



**Top of the Rockies  
National Scenic & Historic Byway**

# **INTERPRETIVE MANAGEMENT PLAN**

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## **USFS**

Cheryl Hazlitt  
Martha Moran - WRNF  
Donna Graham - WRNF  
Shae Kosmalski - WRNF  
Bill Mulholland - PSINF  
Lori Crystal - PSINF

## **Top of the Rockies Board**

Cathy Patti  
Mark Fuller  
Carla Farrand  
Tom Egan  
Anna Scott  
[www.topoftherockiesbyway.org](http://www.topoftherockiesbyway.org)

## **Key Partners**

Independence Pass Foundation  
Aspen Historical Society  
Colorado Department of  
Transportation

## **Consultant Team**

Bluegreen  
Advanced Resource Management  
Drexel Barrell  
Esse Design  
Schmueser Gordon Meyer

## **Primary Contact**

United States Forest Service  
Cheryl Hazlitt  
970/295-6660  
[chazlitt@fs.fed.us](mailto:chazlitt@fs.fed.us)  
[www.fs.fed.us](http://www.fs.fed.us)

Top of the Rockies Coordinator  
Cathy Patti  
719/486-4232  
[cpatti@coloradomtn.edu](mailto:cpatti@coloradomtn.edu)

[www.independencepass.org](http://www.independencepass.org)  
[www.aspenhistory.org](http://www.aspenhistory.org)  
[www.cotrip.org](http://www.cotrip.org)

*cover:*  
*Photo courtesy of Aspen  
Historical Society.*



Top Of The Rockies National Scenic & Historic Byway  
**INTERPRETIVE MANAGEMENT PLAN**





Independence Pass

## Introduction

The Top of the Rockies National Scenic and Historic Byway (TOR) has an extensive interpretive foundation upon which to build. The initial TOR Interpretive Management Plan (IMP) was developed in 1999 and addressed interpretive opportunities on the original Byway. The original IMP was the product of a comprehensive planning process that involved USFS, the TORB and other agencies and organizations, diverse stakeholders and the public. (The process used to develop the original IMP is detailed in that plan.) A variety of interpretive signs, amenities and products were produced as a result of the IMP and these, along with pre-existing amenities, contribute to the Byway's strong interpretive foundation.

Changes to conditions and interpretive sites along the Byway since 1999, including the extension of the Byway from Twin Lakes, over Independence Pass, to Aspen, necessitated an update to the IMP. This was completed concurrently with an update to the previous TOR CMP in a joint planning process that involved:

- Research into various Byway-related interpretive topics.
- Interviews with agency/organization staff, TOR Board members, and stakeholders.
- Visits to and analysis of the Byway and its many potential interpretive sites.
- A design charrette conducted for staff and key stakeholders.



- Public meeting(s) to garner public support and feedback.
- Web site updates and opportunities for on-line public review and comment.

Information obtained through this inclusive process was used to develop an updated IMP that addresses the current state of the Byway and contains recommendations for improving Byway interpretation and making the Byway a viable regional asset for years to come. *Refer to the TOR CMP and Design Guidelines for key background and guidelines for site and signage improvements along the Byway.*

## Vision Statement

The Byway contains numerous existing and potential interpretive sites and amenities that reflect or showcase the Byway interpretive theme and mission statement:

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.”

## Summary of High Priority Recommendations

The Byway contains numerous existing and potential interpretive sites and amenities that reflect or showcase the TOR vision, interpretive theme and interpretive topics. By utilizing a mix of traditional and new-tech interpretive media (e.g., websites, computer downloads, podcasts, phone apps., TOR can reach the broadest audience possible and modernize the Byway with the latest communication technology.

1. **Develop the infrastructure and programs to create and provide technology-based interpretation** such as websites, QR Codes, computer downloads, podcasts and phone applications. These media have become commonplace and are used extensively by the relatively young, technology-savvy demographic that is a prime audience for Byway interpretation. They are essential tools for the Byway to modernize and stay current with technology and society in general. However, some of these media are more economical and practical for the Byway than others. In particular, QR Codes may offer the best combination of utility and economy. A summary of these media is found in ‘Media Outlets’.

2. **Not all interpretation should occur through new technology media.** People of all ages, interests, and technical savvy will benefit from traditional interpretive media (signs, maps, brochures, etc.) and from the personal interpretation provided by staff and volunteers. For many, an interpretive hike or program may provide their most indelible Byway experience. Interpretative signs and programs are especially important at sites where technology is unavailable or inappropriate (e.g., Independence Town Site). Although there is a general desire among TORB and USFS personnel to eliminate brochures from the Byway, there are probably brochures in stock that should be utilized, especially during the transition to increased web site access, downloads and other new-tech media. It should also be noted that there will probably always be a demand (albeit reduced) for brochures and other printed materials that travelers can pick up on the go.

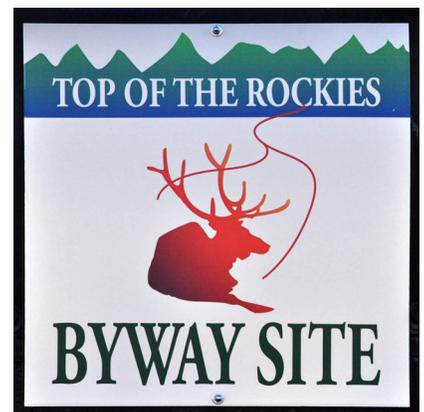
3. **Continue to invest in a few key, high priority interpretive sites** to increase the overall quality of the Byway and the Byway experience. Creating a handful of high quality interpretive sites will enhance the overall Byway experience for most visitors, especially since most visitors only “hit the highlights” due to time and other constraints or because they have a specific interest, such as 10th Mountain Division history.

4. **Install a BYWAY SITE sign and site marker at any site that is listed in an itinerary or that the public is otherwise directed to by TOR (Gateways, Stations, and Stops).** These elements are especially important for consistency, given the variety of kiosks, signs, and amenities found along the Byway. *Refer to the TOR Design Guidelines.*

5. **To the extent possible, implement the design guidelines developed for and described in the CMP update.** Since wholesale replacement of existing kiosks, signs, and amenities is not practical or advantageous, Byway agencies should endeavor to meet TOR Design Guidelines when renovating or replacing existing amenities and installing new ones. TOR design guidelines should also be considered when developing web pages, downloads, applications, and other materials.



**Climax Mine**  
Considered the most developed site with attractive interpretive site signs and remnant mining equipment.



**Byway Site Sign**  
The existing BYWAY site sign is in place only at Climax Mine.





View from Mt. Elbert

## Introduction

Goals are the broad, idealistic and long term desires that translate the Byway vision statement into end results. Objectives are specific and realistic ways to accomplish the goals. The following goals for interpretation, developed by the TORB and USFS and confirmed by stakeholders and the public, are consistent with and reflect the goals of the Corridor Management Plan.





**Climax Mine**  
Highlighting the Byway's history with unique interpretative opportunities beyond just signage.

## **Goal 1** Showcase the intrinsic qualities of the Byway

### **Objectives**

- Highlight the Byway's scenic, natural, historic, cultural, archeological, and recreational features.
- Educate visitors on protecting Byway resources and Environmental Stewardship.
- Link Byway sites to encourage visits to multiple sites.
- Integrate interpretation with resource management.



**Braille Trail**  
A variety of techniques for interpretation should be accessible to the public.

## **Goal 2** Create a recognizable and consistent identity for the Byway

### **Objectives**

- Promote the continuity, consistency and compatibility of all interpretive materials and media.
- Develop and apply design guidelines and standards to high priority interpretive materials, media, and sites.

## **Goal 3** Develop innovative, diverse, and effective interpretive strategies, materials and products

### **Objectives**

- Focus interpretation on high priority sites.
- Combine traditional interpretive strategies (e.g., signs) and new technology strategies (e.g., downloads, podcasts, etc.).
- Strategies (e.g., digital downloads, Podcasts).
- Promote self-directed learning.

## Goal 4 Educate visitors about Byway safety

### Objectives

- Address driving conditions and driver behaviors (residents and visitors).
- Increase awareness of road hazards, including sharp curves, steep drop-offs, steep grades, inclement weather, wildlife, bicyclists and other recreationists.
- Increase awareness of high altitude safety, including sun/UV protection, altitude sickness, rapidly inclement weather and lightning.
- Increase awareness of seasonal road closures.
- Increase awareness of lack of cell phone coverage.



#### Steep Curves

It is imperative to increase public awareness of the road hazards that make the Byway unique.





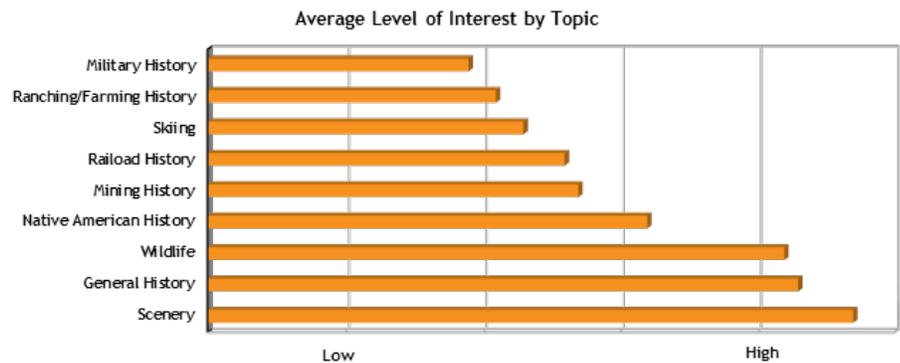
Leadville Boom Days

No visitor surveys have been conducted on the Byway since 1999, however USFS staff and the TORB feel that the demographic detailed in the 1999 surveys have not changed significantly in the past decade. The 1999 surveys of Byway visitors indicated that the “typical” TOR visitor was 45-64 years old, college educated and interested in a variety of topics (sightseeing, history, wildlife, skiing, etc.)



Visitor surveys (1999) indicate that the typical TOR traveler is:

- An out-of-state resident (62%)
- 45-64 years old (41%) and married (74%)
- Traveling alone or with one other adult (61%)
- Driving a personal vehicle (64%)
- College educated (84%), employed (71%) with an annual family income of more than \$75,000 (33%)
- Interested in a variety of Byway topics (sightseeing, history, wildlife, skiing, etc.)



The addition of Independence Pass and Aspen to the byway is likely to expose a younger audience to the byway since the median age of Aspen (37) and Pitkin County (38) residents is younger than the typical byway traveler. Similarly, the median age of residents of Pitkin and Eagle counties (33) is lower than the typical byway traveler. Also, many of the recreational and cultural experiences available to people on Independence Pass and in Aspen attract this younger demographic. It must also be noted that in the 1999 survey, 25-44 year olds had the second highest visitation rate (34% of visitors), so the 25- 60 demographic is especially large. People in this demographic (and younger) are computer and technology savvy and new-tech media are increasing in use and popularity among this demographic. These people are experienced and comfortable acquiring information via technology and it is likely that they will expect to have access to technology, including cell phone service, under most circumstances.

For additional information, please contact local Chambers of Commerce for site specific demographics.



Ranching Remnants of Historic Hayden Ranch

## Interpretative Theme

The interpretive theme which states the fundamental thing people should know, understand, or experience about the Byway, is, essentially, the TOR vision statement:

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.”

Although not necessarily provided to visitors verbatim, the theme is the underlying message of all interpretive strategies, actions, and products. Adhering to the theme helps assure consistency and integration among Byway sites and materials and promotes the delivery of a consistent message and brand.





#### Elevated Experience

The Independence Pass is Colorado's highest paved pass.



#### Byway Recreation

High alpine environments along the Byway deliver enough snow to keep skiers and boarders busy well into the spring months.

## Interpretive Topics

Interpretive topics are the primary information areas or subjects used to illustrate the theme and showcase the Byway's intrinsic qualities and character. While some Byways are focused on a single topic or quality (Tennessee's Civil War Trail, e.g.) the diverse and high quality intrinsic qualities and resources of the TOR generate a variety of interpretive topics. The Byways' world-class scenery, natural resources, recreation and rich, colorful, and evident history, assures that all Byway travelers will be exposed to a topic of personal interest. The primary topics to be addressed through interpretation along the Byway are:

- Byway orientation
- Mountain scenery
- General sightseeing
- Mining (past, present and future)
- Military history (especially the 10th Mountain Division)
- General regional history
- Recreational opportunities
- Natural resources
- Ranching
- Byway safety (including driving and high altitude safety)

Each of these topics lends itself to interpretation along the Byway. Some topics, like mining, can be interpreted at numerous locations using a variety of techniques. Other topics, like the history and importance of ranching in the region, are best interpreted at a single location (i.e., the Hayden Ranch). The primary interpretive topics and the Byway sites at which they are most relevant are outlined below. Additional information on these sites and site-specific topics and recommendations are found under 'Strategies for Interpretation' and in the CMP.

## Interpretive Topics and Relevant Sites

TOPIC	Byway Orientation
	<ul style="list-style-type: none"> <li>• Orienting to the byway’s road system, varied land ownership, diverse lands, activities and opportunities is essential to fully enjoying all the region has to offer</li> </ul>
RELEVANT SITES	<ul style="list-style-type: none"> <li>• Copper Mountain or other Hwy. 91 gateway</li> <li>• Independence Pass Summit</li> <li>• Independence West and East Side Gate Closure Sites (Aspen and Twin Lakes)</li> <li>• Twin Lakes National Historic District</li> <li>• USFS District Offices (Leadville, Minturn, Aspen)</li> </ul>



**Lake Creek Trailhead**  
The Lake Creek Trailhead offers access to recreation and mining history.



**Independence Town Site**  
*Photo courtesy of Aspen Historical Society.*

TOPIC	Mountain Scenery
	<ul style="list-style-type: none"> <li>• With more high peaks than any other byway, the Top of the Rockies offers unparalleled exposure to and experiences in the Colorado Rockies.</li> </ul>
RELEVANT SITES	<ul style="list-style-type: none"> <li>• Arkansas River Headwaters Recreation Area</li> <li>• Lake Creek Trailhead</li> <li>• Clinton Gulch Reservoir</li> <li>• Crystal Lakes</li> <li>• Escondido Flats</li> <li>• Hayden Meadows</li> <li>• Holy Cross/Kokomo Overlook</li> <li>• Independence Pass Summit</li> <li>• Mayflower Gulch</li> <li>• Mountain Boy Valley</li> <li>• Twin Lakes National Historic District</li> <li>• USFS District Offices (Leadville, Minturn, Aspen)</li> </ul>



Camp Hale



Hikers at Independence Pass



View to Twin Lakes from Mount Elbert

TOPIC	Mining
	<ul style="list-style-type: none"> <li>The byway’s ghost towns, historic sites, museums and contemporary mining operations showcase the past, present and future of mining in the Rockies.</li> </ul>
RELEVANT SITES	<ul style="list-style-type: none"> <li>Brumley Town Site</li> <li>Lake Creek Trailhead</li> <li>Climax Mine/Fremont Pass Summit</li> <li>Climax Town Site</li> <li>Gilman Town Site</li> <li>Holy Cross/Kokomo Overlook</li> <li>Independence Town Site and Historical Site</li> <li>Red Cliff</li> <li>Stringtown Smelter Site</li> <li>Twin Lakes National Historic District</li> </ul>

