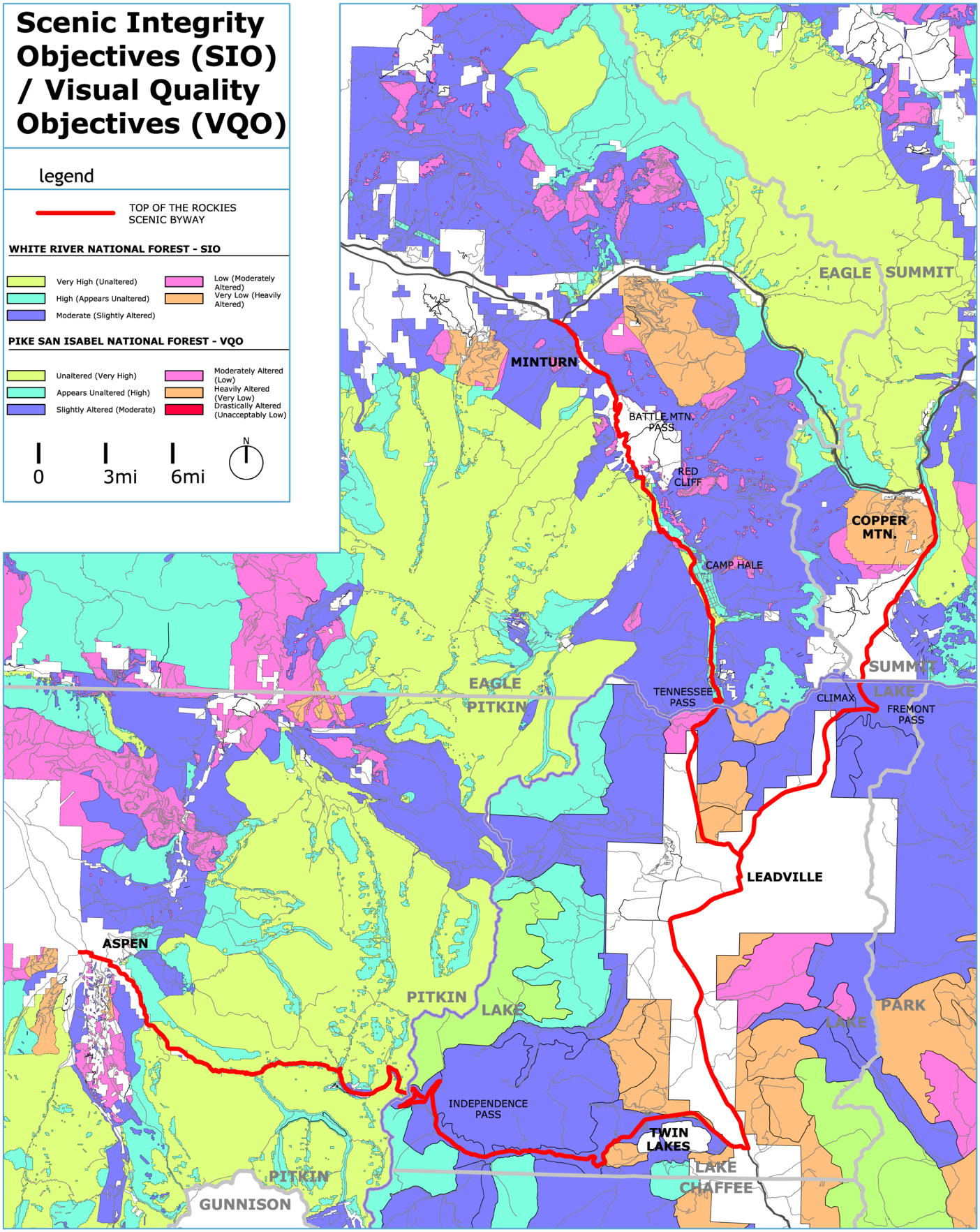
Management Prescriptions / USFS Scenic Integrity Objectives (SIO) (WRNF) & USFS Visual Quality Objectives (VQO) (PSINF)

The USFS provides scenic data within Management Plans for the White River National Forest (WRNF) and Pike San Isabel National Forest (PSINF). At the time of updating this document, the PSINF was in the process of updating their Management Plan which references the Visual Management System (VMS) with the current USFS standard, the Scenic Management System (SMS). Therefore, **two different classification structures for WRNF and PSINF are indicated in this document**. A correlation below describes the corresponding levels between the two systems.