TOPIC	Military History
	<ul style="list-style-type: none"> <li>The byway’s rich history contains sites, communities and people that made unique contributions to the nation’s military efforts and successes, particularly World War II.</li> </ul>
RELEVANT SITES	<ul style="list-style-type: none"> <li>10th Mountain Division Memorial</li> <li>Camp Hale</li> <li>Climax Mine/Fremont Pass Summit</li> <li>Ski Cooper</li> </ul>

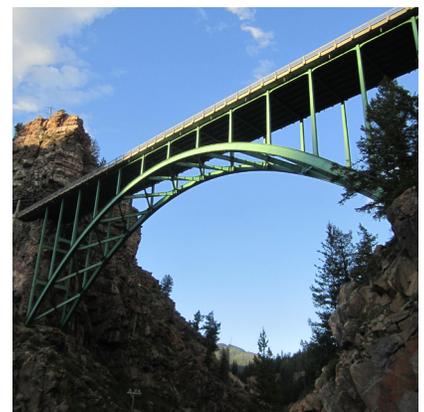
TOPIC	Recreational Opportunities
	<ul style="list-style-type: none"> <li>From organized events to wilderness adventure, the byway’s public lands and private enterprises offer world class outdoor recreation year-round.</li> </ul>
RELEVANT SITES	<ul style="list-style-type: none"> <li>Camp Hale</li> <li>Colorado Fourteeners</li> <li>Copper Mountain or other Hwy. 91 gateway</li> </ul>

	<ul style="list-style-type: none"> <li>• Crystal Lakes</li> <li>• Hayden Meadows Recreation Area</li> <li>• Independence Pass Summit</li> <li>• Leadville National Fish Hatchery</li> <li>• Lincoln Creek Road</li> <li>• North Star Preserve and James H. Smith Open Space</li> <li>• Numerous trailheads and campgrounds</li> <li>• Ski Cooper</li> <li>• The Grottos</li> <li>• USFS District Offices (Leadville, Minturn, Aspen)</li> </ul>
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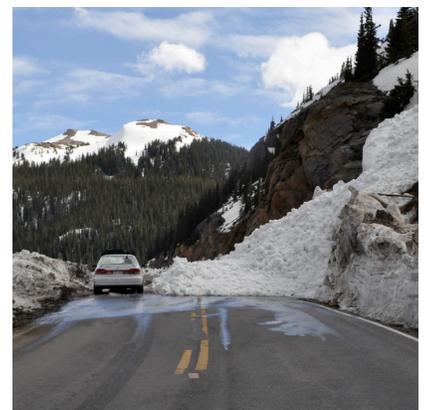


Hayden Ranch

TOPIC	Natural Resources
	<ul style="list-style-type: none"> <li>• Natural resources, such as flora, fauna, water and healthy ecosystems are the foundation of the byway and their management, stewardship and protection are key to the future of the byway and byway communities.</li> </ul>
RELEVANT SITES	<ul style="list-style-type: none"> <li>• Arkansas River Headwaters Recreation Area</li> <li>• Braille Trail and Discovery Trail</li> <li>• Lake Creek Trailhead</li> <li>• Clinton Gulch Reservoir</li> <li>• Copper Mountain</li> <li>• Independence Pass Summit</li> <li>• Leadville National Fish Hatchery</li> <li>• Lower Lost Man Trailhead</li> <li>• Mayflower Gulch</li> <li>• North Star Preserve and James H. Smith Open Space</li> <li>• Numerous trailheads and campgrounds</li> <li>• The Grottos</li> <li>• USFS District Offices (Leadville, Minturn, Aspen)</li> </ul>



Steel Arch Bridge/Lovers Leap near Red Cliff



Byway Safety

TOPIC	Ranching
	<ul style="list-style-type: none"> <li>From the earliest days of mining and settlement to the present, ranching has been and remains an important part of the region’s history, culture and economy.</li> </ul>
RELEVANT SITES	<ul style="list-style-type: none"> <li>Escondido Flats</li> <li>Hayden Ranch</li> <li>North Star Preserve</li> </ul>

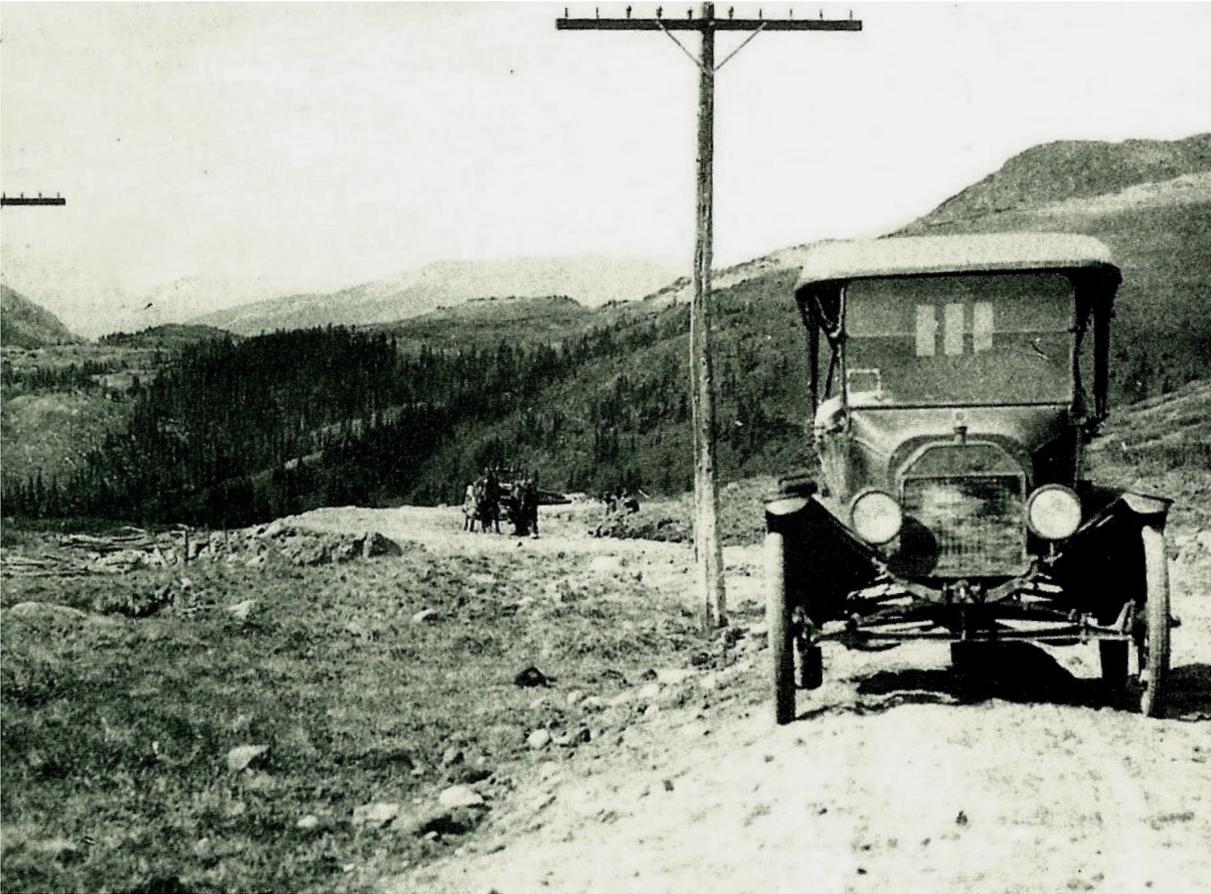
TOPIC	General Regional History
	<ul style="list-style-type: none"> <li>From Native Americans to railroad barons, and rags to riches stories, the byway is infused with assorted colorful characters and events that have shaped and reveal the history and culture of this land.</li> </ul>
RELEVANT SITES	<ul style="list-style-type: none"> <li>Battle Mountain and Notch Mountain</li> <li>Top Cut Pullout</li> <li>Escondido Flats (railroad)</li> <li>Interlaken National Historic District</li> <li>Malta School House</li> <li>Mount Arkansas</li> <li>Stagecoach roads (Independence Pass and south of Leadville)</li> <li>Steel Arch Bridge/Lover’s Leap</li> <li>Telegraph Lines (Independence Pass)</li> <li>Twin Lakes National Historic District</li> </ul>

TOPIC	Byway Safety
	<ul style="list-style-type: none"> <li>The byway’s high altitude, sometimes inclement weather, natural hazards, road conditions, and mixed use (vehicles, motorcycles, bicycles, runners and hikers) make safety and sharing the byway critically important.</li> </ul>
RELEVANT SITES	<ul style="list-style-type: none"> <li>Clinton Gulch Reservoir</li> <li>Copper Mountain or other SH 91 gateway</li> <li>Independence Pass Summit</li> <li>Independence Pass Winter Gate Closure Sites (Aspen and Twin Lakes)</li> <li>Twin Lakes National Historic District</li> <li>USFS District Offices (Leadville, Minturn, Aspen)</li> </ul>

### Topic-based Itineraries

The Byway’s interpretive topics lend themselves to developing topic-based itineraries, or pre-programmed travel routes and destinations. Itineraries can be delivered to visitors via virtually all media (downloads, pod cast, phone applications, etc.). Visitors can also create their own itineraries based on information available to them via web pages, further personalizing their Byway experience. A mining-related itinerary is found in ‘Mining Itinerary.’





Early Byway Traveler

This section contains information on interpretive strategies and recommendations to be applied to the Byway in general. Site-specific information and recommendations are found in ‘Interpretive Sites’.

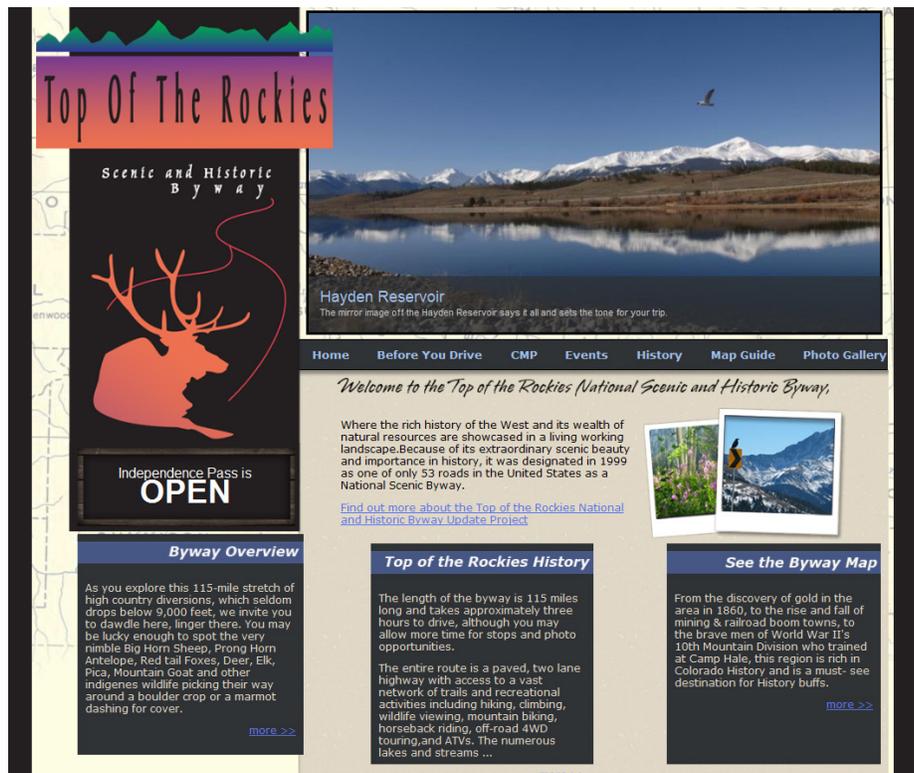
## Technologies

Use a mix of new technology and traditional interpretive media to reach the broadest audience possible, modernize the Byway and stay current with communication technology. As previously outlined in this plan, a mix of downloadable materials, websites, phone applications, quick response codes and other new technology media and interpretive signs and programs are recommended.

## Map

Develop a map showing areas on the Byway that have cell phone and/or internet coverage. This will identify locations where various new technology media can be considered for use.





#### Website

The Top of the Rockies website offers many opportunities for access to new technology interpretive downloads. Visit: <http://www.topoftherockiesbyway.org/>

## Infrastructure

Develop the infrastructure and digital content that will allow the Byway to provide information to people via new technology media.

#### Downloads

Downloads, available through a variety of media (website, phone, etc.), can reach a broad and diverse audience. Being able to download materials helps the visitor save time, personalize their experience, and make optimum use of their time on the Byway. Downloads can be developed for virtually any topic, interest or need (visitor or TOR). Downloads can be made available through the TOR website as well as USFS websites and the web sites of other partners and stakeholders (10th Mountain Division, e.g.).

#### Recommendations

- Update or create essential downloads (maps, Byway and site descriptions, itineraries, safety, etc.).
- Develop content that can be used on or adapted to a variety of formats and media.
- Create a “flyover” of the Byway (real or animated) to showcase its attributes and to warn travelers of road conditions (steep grades, sheer drop-offs, narrow lanes).
- Employ all appropriate TOR design guidelines to assure continuity and strengthen Byway branding.

## Websites

Websites are an efficient, economical and essential tool for providing information to Byway travelers through downloads and links to other websites. Web sites allow travelers to plan and personalize their Byway trip and experience and can enhance partnerships through website linkages. Websites can be created in-house or by an outside party. Website designers are ubiquitous and fairly inexpensive and website development services are often available through students and fledgling web developers. There are also grants available for matching non-profits with web professionals.

There are several websites currently in operation, however, the TOR site serves as the anchor site for the byway (topoftherockies.org). Related sites include:

- <http://www.bikeByways.org>
- <http://camphale.org/>
- <http://www.independencepass.org>
- <http://www.independence-pass.com>
- <http://www.leadville.com/walktour/combined.htm>

## Recommendations

- Identify all stakeholders and other entities that have a website related to TOR or any of the Byway interpretive topics. This list can then be used to prioritize websites to link to the TOR site.
- Link the TOR website to as many relevant websites as possible, particularly those related to Independence Pass and Aspen (e.g., The Independence Pass Foundation). Relevant websites include those listed above and other sites related to Byway interpretive topics, heritage tourism, and scenic and historic Byways.
- Update the TOR website quarterly (including rewriting, editing and updating the existing text/content). Topic-specific informations, downloads, and travel itineraries should be added to this site.

## Podcasts

A Podcast is a pre-recorded audio or video program that can be downloaded from a website, played on a computer or digital music player and/or burned to a compact disc. Podcasts have been used for audio tours of museums, cultural or historic sites, cities and more. They can be created to address virtually any topic. Public libraries can podcast certain publications free of Copyright, offering spoken word alternatives to the visually impaired and expanding the Byway's presence into communities in general.

### **Recommendations**

- Develop several podcasts on a variety of interpretive topics with the priorities being an overall Byway tour, topic-based itineraries, and key interpretive sites.

### **Phone Application**

A phone application (app) is a downloadable computer program that can be run on a website, small computing device (iPad, e.g.) or cell phone. Apps can be created in-house or created by an outside party. Templates for creating apps in a variety of platforms are available on-line, as are app development services. Phone apps are the current new technology trend, exploding in popularity in just a few years. Apps can be created on virtually any topic including itineraries, maps, audio-visual tours, peak finders, Byway ecosystems, sustainability, etc.

### **Recommendations**

- Phone apps are not the most cost-effective medium for the Byway, TORB should work with the Independence Pass Foundation on the phone app they are developing.
- If an app is developed it should include an advisory telling people to download the app promptly because phone service is not available on some segments of the Byway.

### **Quick Response Codes**

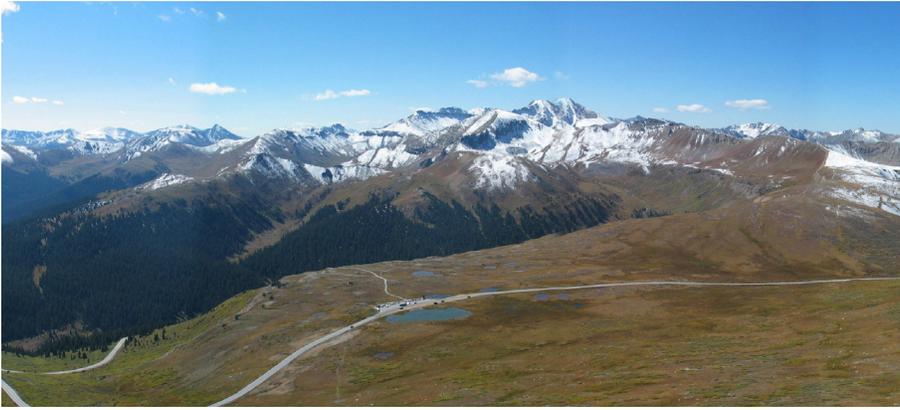
A Quick Response Code (QRC) is a type of barcode that, among other uses, can link users a pre-programmed URL (Uniform Resource Locator), such as the Top of the Rockies website. Users must have a camera phone or similar reader that can scan the QRC and provide internet access to the programmed website or other destination. QRCs are increasing in use and popularity and are the least expensive new technology medium to implement. The Great River Road National Byway in Illinois is adding QRCs to their interpretive kiosks, linking visitors Illinois Tourism Office, where they can download information via smart phone.

### **Recommendations**

- QRCs are the most economical medium for the Byway. QRCs should be developed for use at Gateways (and possibly Stations) to link to existing websites, such as TOR, USFS, Independence Pass, Camp Hale websites and others.

### **Social Media**

Social media (e.g., Twitter, Facebook) enable people to communicate easily and free of charge via the internet. Social media can contain text, audio, video, images, podcasts, and other digital files. Of all the new technology tools described in this document, social media are the most controversial and volatile,



#### Summit Site

The Independence Pass Summit Site has limited cell phone coverage, which is an important consideration when incorporating new technology media.

with protocols varying among agencies and organizations. For example, USFS can have a Facebook presence but cannot Twitter and the Colorado Attorney General recently opined that the state should not use social media. Social media are the most personal and interactive of the new technology tools addressed in this plan. Users have an expectation of currency of information, immediacy of response, and personal contact, all of which can be difficult for a Byway organization to provide. Many social media sites must also be monitored regularly for objectionable or suspect content.

#### Recommendations

- TORB should determine whether it has the resources to monitor and manage a social media site of its own. In the interim, the Byway should look for opportunities to “piggy back” on the social media sites and activities of partnering agencies/organizations, while adhering to the protocols of the agency/organizations.

#### Phone-in Audio Tours

These tours were gaining in popularity until the advent of phone apps, pod casts and QRCs. Visitors call a phone number that is provided to them (e.g., printed on an interpretive sign) and listen to an audio recording.

#### Recommendations

- TORB should not invest in developing phone-in tours due to limited phone coverage along the Byway and because of the cost to develop and host the recordings.

#### Global Positioning System

Global Positioning System (GPS) is a satellite-based system that allows users to determine their exact location via a receiver. Some GPS units (receivers) can display maps, altitude, speed and direction of travel, and estimated time to a specified destination. Many phones have GPS capabilities, GPS-based phone apps are available, and many recreationists carry some type of GPS receiver.



**GPS**  
 Many travelers rely on GPS devices to navigate from destination to destination. GPS devices often direct travelers to use Independence Pass during winter closure.

GPS-based tours can be developed and an estimated five million people participate in geocaching (a GPS-based treasure hunt) world-wide.

#### Recommendations

- TORB should not invest in developing media solely for GPS applications but should consider if there is a GPS component that can be easily added to the other content and media being developed.
- Having no legal authority to permit or prohibit geocaching, TORB should simply communicate the geocaching policies and regulations of USFS and other land-owning entities.
- Reach out to GPS companies to ensure accurate TOR data is available. For example, Independence Pass is closed roughly from October to May and Tractor Trailer Trucks over 35 feet are prohibited at all times.

#### DVDs and Audio-Visual Materials

While DVDs have value both as merchandise for travelers and for a variety of agency/organization uses, their return on investment may be diminished by the increasing use of new technology media.

#### Recommendation

- TORB should not invest in DVDs and other audio-visual materials and should focus on low-cost new technology media.

## High Quality Interpretation

1. **Continue investing in and creating high quality interpretive sites** to increase the overall quality of the Byway and the Byway experience. Travelers are looking for a high quality, personally meaningful experience. Many, such as experienced heritage tourists, are sophisticated and expect a certain level of professionalism and quality from a Byway and its sites. Others, like many in the TOR demographic, need to be “Wowed” by a site or experience. Most travelers will accept that it is not feasible or appropriate for all sites to be high quality, provided there are some excellent sites and their overall experience is positive. Byway sites that are currently high quality or that can be upgraded to high quality with minimal investment are listed below (alphabetically). Specific recommendations for these sites are found in ‘Interpretive Sites’.

- 10th Mountain Division Memorial
- Camp Hale
- Climax Mine/Fremont Pass Summit
- Independence Pass Summit

- Independence Town Site
- Leadville National Fish Hatchery
- National Mining Hall of Fame and Museum
- North Star Preserve and James H. Smith Open Space
- Stringtown Smelting Site
- Twin Lakes National Historic District

## Designated Sites

2. **Designate Byway sites based on their level of development and on the amenities, products and service available.** The following designations are used in this plan: Gateway, Station, Stop, and Site.

### Gateway

Gateways, regardless of location, are facilities where people can access Byway information and materials via new technology media and in traditional ways. They are gateways to the Byway experience. Additional criteria for Gateway designation include:

- Easily found and recognized to be a credible site.
- Staffed and open to the public for the number of hours and hours of operation necessary. Ideally, open on weekends.
- Diversity of technology (media ports, platforms, e.g.) and the corresponding support and maintenance.
- Rest rooms and water.
- Wheel chair accessible.
- Able to accommodate periodic influxes of large groups of visitors.
- Facility/agency/organization and the site appear stable long-term.

**It is recommended that the USFS District offices in Leadville, Minturn, and Aspen serve as Gateways. The fact that the Gateways are hosted (USFS) by a single agency is an added benefit to Byway travelers.**

In addition to containing staff/volunteers and traditional interpretive materials Gateways should contain:

- Computers, monitors, and the additional equipment and support needed for accessing the Internet and printing or downloading information Downloads must be available for and compatible with a variety of platforms and devices.
- Charging stations for a variety of devices carried by visitors.
- A BYWAY SITE sign.



**Twin Lakes**

Twin Lakes is recommended as a BYWAY Station and is an important point before and after summiting Independence Pass.

### Station

Stations are sites where people can get information and interpretation but they do not provide new technology access and are less developed than Gateways. Stations should be recognizable and as consistent in design as practical. It is recommended that a Station contain a four-panel kiosk with a BYWAY SITE sign, and other site-specific and site-appropriate signs (Independence Pass Summit sign, e.g.). The following sites are recommended Stations. Specific recommendations for these Stations are found in ‘Interpretive Sites’.

- Camp Hale
- Climax Mine/Fremont Pass Summit
- Hayden Meadows Recreation Area
- Independence Pass Summit
- Independence Pass Winter Gate Closure Site: West Side
- Stringtown Smelter Site
- Twin Lakes National Historic District

### Stop

Stops are the least developed of the sites to which visitors are directed. Like Gateways and Stations, Stops should be marked with a BYWAY SITE sign. The following sites are recommended Byway Stops. Specific recommendations for these Stops are found



### Say “Cheese”

Photo opportunities are critical to the success of the BYWAY, providing designated location could encourage visitors to visit multiple stop along the BYWAY.

in ‘Interpretive Sites’.

- 10th Mountain Division Memorial
- Arkansas Headwaters Recreation Area
- Top Cut Pullout
- Lake Creek Trailhead (If an interpretive sign is installed and the site is included in itineraries)
- Clinton Gulch Reservoir
- Crystal Lakes
- Discovery Trail and Braille Trail
- Holy Cross/Kokomo Overlook
- Independence Town Site
- Leadville National Fish Hatchery
- Mayflower Gulch
- North Star Preserve and Smith Open Space
- Ski Cooper
- Weller Lake Trailhead

#### Sites

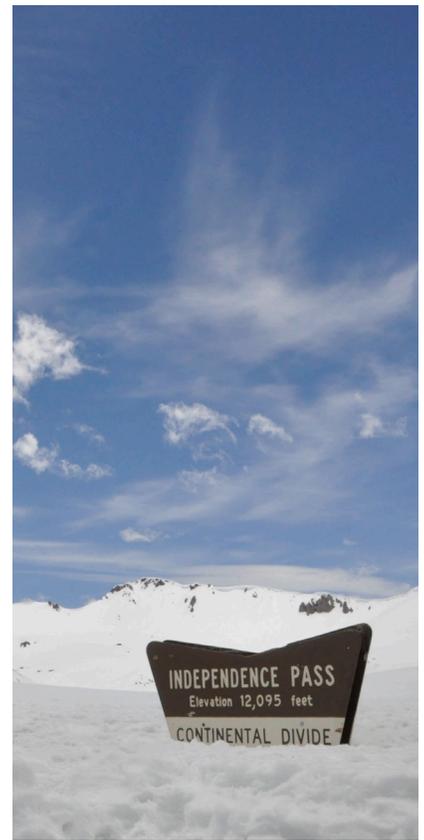
Byway sites are locations that are referenced in Byway materials, but visitors are not directed there or encouraged to stop there due to safety concerns, lack of visible resources or private property issues (e.g., Gilman Town Site). Information on these sites is found in ‘Interpretive Sites’.

## Nodes for Interpretation

3. Any Site that is listed in an itinerary or that the public is otherwise directed to by TOR should be marked with a BYWAY SITE sign and site marker. These elements are especially important for consistency, given the variety of kiosk, sign, and amenities designs found along the Byway.

## Photo Opportunities

4. Reinforce and capitalize on being at the top of the Rockies by creating a designated photo location at the summits of Independence, Fremont, and Tennessee passes. (An unofficial photo location has been created at the summit of Independence Pass, where visitors are often photographed in front of the Pass sign.) A designated photo location is a valuable amenity for visitors and can help concentrate use and protect fragile resources. Each photo location should contain a Pass Summit sign with the pass name and elevation and a BYWAY SITE sign. Designated



#### Context

Signage used to inform BYWAY patrons of their regional context.



#### Continuity

Signage precedent, used to suggest that continuity amongst site elements can create a unified identity for the BYWAY.

photo locations are also conducive to promotions or activities encouraging visitors to “Bag the Summits” or earn a “TOR PASS-port” by being photographed at the summit of all three Passes. Additional locations that present photo opportunities include Mountain Boy Valley, Lion’s Head and Battle Mountain.

## Seeing the Big Picture

5. Wherever practical, **delineate and interpret the Continental Divide.**

## BYWAY Continuity

6. **Work towards implementing the design guidelines developed for and described in the CMP update.**



Climax Mine Interpretive Site

## Introduction

This section contains information on:

- The current status of interpretive sites.
- The relative value of interpretive sites with respect to interpreting the TOR topics.
- The relative priority of implementing the recommendations outlined. (Note: Some highly valuable sites may be designated “Low Priority” because they are in good condition and there are few improvements to make.)
- Site-specific topics and recommendations.

In the detailed descriptions that follow, each site’s role in the Byway Interpretive Management Plan is reflected through the assignment of an interpretive quality value [(L)ow, (M)edium, (H)igh], an interpretive development priority [(L)ow, (M)edium, (H)igh], and a recommended designation (Gateway, Station, Stop, Site). Interpretive value assesses the importance, uniqueness and quality of a site’s interpretive resources. For example, the Hayden Ranch has high value as a site to interpret ranching while Camp Hale has high value as a site to interpret military history. Interpretive priority refers to the relative ranking of the site on the Byway’s to do list. High priority sites will generally be addressed ahead of low priority sites.



## Byway sites by interpretive priority

HIGH	MEDIUM	LOW
<ul style="list-style-type: none"> <li>• USFS Office: Minturn</li> <li>• USFS Office: Leadville</li> <li>• Stringtown Smelting Site</li> <li>• Twin Lakes National Historic District</li> <li>• Interlaken National Historic District</li> <li>• Independence Town Site</li> <li>• Independence Pass Summit</li> <li>• Independence Pass West Winter Gate Closure Site</li> <li>• USFS Office: Aspen</li> </ul>	<ul style="list-style-type: none"> <li>• Climax Mine/Freemont Pass Summit</li> <li>• 10th Mountain Division Memorial Camp Hale</li> <li>• Copper Mountain</li> <li>• Clinton Gulch Reservoir</li> <li>• Red Cliff and Steel Arch Bridge</li> <li>• Leadville National Fish Hatchery</li> <li>• Hayden Meadows Recreation Area</li> <li>• Discovery Trail and Braille Trail</li> </ul>	<ul style="list-style-type: none"> <li>• Mayflower Gulch</li> <li>• Mount of the Holy Cross/Kokomo Overlook</li> <li>• Ski Cooper</li> <li>• Escondido Flats</li> <li>• Coking Ovens South of Camp Hale</li> <li>• Battle Mountain and Notch Mountain</li> <li>• Gilman Town Site</li> <li>• Malta School House</li> <li>• Crystal Lakes</li> <li>• Arkansas Headwaters Recreation Area</li> <li>• Mount Elbert and Mount Massive</li> <li>• Hayden Ranch</li> <li>• Old Leadville Stage Road</li> <li>• Brumley Town Site</li> <li>• Top Cut Pullout</li> <li>• Old Stage Road</li> <li>• Lake Creek Trailhead</li> <li>• Lincoln Creek Road</li> <li>• The Grottos</li> <li>• Lost Man Trailhead</li> <li>• Weller Lake Trailhead</li> <li>• North Star Preserve and Smith Open Space</li> </ul>

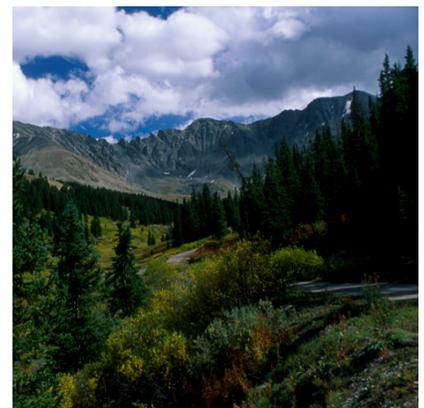
# Copper Mountain to Leadville

## Key Interpretive Sites:

1. Copper Mountain Area	Value: L • Priority: L • Future Gateway
<p><b>Status</b> There currently is no Gateway at this northern portal to the Byway and the use of Copper Mountain Resort for such a purpose is no longer likely or advantageous to TOR.</p> <p>The standard <i>Byway Begins</i> and CO and <i>National Byway</i> signs are in place south of Copper Mountain Resort at the beginning of the Byway.</p> <p><b>Recommendations</b></p> <ul style="list-style-type: none"> <li>• TORB should continue to be alert to opportunities to develop a Byway gateway somewhere in the vicinity of Wheeler Flats or the beginning of the Byway.</li> <li>• TORB should work with CDOT to determine if a larger sign indicating the beginning of the Byway can be erected. This would not be a pullout, simply a larger sign to consolidate and replace the existing signs.</li> <li>• Copper Mountain should be referenced in Recreation, Mining and Military History downloads and other materials and media.</li> <li>• Find partners to help gain momentum for a gateway site in this vicinity</li> </ul> <p><b>Interpretive Topics</b></p> <ul style="list-style-type: none"> <li>• Byway orientation and overview</li> <li>• Byway safety</li> <li>• Recreation opportunities (four-season, hiking, bicycling, climbing, fishing, camping, skiing, hut trips, etc.)</li> <li>• Military history as it relates to the 10th Mountain Division and the history of the ski industry</li> <li>• Overview of the region’s mining history</li> </ul>	



**Copper Mountain**  
The beginning of the BYWAY at I-70’s intersection with SH 91.



**Mayflower Gulch**  
Mayflower Gulch leads to the site of Old Boston Mine and some of the most spectacular scenery in the Ten-mile range.