Scenic integrity is a continuum ranging over five levels of integrity from very high to very low. Corresponding levels of existing scenic conditions and visual quality levels from the original Visual Management System are indicated below. Refer to the USFS Scenic Integrity Objectives (SIO) (WRNF) & USFS Visual Quality Objectives (VQO) (PSINF) Map. These maps may need to be revised after the PSINF Management Plan revision is completed.

- *VERY HIGH (VH) (Unaltered) (preservation): landscapes where the valued landscape character "is" intact with only minute, if any, deviations. The existing landscape character and sense of place is expressed at the highest possible level.*
- *HIGH (H) (Appears Unaltered) (retention): landscapes where the valued landscape character "appears" intact. Deviations may be present but must repeat the form, line, color, texture, and pattern common to the landscape character so completely and at such a scale that they are not evident.*
- *MODERATE (M) (Slightly Altered) (partial retention): landscapes where the valued landscape character "appears slightly altered."*

Scenic Integrity Objectives (SIO) / Visual Quality Objectives (VQO)

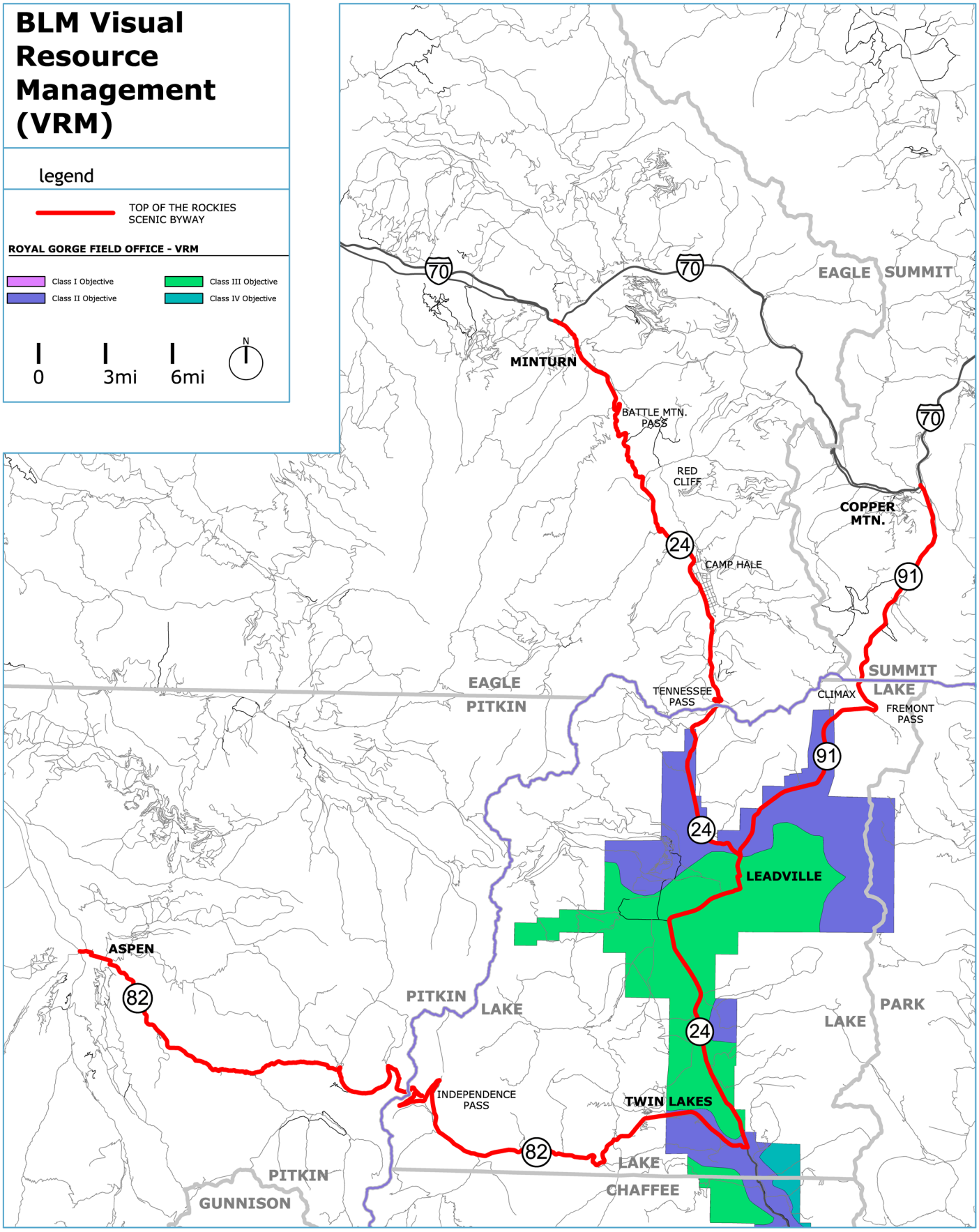


for natural ecological changes; however, it does not preclude very limited management activity. The level of change to the characteristic landscape should be very low and must not attract attention.

- *Class II Objective. The objective of this class is to retain the existing character of the landscape. The level of change to the characteristic landscape should be low. Management activities may be seen, but should not attract the attention of the casual observer. Any changes must repeat the basic elements of form, line, color, and texture found in the predominant natural features of the characteristic landscape.*
- *Class III Objective. The objective of this class is to partially retain the existing character of the landscape. The level of change to the characteristic landscape should be moderate. Management activities may attract attention but should not dominate the view of the casual observer. Changes should repeat the basic elements found in the predominant natural features of the characteristic landscape.*