2. Mayflower Gulch	Value: L • Priority: L • Stop
<p><b>Status</b> This parking area serves as a trailhead for recreationists and a rest stop/photo opportunity for travelers. The trailhead area contains numerous regulatory and informational signs.</p>	

### Recommendations

- Organize and consolidate trailhead signs to better serve the public and enhance the aesthetic of the trailhead.
- Install a BYWAY SITE sign and marker in a suitable location.
- Reference this site in Recreation, Natural Resources and General Sightseeing downloads and other materials and media.

### Interpretive Topics

- Year-round recreation opportunities
- Back country ethics and protecting natural and historic resources
- High altitude and backcountry safety



**Clinton Gulch**  
A safer pullout with three interpretive signs.



**Kokomo Overlook**  
Once the site of the highest Masonic Lodge, Kokomo is now buried beneath mining spoils.

### 3. Clinton Gulch Reservoir

Value: M • Priority: L • Stop

#### Status

This large parking area is fairly heavily used, serving as a trailhead for recreationists and a rest stop/photo opportunity for travelers. There is a Port-a-John on the site in summer.

#### Recommendations

- Install a BYWAY SITE sign and marker in a suitable location.
- Reference this site in Recreation, Mountain Scenery, Natural Resources and General Sightseeing downloads and other materials and media.

#### Interpretive Topics

- Year-round recreation opportunities
- Mining history of the gulch
- Water and the watershed, from the peaks to the Front Range
- Snow making
- High altitude and backcountry safety

### 4. Mount of the Holy Cross/ Kokomo Overlook

Value: H • Priority: L • Stop

#### Status

This is one of the safer pull-outs on the Byway and it is heavily used. Three interpretive signs, a mix of original and replacement signs, are at the site. The signs are in good to very good condition.

### Recommendations

- Continue to monitor the interpretive signs for damage and replace them or update them as needed.
- Install a BYWAY SITE sign and marker in a suitable location.
- This site should be referenced in Mining and General Sightseeing downloads and other materials and media.

### Interpretive Topics

- The mining history of the valley, particularly Climax

### Interpretive Storylines

- Previous towns in the valley
- The restoration of the valley

<b>5. Climax Mine/Fremont Pass Summit</b>	Value: H • Priority: M • Station
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### Status

This is one of the most highly-developed interpretive sites on the TOR, featuring:

- Port-a-Johns
- The only installed BYWAY SITE sign
- Four pieces of mining equipment
- Eight advertising signs from different eras/periods
- Eleven interpretive signs (1 interactive) mounted to a variety of surfaces. Signs interpret a range of topics.
- The only use of boulders as sign bases on the Byway

### Recommendations

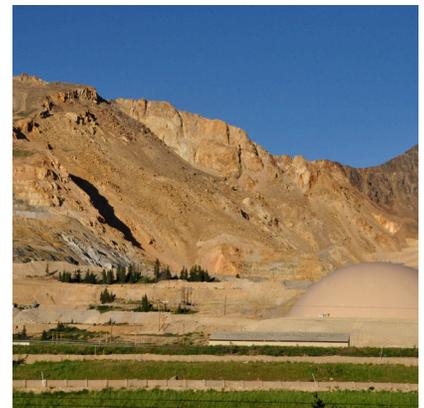
- For very little additional investment, a few things can improve this already high-quality site.
- Add small labels/plaques to the mining equipment, identifying them and their use.
- Delineate the footpath more clearly to benefit visitors and reduce impacts to the site.
- Install a Byway Station including a TOR Summit sign.
- This site should be included in Mining and Military History downloads and other materials and media.

### Interpretive Topics

- Mining history and operations
- Military history

### Interpretive Storylines

- The railroad
- The historic observatory
- Water, the watershed, water reclamation and environmental practices



**Climax Mine**

The Climax mine was the largest molybdenum mine in the world, and for many years it supplied three-fourths of the world's supply.



Mount Arkansas

This site can be viewed from the Climax Mine stop.

**6. Mount Arkansas**

Value: --- • Priority: --- • ---

**Status**

No on site interpretation or pullout; no plan to create them.

**Recommendations**

- This site should be included in General Sightseeing downloads and other materials and media.

**Interpretive Topics**

- Sleeping Indian story and profile



USFS District Office, Leadville

**7. USFS District Office: Leadville**

Value: H • Priority: H • Gateway

**Status**

This office provides a full range of services and information to the public. The parking lot contains a multi-panel interpretive kiosk.

**Recommendations**

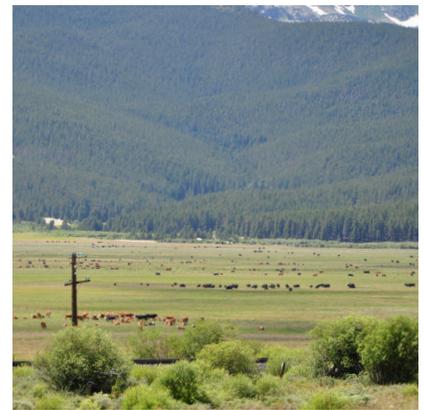
- This office should serve as a Gateway, where people can have access to downloads, other new technology media and printed materials.
- Install a BYWAY SITE sign and marker in a suitable location.

**Interpretive Topics**

- Byway orientation and overview
- Byway safety and high altitude
- Year-round recreation opportunities

# Leadville to Minturn

<b>8. Escondido Flats</b>	Value: M • Priority: L • Site
<p><b>Status</b> This site remains undeveloped. A large road shoulder/pull-off is available for westbound traffic but is potentially unsafe for eastbound traffic, particularly during peak drive times.</p> <p><b>Recommendations</b></p> <ul style="list-style-type: none"> <li>• This site should be included in Ranching, Mountain Scenery and General Sightseeing downloads and other materials and media.</li> </ul> <p><b>Interpretive Topics</b></p> <ul style="list-style-type: none"> <li>• Ranching in the valley</li> <li>• Railroads and their importance to the region</li> <li>• <i>America the Beautiful</i></li> </ul>	



**Escondido Flats**  
North of Leadville, US 24 runs through this large, relatively flat expanse of grassland that is surrounded by mountains.

<b>9. Wheeler Flats</b>	Value: --- • Priority: --- • ---
<p><b>Status</b> No on site interpretation or pullout; no plan to create them.</p> <p><b>Recommendations</b></p> <ul style="list-style-type: none"> <li>• This site should be included in General Sightseeing downloads and other materials and media.</li> </ul> <p><b>Interpretive Topics</b> N/A</p>	



**Wheeler Flats**

<b>10. Ski Cooper</b>	Value: L • Priority: L • Stop
<p><b>Status</b> No interpretive amenities have been developed or are likely to be developed at this site.</p> <p><b>Recommendations</b></p> <ul style="list-style-type: none"> <li>• Consider Ski Cooper, the 10th Memorial, and Camp Hale to be a single interpretive landscape linked by the 10th Mountain Division. To the extent practical, interpretive signs, bases and other features should be consistent in design at all three sites.</li> </ul>	



**Ski Cooper**  
One of the oldest ski resorts in Colorado, began operation in 1941.

- Install a BYWAY SITE sign, a site marker and a TOR Summit sign in an appropriate location.
- Ski Cooper should be mentioned in Military History and Recreation downloads and other materials and media.

#### Interpretive Topics

- The connections between Ski Cooper, Camp Hale and the 10th Mountain Division
- The beginning of the ski industry
- Recreation opportunities



10th Mountain Memorial



10th Mountain Memorial

Activated in 1943, the 10th Mountain Division was one of the last divisions to enter combat during World War II.

### 11. 10th Mountain Division Memorial

Value: H • Priority: H • Stop

#### Status

There are currently four interpretive signs on individual bases at this site. The signs are heavily damaged and some are barely readable. The height of the bases does not meet ADA guidelines. Subjectively, the bases intrude on the walkway and visually interfere with the solemn and respectful aesthetic of the Memorial.

#### Recommendations

- Interpretation at this site should be reevaluated as part of the Camp Hale master planning process, including integration with the Camp Hale Master Plan and National Park Service site planning to assure consistency, reduce redundancy and optimize amenities and visitor services.
- Interpretive amenities should be removed from this location and concentrated in a single location which serves as a formal entry to Camp Hale.
- Consider the Memorial, Camp Hale, and Ski Cooper to be a single interpretive landscape linked by the 10th Mountain Division. To the extent practical, interpretive signs, bases and other features should be consistent in design at all three sites.
- Remove the interpretive signs and bases from the walkway.
- This site should be included in Military History downloads and other materials and media.

#### Interpretive Topics

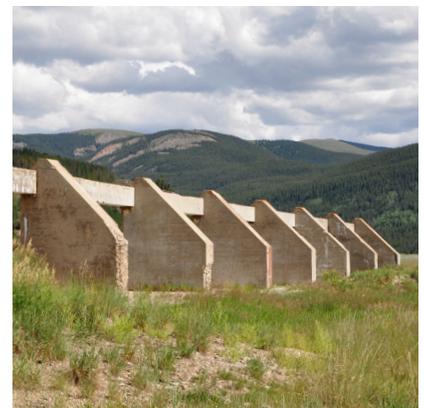
- Military history, particularly the 10th Mountain Division history and achievements
- The connections between Ski Cooper, Camp Hale and the 10th Mountain Division

<b>12. Coking Ovens</b>	Value: L • Priority: L • Site
<p><b>Status</b> There is no on-site interpretation at this site which cannot be seen from the Byway.</p> <p><b>Recommendations</b></p> <ul style="list-style-type: none"> <li>• This site should be included in Mining History downloads and other materials and media.</li> <li>• This site should be considered for preservation before it is lost to the elements.</li> </ul> <p><b>Interpretive Topics</b></p> <ul style="list-style-type: none"> <li>• Mining in the region</li> </ul> <p><b>Interpretive Storylines</b></p> <ul style="list-style-type: none"> <li>• The coking process and coking in the region activities</li> <li>• Link to the Stringtown smelting site</li> </ul>	

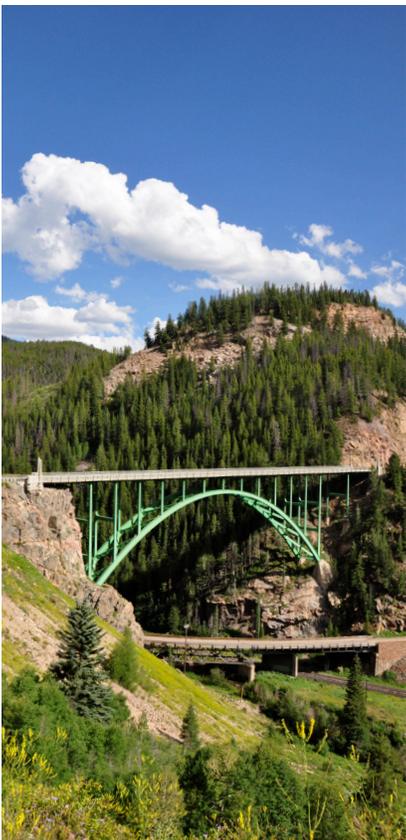


Coking Oven at Camp Hale

<b>13. Camp Hale</b>	Value: H • Priority: H • Station
<p><b>Status</b> This site is served by a large parking lot containing three interpretive signs. These signs are heavily damaged and some are unreadable. The sign frames are not consistent with the bases at the nearby 10th Mountain Division Memorial or other Byway sites. Part of the parking lot is bordered by several large boulders.</p> <p>In early 2012, the National Park Service will start work on a National Historic Landmark nomination for Camp Hale, a process that may take a couple of years to complete. As part of this process, the existing Camp Hale Management and Interpretive plan will be reviewed and revised, and an overall strategy and plan for the site will be developed.</p> <p><b>Recommendations</b></p> <ul style="list-style-type: none"> <li>• Due to the uncertainty regarding the designation and future management of Camp Hale, new interpretive amenities or features should be kept to a minimum.</li> <li>• Interpretation at Camp Hale should be reevaluated as part of the Camp Hale master planning process, including integration with the Camp Hale Master Plan and National Park Service site planning. Camp Hale planning should also be integrated with the 10th Mountain Division Memorial site to assure consistency, reduce redundancy and optimize amenities and visitor services.</li> </ul>	



**Camp Hale**  
Once a U.S. Army training facility constructed in 1942 for what became the 10th Mountain Division, Camp Hale now rests peacefully in an alpine valley meadow.



**Steel Arch Bridge**

Built in 1940, the Steel Arch Bridge construction was difficult, with workers starting with a cantilevered design, sometimes in sub-zero temperatures hanging over a 200 foot drop.

- All amenities, such as a Byway Station, parking, information, rest rooms, etc. should be concentrated in a single location which serves as a formal entry to Camp Hale.
- When Camp Hale’s management, interpretive, and design plans/standards are completed, determine if TOR Design Guidelines can be integrated with the design plans/standards adopted for Camp Hale (e.g., NPS standards for National Historic Landmarks and/or WWII historic sites).
- Consider Camp Hale, the 10th Memorial, and Ski Cooper to be a single interpretive landscape linked by the 10th Mountain Division. To the extent practical, interpretive signs, bases and other features should be consistent in design at all three sites.
- Create a Byway Station in a location consistent with the current and impending management plans for the location. The station’s four-panel kiosk should focus on Byway orientation, safety, a Camp Hale overview, the 10th Mountain Division and the beginning of the ski industry.
- Replace the interpretive signs and bases currently mounted to the stone wall overlooking Camp Hale. The signs should interpret the functions, operations and achievements of Camp Hale and the 10th Mountain Division.
- If these signs and bases cannot be replaced they should be removed as they degrade and do a disservice to the site.
- Ideally, this site and the 10th Memorial site would be upgraded at the same time by installing consistent bases and signs at both locations.
- Although Camp Hale’s parking lot contains several large boulders, they are not recommended for interpretive sign bases (unlike at the Climax mine site and the Stringtown smelter site) because they require pedestrians to walk through the parking lot and they do not afford a good view of the site.
- This site should be included in Military History and Mining History downloads and other materials and media.
- In the future: Develop a Camp Hale phone app or audio download.

#### **Interpretive Topics**

- 10th Mountain Division history and achievements
- The history, functions and operations of Camp Hale
- The beginning of the ski industry
- Byway orientation and safety
- Military history
- Mining history
- Recreation (ties to the start of the ski industry)

**14. Steel Arch Bridge**  
**15. Red Cliff**

Value: M • Priority: L • Site

**Status**

While there is a new retail building in town, Red Cliff still has few amenities and very little opportunity for on-site interpretation. Stopping/parking beneath the bridge is difficult and potentially dangerous and should be discouraged.

**Recommendations**

- Red Cliff and the bridge should be included in Mining History downloads and other materials and media.

**Interpretive Topics**

- Mining in the area

**Interpretive Storylines**

- Red Cliff history
- The construction and history of the steel arch bridge



Red Cliff

**16. Battle Mountain & Notch Mountain**

Value: M • Priority: L • Site

**Status**

There is no on-site interpretation at these locations.

**Recommendations**

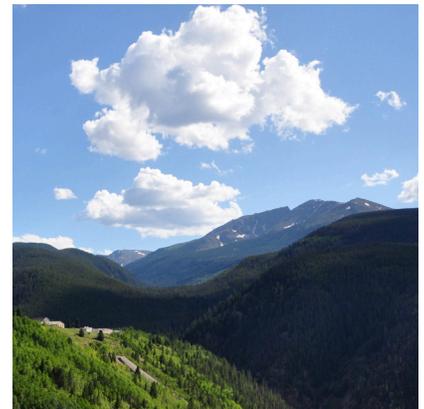
- These sites should be included in General Sightseeing downloads and other materials and media.

**Interpretive Topics**

- General history of the area, particularly mining and ranching

**Interpretive Storylines**

- Native American history/legend(s) of the mountains
- Lover's Leap story



Notch Mountain

**17. Gilman Town Site**

Value: M • Priority: L • Site

**Status**

No interpretive amenities have been developed or are likely to be developed at this site.

**Recommendations**

- Gilman should be mentioned in Mining History downloads and other materials and media.



Gilman Town Site

Founded in 1886 during the Colorado Silver Boom, the town later became a center of lead and zinc mining in Colorado.



USFS District Office, Minturn

### Interpretive Topics

- Mining in the area and the history of the Gilman Town Site

### 18. USFS District Office: Minturn

Value: H • Priority: H • Gateway

#### Status

This office provides a full range of service and information to the public. There are two interpretive signs across the highway from this building. Otherwise, the Byway gateway proposed for this location has not been developed.

#### Recommendations

- This office should serve as a Gateway site, where people can have access to downloads, other new technology media, and printed materials.
- Install a BYWAY SITE sign and marker in a suitable location.

#### Interpretive Topics

- Byway orientation and overview
- Byway and high altitude safety
- Year-round recreation opportunities

## Leadville to Aspen



**Stringtown Smelting Site**  
By 1881 there were 14 smelters and reduction plants operating in the Leadville district.

### 19. Stringtown Smelting Site

Value: H • Priority: H • Station

#### Status

This location has great potential as an interpretive site but ownership and liability issues need to be addressed. The site has ample parking, a visible slag pile, boulders from Boom Days drilling competitions and ties to the Mineral Belt Trail.

#### Recommendations

- Install interpretive signs at the site utilizing boulders as bases (like at the Climax Mine site)
- Install a BYWAY SITE sign and marker in a suitable location.
- This site should be included in Mining downloads and other materials and media.

#### Interpretive Topics

- Leadville mining history

### Interpretive Storylines

- Stringtown smelting
- Boom Days and the drilled boulders on site

### 20. Malta School House

Value: L • Priority: L • Site

#### Status

There is no on-site interpretation at this location due to hazardous road conditions and poor access.

#### Recommendations

- This site should be included in General Sightseeing downloads and other materials and media.

#### Interpretive Topics

- School house history and relocation



**Malta Schoolhouse**

Malta was built as a smelter town in 1875. Originally called Galena, by 1876 it had a population of 150.

### 21. Leadville National Fish Hatchery

Value: M • Priority: L • Stop

#### Status

The original hatchery building now serves as a museum containing one exhibits room, wall panels and display cases. This office provides a full range of service and information to the public. Raceways in front of the hatchery are conducive to a self-guided interpretive trail and afford one of the Byway's best views of the Mosquito Range. This is the only public land in Lake County where dogs can be off-leash.

#### Interpretive amenities include:

- Five interpretive signs on the immediate grounds, some of which were scheduled to be replaced in January 2011.
- 36 interpretive signs along a 1-mile loop trail.
- Plant markers (summer)

#### Recommendations

- Include Friends of the Hatchery in TOR notices, mailings, etc.
- Install a BYWAY SITE sign and marker in a suitable location.
- This site should be included in Natural Resources, General Sightseeing, General history and Recreation downloads and other materials and media.

#### Interpretive Topics

- Fishing and fisheries on the Byway



**Leadville National Fish Hatchery**

Established in 1889, Leadville's hatchery is the second oldest federally operated fish hatchery in existence today.



Mt. Elbert  
Colorado's Highest Peak, 14,440 ft.



Mt. Massive  
Colorado's second highest peak, 14,428 ft.



Arkansas Headwaters Recreation Area  
Trout Unlimited considers the Arkansas one of the top 100 trout streams in America.

### Interpretive Storylines

- The hatchery as a National Historic Place
- Other Historic Places on the Byway

## 22. Mounts Elbert & Mount Massive

Value: M • Priority: L • Site

### Status

There should be no on-site interpretation on these peaks.

### Recommendations

- These peaks should be included in General Sightseeing, Mountain Scenery and Recreation downloads and other materials and media.

### Interpretive Topics

- Mountain-specific information
- Year-round recreational opportunities
- High altitude safety

## 23. Arkansas Headwaters Recreation Area/Crystal Lakes

Value: L • Priority: L • Stop

### Status

This is a relatively minor fishing site containing parking and a short trail to interpretive signs which are in poor condition. This site affords one of the Byway's best views of mounts Massive and Elbert as well as a restroom.

### Recommendations

- Install a BYWAY SITE sign and marker in a suitable location.
- When practical, the interpretive signs, particularly a Peak Finder, should be replaced/installed.
- This site should be included in Recreation, Mountain Scenery, Natural Resources and General Sightseeing downloads and other materials and media.

### Interpretive Topics

- Mountain Scenery
- Natural Resources
- Year-round recreational opportunities on the Byway

### Interpretive Storylines

- Mounts Massive and Elbert
- Fishing the Arkansas River
- The local watershed

## 24. Hayden Meadows Recreation Area

Value: H • Priority: M • Stop

### Status

This area has been heavily developed and is perhaps the most important fishing and river access on the Byway. The site is a “Lake County Fun Place”.

### Amenities include:

- Restrooms
- Ample parking
- Handicapped access
- Double-sided, roofed interpretive kiosk
- Sawatch interpretive trail
- Donation tube

### Recommendations

- Install a BYWAY SITE sign and marker in a suitable location.
- Organizing and consolidating trailhead signs would serve the public and enhance the aesthetic of the trailhead and entry road.
- Install a Peak Finder at this location
- This site should be included in Recreation, Natural Resources and General Sightseeing downloads and other materials and media.

### Interpretive Topics

- Fishing the Arkansas and the Byway
- Year-round recreational opportunities on the Byway



Crystal Lake / Arkansas Headwater Recreation Area



Hayden Meadows  
Held privately since the homesteading days, Hayden Meadows section of the Arkansas River have been opened up to public fishing in recent years.

## 25. Hayden Ranch

Value: H • Priority: L • Site

### Status

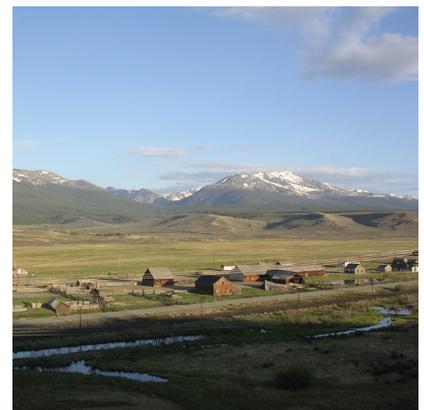
The ranch is still being stabilized, but it has high potential as an interpretive site and provides excellent opportunities for partnerships. The Master Plan being developed will have an interpretive component.

### Recommendations

- Continue to restore and develop the site, including making it visitor-ready.
- Ultimately, this site should be considered for designation as a Station
- This site should be included in General Sightseeing and Ranching downloads and other materials and media.

### Interpretive Topics

- The history and importance of ranching in the region



Hayden Ranch  
60 acres were donated to Lake County, 1,411 acres sold to the BLM and 360 acres along the Arkansas River were sold to CO State Parks.

- Contemporary ranching

**Interpretive Storylines**

- Hayden Ranch history
- Open space and ranch preservation/restoration



Old Leadville Stage Road

**26. Old Leadville Stage Road**

Value: L • Priority: L • Site

**Status**

There is no on-site interpretation of the stage road.

**Recommendations**

- The stage road should be included in General Sightseeing and General History downloads and other materials and media.

**Interpretive Topics**

- General regional history

**Interpretive Storylines**

- The stage road and travel along the river
- The history of travel/transportation on what is now the byway



Interlaken National Historic District  
Interlaken was once one of the most attractive tourist resorts in Colorado.

**27. Interlaken National Historic District**

Value: H • Priority: H • Stop

**Status**

Although associated with Twin Lakes Historic District, Interlaken functions as a separate site for many visitors. There is a bicycle and hiking trail to Interlaken and USFS is considering providing boat tours to the site.

**Recommendations**

- Install a BYWAY SITE sign and marker in a suitable location.
- This site should be included in General Sightseeing and Recreation downloads and other materials and media.

**Interpretive Topics**

- General regional history
- Recreational opportunities

**Interpretive Storylines**

- Interlaken history and activities
- Trails, boating, fishing and other recreational opportunities
- The history and functions of the lakes

**28. Twin Lakes National  
Historic District**

Value: H • Priority: H • Station

**Status**

This area receives relatively high visitation. Its importance as a Byway site increased with the extension of the Byway into Aspen, being the last and best site to provide westbound travelers with safety information before driving/biking the pass. The site contains:

- Mount Bump
- Restrooms
- Ample parking
- Visitor Center in the historic Red Rooster (former tavern and brothel)
- Interpretive signs
- Food, gas, amenities across the street
- Hike and bike trail to Interlaken
- Kayak rental

**Recommendations**

- Install a Byway Station containing a Byway Site sign and interpretive panels providing Byway orientation information, site interpretation, and site-specific information (e.g., road and high altitude safety information and winter road closure information at Independence Pass winter gate closure sites). Creating a Gateway at the Red Rooster is not recommended due to the visitor center's limited hours of operation.
- This site should be included in downloads and other materials and media and promoted as a location to get essential information ascending the pass.

**Interpretive Topics**

- Mining in the immediate area
- Byway and high altitude safety

**Interpretive Storylines**

- The history of the Red Rooster and other buildings
- Mount Bump



Twin Lakes National Historic District  
Twin Lakes was once a transportation hub for the mining centers of Leadville and Aspen, Colorado.



Brumley Town Site

**29. Brumley Town Site**

Value: L • Priority: L • Site

**Status**

There is no on-site interpretation at this location.

**Recommendations**

- This site should be included in Mining downloads and other materials and media.

**Interpretive Topics**

- Brumley’s mining history
- Road conditions and safety



Lake Creek Trailhead

**30. Lake Creek Trailhead**

Value: H • Priority: L • Stop

**Status**

This fairly heavily-used pullout provides excellent views of the watershed and willow flats. The historic mill site is also visible and a trail provides recreational access.

**Recommendations**

- This site could support an interpretive sign, however, safety must be given careful consideration, particularly of westbound vehicles that must cross on-coming traffic.
- Parking and ingress/egress should be redesigned.
- If an interpretive sign is installed, a BYWAY SITE sign and marker should be installed in an appropriate location.
- If an interpretive sign is installed, the site should be included in Natural Resources, Mountain Scenery and General Sightseeing downloads and other materials and media.

**Interpretive Topics**

- Mining
- Natural Resources

**Interpretive Storylines**

- Mountain ecosystems visible from the site
- The watershed and willow wetlands
- The Champion Mine and mill site
- The tram line

### 31. Independence Pass Summit

Value: H • Priority: H • Station

#### Status

This is a heavily-visited site with high interpretive value. USFS and the IPF have a strong commitment to improve the site, and the TOR CMP update includes an extensive site plan that will be implemented in the near future. The site currently contains:

- Restrooms
- Parking
- Interpretive signs
- Scenic overlooks
- Viewing deck
- Weather station/communications building (to be removed)
- Removing the communications building will open up the viewshed and panorama and create new photo opportunities.

Removing the communications building will open up the viewshed and panorama and create new photo opportunities.

#### Recommendations

- Implement the recommendations contained in the CMP and master plan.
- Install a Byway Station including a TOR Summit sign and marker.
- The Continental Divide should be interpreted.
- Consolidating interpretation at the Summit Station will help protect both the viewshed and the tundra. (With the exception of Peak Finders at the overlooks.)
- Locate interpretive amenities away from the restrooms.
- This site should be included in Mountain Scenery, General Sightseeing, Natural Resources and Recreation downloads and other materials and media.

#### Interpretive Topics

- Natural resources
- General history

#### Interpretive Storylines

- Mountain ecosystems
- Protecting the tundra
- The watershed
- Construction and maintenance of the road
- Byway and high altitude safety
- The snow fence project



Independence Pass Summit



Independence Pass Summit



Early Independence Summit Sign  
A major non-motorized thoroughfare.  
*Photo courtesy of Aspen Historical Society.*



Top Cut Pullout

### 32. Top Cut Pullout

Value: L • Priority: L • Stop

#### Status

This is a new developed site. With the involvement of the Independence Pass Foundation, site improvements and three new interpretive signs are scheduled for 2012.