- *Class IV Objectives. The objective of this class is to provide for management activities which require major modifications of the existing character of the landscape. The level of change to the characteristic landscape can be high. These management activities may dominate the view and be the major focus of viewer attention. However, every attempt should be made to minimize the impact of these activities through careful location, minimal disturbance, and repeating the basic elements.*
- *Class V Objectives: This classification is applied to areas where the natural character of the landscape has been disturbed to a point where rehabilitation is needed to bring it up to one of the four other classifications. The classification also applies to areas where there is potential to increase the landscape's visual quality. It will, for example, be applied to areas where unacceptable cultural modification has lowered scenic quality; it is often used as an interim classification until objectives of another class can be reached.*

The Federal Land Management Policy Act of 1976 (*http://www.blm.gov/flpma/FLPMA.pdf*) mandates the BLM to develop Resource Management Plans to identify the future management of BLM lands. These plans include both surface land planning and mineral estate resource management. The Byway lies within Arkansas River Eco-Subregion 1 of the Royal Gorge Resource Area and the Glenwood Springs Resource Area. Refer to these plans should supplemental information be required.

Refer to 'Resource Analysis' for recommendations.


BLM Visual Resource Management (VRM)
legend
TOP OF THE ROCKIES SCENIC BYWAY
ROYAL GORGE FIELD OFFICE - VRM
Class I Objective
Class II Objective
Class III Objective
Class IV Objective
0
3mi
6mi
N
70
EAGLE
SUMMIT
MINTURN
BATTLE MTN. PASS
RED CLIFF
COPPER MTN.
24
CAMP HALE
91
EAGLE
PITKIN
TENNESSEE PASS
CLIMAX
SUMMIT
LAKE
FREMONT PASS
LEADVILLE
ASPEN
82
PITKIN
LAKE
PARK
LAKE
INDEPENDENCE PASS
TWIN LAKES
LAKE
CHAFFEE
PITKIN
GUNNISON

AMENDMENTS

Introduction

This section is reserved for future amendments to the CMP. A word document has been provided to record any changes to the CMP. It is anticipated that this approach will be more efficient than revising specific sections in the document.