#### Recommendations

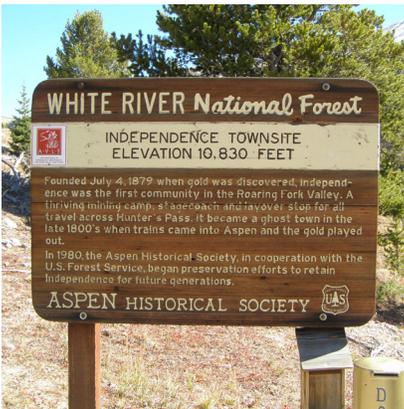
- Install a BYWAY SITE sign and marker in a suitable location.
- This site should be included in General Sightseeing and General History downloads and other materials and media.

#### Interpretive Topics

- General regional history

#### Interpretive Storylines

- Independence Pass road history and maintenance
- The Independence Pass Foundation



Independence Town Site

### 33. Independence Town Site

Value: H • Priority: H • Stop

#### Status

This is the key historic site on Independence Pass. It currently has:

- Interpretive signs
- Self-guided interpretive trail with brochure
- Other informational and commemorative signs
- Interns housed on-site (in conjunction with Aspen Historical Society)

Independence Town Site (listed on the National Register of Historic Places in 1973) is part of a larger Independence Historical Site. The eastern half of the Historical Site consists primarily of the Independence Town Site while the western half contains mining and industrial features, such as the Farwell Mill. The Town Site and Farwell Mine Site Preservation Master Plan contains extensive information on the Town Site and Historical Site, including recommendations for interpretation. These recommendations (sometimes paraphrased) are included below and indicated by \*.

The Independence Pass Foundation has proposed developing a trail through the planted lodgepole pine forest.

## Recommendations

- Protect the authenticity of the site by preserving its rustic character (even if power and phone service become available).
- \* Improve and formalize parking, entry points, loop trails, spur trails and outhouses.
- \* Regulatory and stewardship information should be posted at entries, sensitive resource areas and key structures.
- Remove notices and postings from outside walls of the buildings. If necessary, a board for posting temporary notices should be located at the consolidated trailhead.
- Replace the site map sign at the overlook (showing platting and the town) with a larger version. The current maps are too small to be of value.
- \* Maps of the Site and the trail system should be posted at entry points and other strategic locations.
- Organize and consolidate trailhead signs to better serve the public and enhance the character of the site.
- \* Increase the number of picnic tables at the Site.
- \* Revise the trail network to better protect and interpret the Independence Historical Site.
- Wayfinding signs should be placed at trail junctions and other strategic points.
- Remove notices and postings from outside walls of the buildings. If necessary, a board for posting temporary notices should be located at the consolidated trailhead.
- Replace the numbered posts with small signs/plagues interpreting the structure and the town. This would allow the existing brochure to eventually be replaced by downloads and other new technology media.
- \* Identify individual buildings/ruins/foundations through small signs.
- \* Provide pamphlets interpreting the Independence Historical Site for visitors.
- Continue to provide brochures at this site until (and if) they can be phased out.
- \* Develop a podcast audio tour of the Independence Historical Site
- \* Write and publish a book on the Independence Historical Site
- Install a BYWAY SITE sign and marker in a suitable location.
- This site should be included in Mining, General Sightseeing, and Mountain Scenery downloads and other materials and media.
- Incorporate rest rooms.



Lost Man Campground

**Interpretive Topics**

- Mining in the area

**Interpretive Storylines**

- Town Site history including the exodus to Aspen
- High altitude conditions and hardships

**34. Lost Man Trailhead**

Value: L • Priority: L • Stop

**Status**

This relatively small parking area has a poor sight line to the east. This is a popular camping area on the west side of Independence Pass and includes a rest room.

**Recommendations**

- This site should be included in Recreation and Natural Resources downloads and other materials and media.

**Interpretive Topics**

- Recreational opportunities in the area
- High-altitude safety
- The watershed



Discovery Trail

**35. Discovery Trail and Braille Trail**

Value: M • Priority: M • Stop

**Status**

Both of these trails are multi-station interpretive loop trails interpreting a variety of topics. The Braille Trail stations having interpretive text in Braille. The site entry sign was replaced in 2010. A new orientation sign for the site is scheduled for installation in 2012.

**Recommendations**

- Install a BYWAY SITE sign and marker in a suitable location.
- If practical, provide interpretation through audio media to serve the visually impaired, downloads and other materials and media.
- This trailhead should not be over-developed in order to keep the area quiet and suitable for sensory experiences. Picnicking and other activities should be confined to The Grottos.
- These sites should be included in all Recreation, Natural Resources, and General Sightseeing downloads and other materials and media.

### Interpretive Topics

- A range of environmental and sensory topics (currently being interpreted)

### 36. Lincoln Creek Road

Value: M • Priority: L • Stop

#### Status

This heavily used trailhead provides access to climbing areas and contains the new White River District kiosk (roofed, 2-panel).

#### Recommendations

- This site should be included in Recreation and Natural Resources downloads and other materials and media.

#### Interpretive Topics

- Year-round recreation opportunities
- Natural resources

#### Interpretive Storylines

- Climbing and climbing ethics
- The watershed



Lincoln Creek Road

### 37. The Grottos

Value: M • Priority: L • Stop

#### Status

This popular area contains:

- Restrooms
- Picnic tables
- A waterfall
- Pools
- A river-side trail
- An ice cave

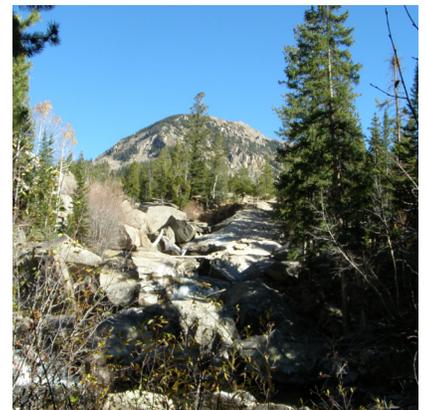
This is a heavily used area and USFS does not want to promote additional use.

#### Recommendations

- Install a BYWAY SITE sign and marker in a suitable location.
- This site should be included in General Sightseeing downloads and other materials and media.

#### Interpretive Topics

- Natural resources
- General history



The Grottos



Weller Lake

**Interpretive Storylines**

- Mountain riparian ecosystems
- The geology of the area
- River safety
- The historic telephone lines in the area

**38. Weller Lake**

Value: H • Priority: L • Stop

**Status**

This is one of the more developed trailheads on the Pass, providing access to a variety of recreational opportunities. A new bridge across the Roaring Fork River is planned for 2012. USFS wishes to promote use at this site.

**Recommendations**

- This site should be included in all Recreation, Natural Resources and Mountain Scenery downloads and other materials and media.

**Interpretive Topics**

- Recreation opportunities
- Natural resources (the watershed)
- General history (the historic telephone lines in the area)



Closure Gate - Independence Pass West

**39. Independence Pass West Side Winter Gate Closure Site**

Value: M • Priority: H • Station

**Status**

This is an excellent location to orient eastbound travelers to the Byway and the Pass, since most will not have visited the USFS office in Aspen. This site is also the last and best site to provide travelers with safety information before a before driving/biking the pass. This location also provides access to the East of Aspen trail and is a heavily used winter trailhead.

**Recommendations**

- Install a Byway Station with a BYWAY SITE sign and marker and a 2-4 panel kiosk.
- This site should be included in all downloads and other materials and media as a location to obtain Byway and safety information before ascending the pass.

### Interpretive Topics

- Byway orientation
- Byway road conditions and safety
- High altitude safety
- Recreational opportunities

### 40. North Star Preserve & Smith Open Space

Value: H • Priority: L • Stop

#### Status

This site is adjacent to the heavily-used East of Aspen Trail. Users include hikers, anglers and rafters/floaters. The site contains parking, an observation deck with a spotting scope, interpretive signs, and benches. Of additional benefit, this site is a relatively high-quality site that visitors can experience either after or before (depending on direction of travel) a long, “dry” stretch of highway.

#### Recommendations

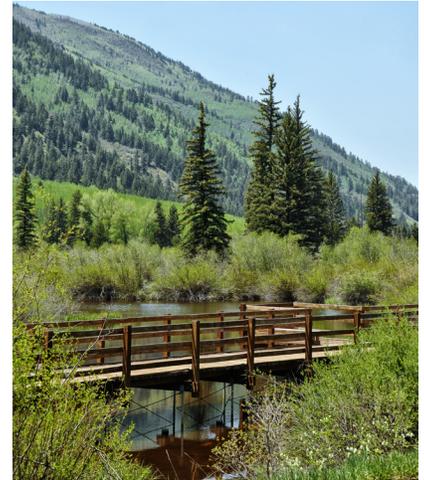
- Install a BYWAY SITE sign and marker in a suitable location.
- This site should be included in all Natural Resources, Mountain Scenery, General Sightseeing and Recreation downloads and other materials and media.

#### Interpretive Topics

- Natural resources
- Ranching
- Recreational opportunities

#### Interpretive Topics

- Mountain ecosystems and wildlife
- Local wetlands and the watershed
- Fishing opportunities on the byway



North Star Preserve

### 41. USFS Office: Aspen

Value: H • Priority: H • Gateway

#### Status

The current office building will be removed and the site and office building will be redesigned. The facility will provide a full range of services and information to the public.

#### Recommendations

- This office should serve as a Gateway site, where people can have access to downloads, other new technology media, and printed materials.
- Install a BYWAY SITE sign and marker in a suitable location.

- Coordinate/integrate the recommendations found in this plan and the CMP update with the Interpretive Plan completed in 2012 and available at the USFS Center for Design and Interpretation website.

**Interpretive Topics**

- Byway orientation and overview
- Byway safety
- Year-round recreation opportunities
- Natural resources

**Interpretive Storylines**

- Mountain ecosystems
- Explore, Connect and Act

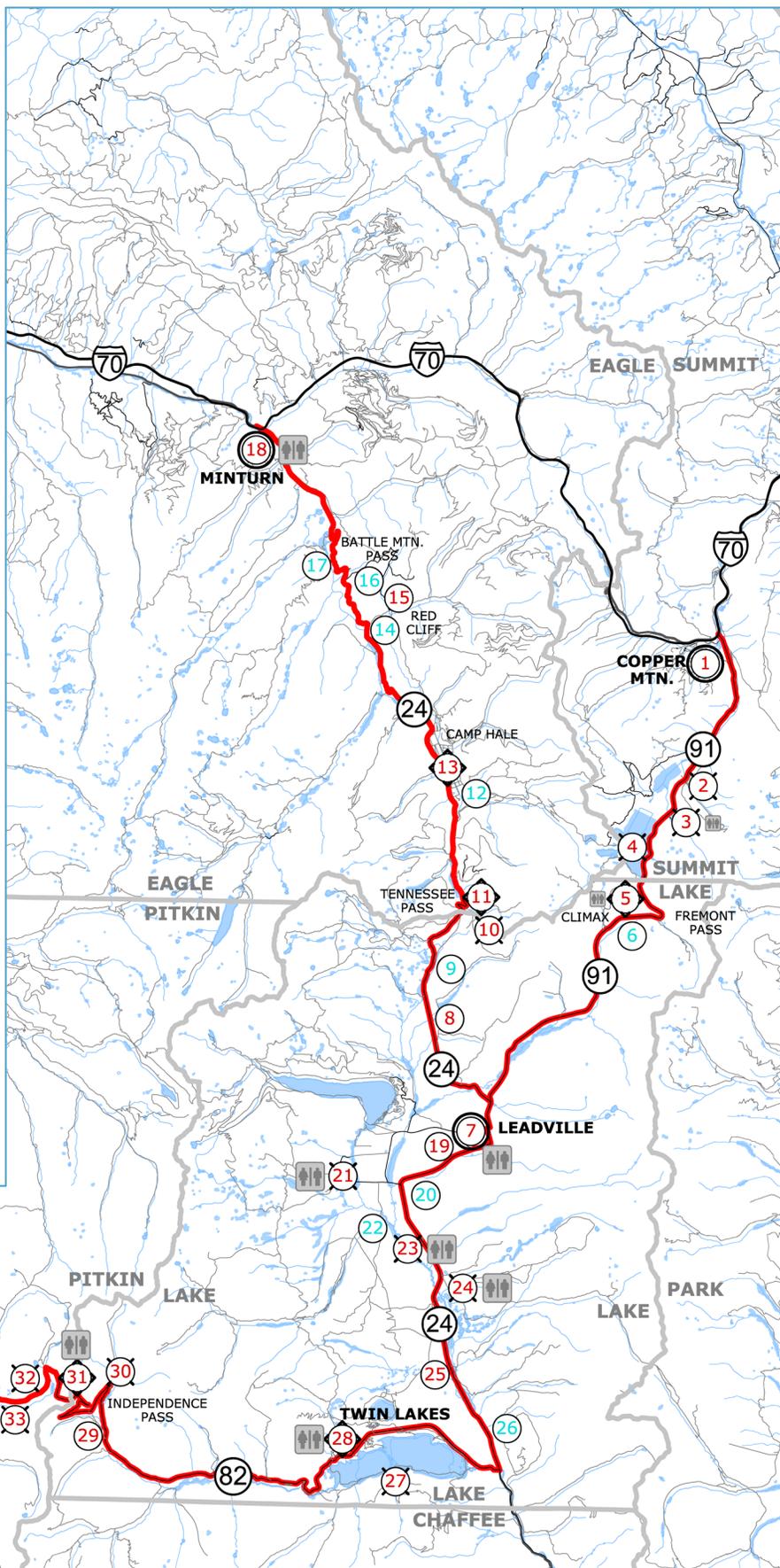
# Interpretive Sites Map

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



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





Team Work on Independence Pass  
 Photo courtesy of Independence Pass Foundation

Many agencies and organizations are currently partnered with and provide funding, goods, and services to the Byway. The addition of Independence Pass and Aspen to the Byway should create new opportunities for government agencies, private entities and non-profit organizations to provide grants, in-kind services, and other contributions. Some of these partnerships are already in place, such as with the Independence Pass Foundation, Lake County Open Space Initiative, and Aspen Historical Society; a more comprehensive list of partnerships is available under ‘Partners and Funding’ in the CMP. In addition, some non-granting organizations have expressed an interest in fundraising jointly with the Byway.

Existing/potential partners/grantors by relevant TOR topic(s) include:

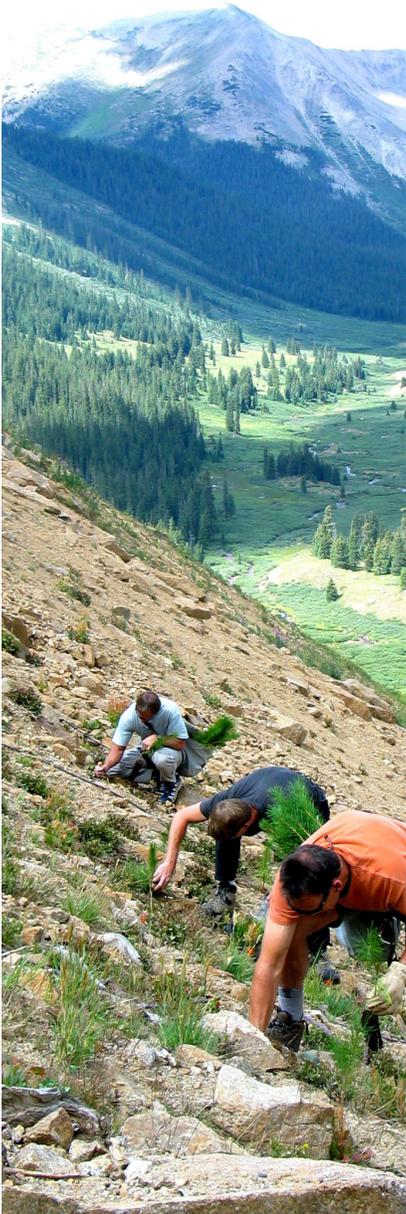
#### General Byway Assistance

- America’s Byways Resource Center
- Project Fresh Kicks (Web/technology professionals assisting non-profits)
- Scenic and Historic Byways (Colorado and Federal)

#### Travel and Tourism

- Colorado State University Department of Natural Resource Recreation and Tourism
- Heritage Tourism organizations
- Local Businesses and Civic Groups
- Local Chambers of Commerce





#### Tree Planting

Volunteers work together to revegetate a hillside near Independence Pass.

*Photo courtesy of Independence Pass Foundation.*

- National Park Service: Discover Our Shared Heritage Travel Itinerary Series
- National Trust for Historic Preservation: Heritage Tourism program
- The American Bus Association
- The Cultural & Heritage Tourism Alliance
- Tourism Cares
- U.S. Travel Association

#### Mining

- Colorado Mining Association
- Colorado School of Mines
- International Molybdenum Association
- Mining history and preservation groups
- National Mining Association
- National Mining Hall of Fame and Museum

#### Military History (especially the 10th Mountain Division)

- 10th Mountain Division Foundation
- 10th Mountain Division Living History Group
- National Association of the 10th Mountain Division, Inc.

#### Recreational Opportunities

- Adaptive Adventures (physically challenged people)
- Aspen Camp of the Deaf and Hard of Hearing
- Campgrounds and RV Parks
- Challenge Aspen (people with intellectual or physical disabilities)
- Children in Nature organizations
- Colorado Avalanche Hockey Club
- Colorado Division of Parks and Wildlife
- Colorado Rockies Baseball Team
- Colorado Ski and Snowboard Hall of Fame
- Colorado Ski School for the Blind
- Colorado Wildlife Heritage Foundation
- Environmental and outdoor education organizations
- Great Outdoors Colorado
- Greater Arkansas River Nature Association
- Local River Guides and Outfitters
- Local Sportsmen's Clubs and Sporting Goods Retailers
- Outdoor recreation groups
- Ski industry and ski history groups
- Sporting Goods Manufacturers Association
- Sporting goods vendors (hiking, biking, birding, hunting, fishing, etc.)
- The Breckenridge Outdoor Education Center
- Volunteers for Outdoor Colorado
- Wilderness On Wheels Foundation

## Natural Resources

- Advisory Council on Historic Preservation
- Children in Nature organizations
- Colorado Association of Soil Conservation Districts
- Colorado Climate Center
- Colorado Division of Parks and Wildlife
- Colorado Heritage Partnership: University of Colorado at Denver
- Colorado Mountain College
- Colorado Preservation Inc.
- Colorado Railroad Association
- Colorado Water Protection Project
- Colorado Wildlife Heritage Foundation
- Environmental and outdoor education organizations
- History Colorado (formerly Colorado State Historical Society)
- Local Soil Conservation Districts
- Local Sustainability Groups and Programs
- Local Watershed Forums and Groups
- National Park Service
- National Railroad Historical Society: Intermountain Region
- National Trust for Historic Preservation
- Save America's Treasures
- Scenic America
- The Alliance of National Heritage
- The Breckenridge Outdoor Education Center

## General Regional History

- Advisory Council on Historic Preservation
- Colorado Heritage Partnership: University of Colorado at Denver
- Colorado Mountain College
- Colorado Preservation Inc.
- Colorado Railroad Association
- History Colorado (formerly Colorado State Historical Society)
- National Railroad Historical Society: Intermountain Region
- National Trust for Historic Preservation
- Save America's Treasures
- The Alliance of National Heritage





Construction on the Byway  
*Photo courtesy of Independence Pass Foundation*

The following action plan should be considered with action plan items summarized in the CMP. The IMP action plan identifies specific sites, tasks, responsibilities, partners and estimated costs.

Since not all recommended actions can be implemented immediately or simultaneously, TORB is primarily responsible for the selection and prioritization of specific actions that focus on available resources and achievable tasks.



## Phase One

Phase One tasks are those actions that are relatively easy and economical to implement and will have a significant, positive impact on the Byway and the visitor experience. *Note: T/L indicates time and labor.*

### Copper Mountain to Leadville

SITE	TASK	LEAD AGENCY	PARTNERS	ESTIMATED COST
Mayflower Gulch	<ul style="list-style-type: none"> <li>Organize and consolidate trailhead signs</li> <li>Install a BYWAY SITE sign and marker</li> </ul>	USFS USFS	TORB	T/L \$500-1000*
Climax Mine/ Fremont Pass Summit Recreation Area/Crystal Lakes	<ul style="list-style-type: none"> <li>Add small labels/plaques to the mining equipment</li> <li>Delineate the footpath clearly</li> <li>Include this site in Mining and Military History materials</li> </ul>	TORB TORB TORB	Climax Climax Climax National Mining Museum	\$100+T/L T/L T/L

### Leadville to Minturn

SITE	TASK	LEAD AGENCY	PARTNERS	ESTIMATED COST
USFS District Office, Leadville	<ul style="list-style-type: none"> <li>Develop this office into a Gateway</li> <li>Install a BYWAY SITE sign and marker</li> </ul>	USFS USFS	TORB TORB	\$2,500+T/L \$500-1000*
10th Mountain Division Memorial	<ul style="list-style-type: none"> <li>Include in Mining, General Sightseeing, and Mountain Scenery materials</li> <li>Include this site in Military History materials</li> </ul>	TORB TORB	USFS 10th Mountain Division USFS 10th Mountain Division	\$4,000 T/L
Camp Hale	<ul style="list-style-type: none"> <li>Install a BYWAY SITE sign and marker</li> <li>Redo the interpretive signs and bases</li> <li>Include this site in Military History and Mining History materials</li> </ul>	TORB USFS TORB	USFS TORB 10th Mountain Division USFS 10th Mountain Division	\$500-1000* \$18,000 T/L
USFS District Office, Minturn	<ul style="list-style-type: none"> <li>Develop this office into a Gateway</li> <li>Install a BYWAY SITE sign and marker</li> </ul>	USFS USFS	TORB TORB	\$2,500+T/L \$500-1000*

## Leadville to Aspen

SITE	TASK	LEAD AGENCY	PARTNERS	ESTIMATED COST
Leadville National Fish Hatchery	<ul style="list-style-type: none"> <li>• Include Friends of the Hatchery in TOR notices, mailings, etc.</li> <li>• Install a BYWAY SITE sign and marker</li> <li>• Include in Natural Resources, General Sightseeing, General history and Recreation materials</li> </ul>	TORB	NPS	T/L
		TORB TORB	Friends of the Hatchery NPS NPS Friends of the Hatchery	\$500-1000 T/L
Independence Town Site	<ul style="list-style-type: none"> <li>• Replace the site map sign at the overlook</li> <li>• Organize and consolidate trailhead signs</li> <li>• Remove notices and postings from outside walls of the buildings</li> <li>• Install a BYWAY SITE sign and marker</li> <li>• Include in Mining, General Sightseeing, and Mountain Scenery materials</li> </ul>	USFS USFS USFS	Aspen Historical Society Aspen Historical Society Aspen Historical Society	\$4,000+T/L T/L T/L
		TORB TORB	USFS Aspen Historical Society USFS Aspen Historical Society	\$500-1000 T/L
Independence Pass Summit	<ul style="list-style-type: none"> <li>• Install a Byway Station including a site marker and TOR Summit sign</li> <li>• Interpret the Continental Divide</li> <li>• Include in Mountain Scenery, General Sightseeing and Natural Resources materials</li> </ul>	USFS	TORB	\$35,000
		USFS	Independence Pass Foundation TORB	\$1,000
		TORB	Independence Pass Foundation USFS Aspen Historical Society Independence Pass Foundation	T/L
Multiple sites	<ul style="list-style-type: none"> <li>• Install a BYWAY SITE sign and marker</li> </ul>	TORB	Multiple partners	\$500-1000*
Multiple sites	<ul style="list-style-type: none"> <li>• Include in appropriate downloads and materials</li> </ul>	TORB	Multiple partners	T/L
<b>PHASE ONE TOTAL COST</b>				<b>\$73,350 +T/L</b>

\* Cost for BYWAY SITE marker is dependent upon site location, boulder location, and boulder size. Marker cost is averaged at \$750.

## Phase Two

Phase Two tasks are actions that are not yet ready to implement, may be temporarily cost prohibitive or depend on factors outside the control of TORB and USFS. *Note: T/L indicates time and labor.*

### Copper Mountain to Leadville

SITE	TASK	LEAD AGENCY	PARTNERS	ESTIMATED COST
Climax Mine/ Fremont Pass Summit	<ul style="list-style-type: none"> <li>Create a Byway Station</li> </ul>	TORB	Climax	\$30,000 +T/L

### Leadville to Minturn

SITE	TASK	LEAD AGENCY	PARTNERS	ESTIMATED COST
Stringtown Smelting Site	<ul style="list-style-type: none"> <li>Create a Byway Station</li> </ul>	TORB	National Mining Museum Mineral Belt Trail	\$25,000
Ski Cooper	<ul style="list-style-type: none"> <li>Install a BYWAY SITE sign, marker and TOR Summit sign</li> <li>Include in all materials</li> </ul>	TORB TORB	TORB TORB	\$5,000+T/L T/L
10th Mountain Division Memorial	<ul style="list-style-type: none"> <li>Create a Byway Station</li> </ul>	USFS	TORB 10th Mt. Div.	\$25,000

### Leadville to Aspen

SITE	TASK	LEAD AGENCY	PARTNERS	ESTIMATED COST
Arkansas Headwaters Recreation Area/Crystal Lakes	<ul style="list-style-type: none"> <li>Replace the Peak Finder and other signs</li> </ul>	USFS	TORB Fishing and Arkansas River guides/vendors	\$15,000
Twin Lakes Nat. Historic District	<ul style="list-style-type: none"> <li>Create a Byway Station</li> </ul>	USFS	TORB	\$25,000
Lake Creek Pullout	<ul style="list-style-type: none"> <li>Assess feasibility as an interpretive Stop</li> </ul>	USFS	TORB CDOT	T/L
Independence Town Site	<ul style="list-style-type: none"> <li>Replace the numbered posts with small signs/plaques</li> </ul>	USFS	Aspen Historical Society	\$750+T/L
Independence Pass West Winter Gate Closure Site	<ul style="list-style-type: none"> <li>Install a Byway Station</li> <li>Include in all materials</li> </ul>	USFS TORB	TORB Independence Pass Foundation USFS Aspen Historical Society Independence Pass Foundation	\$30,000 T/L
USFS District Office, Aspen	<ul style="list-style-type: none"> <li>Develop this office into a Gateway</li> <li>Install a BYWAY SITE sign and marker</li> </ul>	USFS USFS	TORB TORB	\$2,500+T/L \$500-1000*

<b>PHASE TWO TOTAL COST</b>				<b>\$159,000 +T/L</b>
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### Phase Three

Phase Three tasks are actions that are not likely to occur in the next five years. *Note: T/L indicates time and labor.*

#### Copper Mountain to Leadville

SITE	TASK	LEAD AGENCY	PARTNERS	ESTIMATED COST
Copper Mountain area	<ul style="list-style-type: none"> <li>Create a Gateway or other portal to the Byway</li> </ul>	TORB	CDOT USFS Copper Mountain	T/L
Mount of the Holy Cross / Kokomo Overlook	<ul style="list-style-type: none"> <li>Monitor and replace interpretive signs as needed</li> </ul>	TORB	Climax	\$5,000/sign

#### Leadville to Minturn

SITE	TASK	LEAD AGENCY	PARTNERS	ESTIMATED COST
Camp Hale	<ul style="list-style-type: none"> <li>Work with USFS/NPS to implement appropriate recommendations</li> </ul>	USFS NPS	TORB 10th Mountain Division	(unknown)

#### Leadville to Aspen

SITE	TASK	LEAD AGENCY	PARTNERS	ESTIMATED COST
Hayden Ranch	<ul style="list-style-type: none"> <li>Create a Byway Station and include in all downloads and materials</li> </ul>	TORB	Lake County Open Space Initiative	\$30,000
Discovery Trail and Braille Trail	<ul style="list-style-type: none"> <li>Consider providing interpretation through audio media</li> </ul>	USFS	Special Needs organizations	(unknown)

<b>PHASE THREE TOTAL COST</b>				<b>unknown</b>
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\* Cost for BYWAY SITE marker is dependent upon site location, boulder location, and boulder size. Marker cost is averaged at \$750.



**ACES:**

Aspen Center for Environmental Studies

**AHS:**

Aspen Historical Society

**ADA:**

The Americans with Disabilities Act. This 1990 federal civil rights law sets standards for making facilities, exhibits and programs available to all visitors. The goal of ADA is to remove physical, communication, policy and procedural barriers.

**Byway Site:**

An interpretive site or resource that does not contain on-site interpretation and that people will not be encouraged to stop at due to safety or resource protection concerns. These sites will be interpreted via media such as podcasts and downloadable materials.

**BYWAY SITE Sign:**

The sign specifically developed to mark Byway sites. More than 20 of these signs are in stock and ready to be installed.

**BYWAY Station:**

Stations are sites where people can get information and interpretation but they do not provide new technology access and are less developed than Gateways. Stations should be recognizable and as consistent in design as practical.

**BYWAY Stop:**

Stops are the least developed of the sites to which visitors are directed. Like Gateways and Stations, Stops should be marked with a BYWAY SITE sign.

**CMP:**

Corridor Management Plan

**Gateway:**

A facility where people can access Byway information and materials via new technology media and traditional interpretation.

**Geocaching:**

An outdoor sporting activity in which the participants use a GPS receiver or other mobile device to find (or hide) containers (“geocaches” or “caches”). A typical cache is a small, waterproof container containing a logbook where the geocacher documents finding the cache.

**GPS (Global Positioning System):**

A satellite-based radio navigation system that allows users to determine their exact location anywhere in the world via a receiver. Some GPS receivers can display maps, altitude, speed and direction of travel, and estimated time to a specified destination. GPS is maintained by the United States government and is freely accessible by anyone with a GPS receiver.



**IMP:**

Interpretive Management Plan

**Interpretive Amenity:**

An item designed to enhance the visitor's understanding of and appreciation for an interpretive topic or site (e.g., kiosk, sign, visitor center, trail, etc.).

**IPF:**

Independence Pass Foundation

**New Technology Media:**

Interpretive products that utilize computer-based and other current technology to disseminate information (e.g., Phone apps, podcasts, computer downloads, QR codes, GPS receivers).

**Peak Finder:**

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

**Phone App (Application):**

A downloadable computer program that can be run on a website, small computing device (iPad, e.g.) or cell phone.

**Platform:**

The underlying computer system on which software, programs and applications can run. On personal computers, Windows 2000 and the Mac OS X are examples of platforms. Additional software or hardware must be compatible with the platform.

**Podcast:**

A pre-recorded audio or video program (digital media file) that is posted to a website and that can be downloaded and played on a computer or digital music player.

**QRC (Quick Response Code):**

A matrix barcode that can be scanned using a smartphone to receive information efficiently.

**Social Media:**

Social media includes various online sites and tools that enable people to communicate easily via the internet to share information and resources. Social media can include text, audio, video, images, podcasts, and other multimedia communications. Facebook and Twitter are examples of social media.

**Traditional Interpretation:**

Maps, brochures, fact sheets, contact with staff, etc.

**TOR:**

Top of the Rockies or the Top of the Rockies Byway

**TORB:**

Top of the Rockies Board

**USFS:**

United States Forest Service





Byway Stop

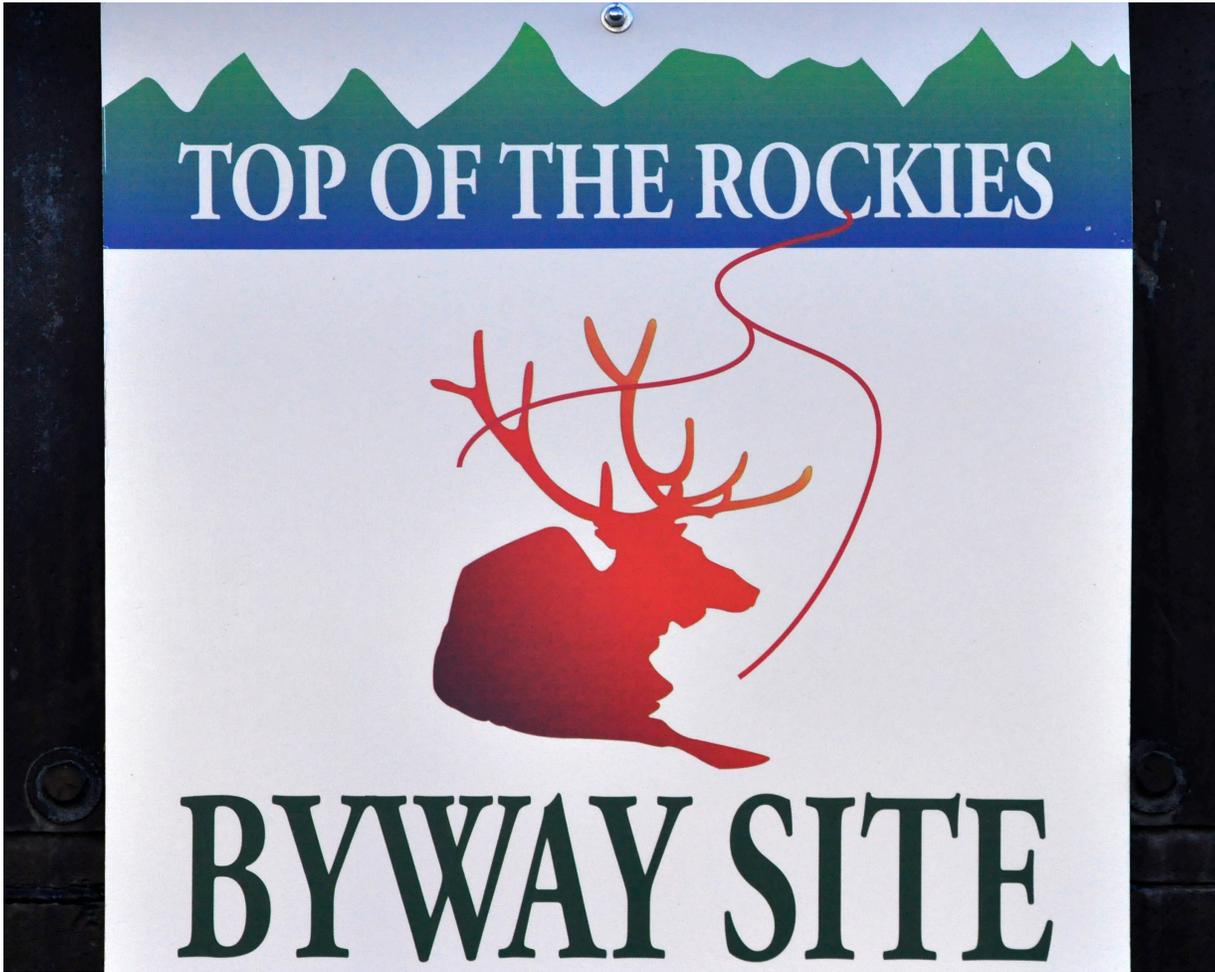
## Introduction

The Byway contains numerous existing and potential interpretive sites and amenities that reflect or showcase the TOR vision, interpretive theme and interpretive topics. The development of new technology infrastructure and programs can complement traditional media in the delivery of interpretive information to the broadest audience possible.

New technology media, including Quick Response Codes, computer downloads, podcasts, websites and phone applications, are used extensively by the relatively young, technology-savvy demographic that is a prime audience for Byway interpretation. They are essential tools for the Byway to modernize and stay current with technology and a broader population. However, some of these media are more economical and practical for the Byway than others. A summary of these media follows.



MEDIUM	ADVANTAGES	DISADVANTAGES	INFRASTRUCTURE	ESTIMATED COST
Smart Phone App	<ul style="list-style-type: none"> <li>• Limitless number of topics</li> <li>• Available to a variety of phone types and service providers</li> <li>• Excellent way to acquire a specialized computer program (e.g., a star guide)</li> </ul>	<ul style="list-style-type: none"> <li>• The number of apps available means people must be selective in what they download and store on their phone. (There are currently more than 500,000 apps for the iPhone)</li> <li>• People are not inclined to download and store an app for temporary use (e.g., a trip itinerary).</li> <li>• App must be tested for use with a variety of phones (iPhone, Android, Blackberry, e.g.)</li> <li>• Apps can be difficult to install and sometimes are glitchy across platforms</li> <li>• Apps usually require a developer's license and content approval by the licensor (Apple for an iPhone app, e.g.)</li> </ul>	<ul style="list-style-type: none"> <li>• Requires phone service for downloading and subsequent use</li> </ul>	<ul style="list-style-type: none"> <li>• \$3,000-\$50,000</li> <li>• Depends on the complexity of the app, how much time it takes to develop it, and the developer profile (US vs. off-shore, level of experience)</li> </ul>
Phone-in Audio Tour	<ul style="list-style-type: none"> <li>• Provides access to an audio tour that can be developed to meet the client's budget</li> <li>• Is an excellent ADA feature</li> <li>• Content can be changed relatively easily</li> </ul>	<ul style="list-style-type: none"> <li>• Requires developing the audio narrative</li> </ul>	<ul style="list-style-type: none"> <li>• Requires phone service and a host company</li> </ul>	<ul style="list-style-type: none"> <li>• Hundreds to thousands of dollars</li> <li>• Initial fee and monthly hosting fee</li> <li>• May require outside "talent" such as a narrator</li> </ul>
Podcast	<ul style="list-style-type: none"> <li>• Provides specific information on any topic</li> <li>• Can be developed relatively easily using a variety of software</li> </ul>	<ul style="list-style-type: none"> <li>• Usually requires creating new materials</li> </ul>	<ul style="list-style-type: none"> <li>• Requires a computer and microphone for recording audio</li> <li>• Requires internet access for downloading. Does not require access for subsequent use</li> </ul>	<ul style="list-style-type: none"> <li>• Several hundred to several thousand dollars</li> <li>• Podcast costs include content creation or repurposing, servers, and bandwidth fees</li> <li>• May require outside "talent" such as a narrator</li> </ul>
QR Code	<ul style="list-style-type: none"> <li>• Provides access to existing websites and materials</li> <li>• Does not require new materials or formatting</li> <li>• Can be changed/updated easily</li> <li>• Can log the date/time of scanning</li> </ul>	<ul style="list-style-type: none"> <li>• Needs a UV-resistant coating</li> </ul>	<ul style="list-style-type: none"> <li>• Requires Internet access and a host server (e.g., the existing TOR website)</li> </ul>	<ul style="list-style-type: none"> <li>• Virtually free other than time developing QRCs (less than five minutes per QRC)</li> </ul>



Top of the Rockies Byway Sign  
Photo courtesy of the Top of the Rockies Board

## Sites Needing a BYWAY MARKER and SITE Sign

- Clinton Gulch Reservoir (pending USFS approval)
- Mayflower Gulch (pending USFS approval)
- Ski Cooper
- 10th Mountain Division Memorial
- Camp Hale
- Battle Mountain and Notch Mountain
- Stringtown Smelting Site
- Leadville National Fish Hatchery
- Crystal Lakes
- Arkansas Headwaters Recreation Area
- Hayden Meadows Recreation Area
- Twin Lakes National Historic District
- Interlaken National Historic District
- Top Cut Pullout
- Independence Town Site



- Lake Creek Trailhead (If an interpretive sign is installed and the site is included in itineraries)
- Independence Pass Summit
- Discovery Trail and Braille Trail
- Independence Pass Winter Gate Closure Site: West Side
- Weller Lake Trailhead
- North Star Preserve and Smith Open Space
- USFS Offices: Leadville, Minturn, Aspen

#### Site Marker

The site marker endows a consistent identity to the Byway and functional site identification. Refer to *TOR Design Guidelines*.



## Introduction

This is an excerpted list of developed USFS campgrounds along the Byway. There are additional private campgrounds and RV parks, and numerous trailheads managed by various agencies along the Byway.

### Leadville to Minturn

**Campground Name:** Camp Hale Memorial  
**Ranger District:** Holy Cross  
**Season:** Open mid-May through mid-September  
**RV Sites:** 0  
**Tent Sites:** 0  
**Combined Sites:** 21  
**Tables:** 21  
**Grills on Sites:** 13  
**Equestrian Camping:** No  
**Hookups:** 0  
**RV Pull-throughs:** 0  
**Waste Station:** No  
**Vault Toilets:** Yes  
**Flush Toilets:** No  
**Wheelchair Friendly Toilets:** Yes  
**Hot Showers:** No  
**Public Phone:** No  
**Playground:** No  
**Water Spigots (non-site):** 0

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**Campground Name:** Halfmoon  
**Ranger District:** Leadville  
**Season:** May 22 through September 10  
**RV Sites:** 0  
**Tent Sites:** 1  
**Combined Sites:** 20  
**Tables:** 21  
**Grills:** 21  
**Equestrian Camping:** No  
**RV hookups:** 0  
**RV Pull-throughs:** 2  
**Waste Station:** No  
**Vaults:** Yes  
**Flush Toilets:** No  
**Hot Showers:** No  
**Wheelchair Friendly Toilets:** No  
**Public Phone:** No  
**Playground:** No  
**Water Spigots (non-site):** 2



**Campground Name: Gold Park**

Ranger District: Holy Cross  
Season: Mid-May through mid-September  
RV sites: 0  
Tent sites: 0  
Combined sites: 10  
Tables: 10  
Grills: 7  
Equestrian camping: No  
RV hookups: 0  
RV pull-throughs: 0  
Waste station: No  
Vault toilets: yes  
Flush toilets: No  
Hot showers: No  
Wheelchair friendly toilets: Yes  
Public phone: No  
Playground: No  
Water spigots (non-site): 0

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**Campground Name: Hornsilver**

Ranger District: Holy Cross  
Season: Mid-may through mid-September  
RV sites: 0  
Tent sites: 0  
Combined sites: 11  
Tables: 11  
Grills: 10  
Equestrian camping: No  
RV hookups: 0  
RV Pull-throughs: 0  
Waste station: No  
Vaults: yes  
Flush toilets: No  
Hot showers: No  
Wheelchair friendly toilets: Yes  
Public phone: No  
Playground: No  
Water spigots (non-site): 0

## **Leadville to Minturn**

### **Campground Name: Lakeview**

Ranger District: Leadville

Season: May 22 through September 10

RV Sites: 0

Tent Sites: 0

Combined Sites: 68

Tables: 68

Grills: 68

Equestrian Camping: No

RV hookups: 0

RV Pull-throughs: 1

Waste Station: Yes

Potable Water at Waste Station: Yes

Vaults: Yes

Flush Toilets: No

Hot Showers: No

Wheelchair Friendly Toilets: No

Public Phone: No

Playground: No

Water Spigots (non-site): 8

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### **Campground Name: Difficult**

Ranger District: Aspen-Sopris

Season: Open May 20 through September 25

RV Sites: 0

Tent sites: 0

Combined sites: 47

Tables: 47

Grills: 47

Equestrian camping: No

RV hookups: 0

RV pull-throughs: 6

Waste station: no

Vault toilets: yes

Flush toilets: no

Hot showers: no

Wheelchair friendly toilets: yes

Public phone: no

Playground: no

No. Water spigots (non-site): 8

**Campground Name: Baby Doe**

Ranger District: Leadville  
Season: May 22 through September 10  
RV Sites: 0  
Tent Sites: 0  
Combined Sites: 49  
Tables: 49  
Grills: 49  
Equestrian Camping: No  
RV hookups: 0  
RV Pull-throughs: 1  
Waste Station: Yes  
Potable Water at Waste Station: Yes  
Vaults: No  
Flush Toilets: Yes  
Hot Showers: No  
Wheelchair Friendly Toilets: Yes  
Public Phone: No  
Playground: No  
Water Spigots (non-site): 3

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**Campground Name: May Queen**

Ranger District: Leadville  
Season: May 22 through September 10  
RV Sites: 0  
Tent Sites: 12  
Combined Sites: 14  
Tables: 26  
Grills: 26  
Equestrian Camping: No  
RV hookups: 0  
RV Pull-throughs: 11  
Waste Station: Yes  
Potable Water at Waste Station: Yes  
Vaults: Yes  
Flush Toilets: No  
Hot Showers: No  
Wheelchair Friendly Toilets: Yes  
Public Phone: No  
Playground: No  
Water Spigots (non-site): 2

**Campground Name: Father Dyer**

Ranger District: Leadville

Season: May 22 through September 10

RV Sites: 0

Tent Sites: 0

Combined Sites: 25

Tables: 25

Grills: 25

Equestrian Camping: No

RV hookups: None

RV Pull-throughs: 6

Waste Station: Yes

Potable Water at Waste Station: Yes

Vaults: No

Flush Toilets: Yes

Hot Showers: No

Wheelchair Friendly Toilets: Yes

Public Phone: No

Playground: No

Water Spigots (non-site): 2

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**Campground Name: Dexter Point**

Ranger District: Leadville

Season: May 22 through September 10.

RV Sites: 0

Tent Sites: 0

Combined Sites: 22

Tables: 13

Grills: 13

Equestrian Camping: No

RV hookups: 0

RV Pull-throughs: 0

Waste Station: Yes

Potable Water at Waste Station: Yes

Vaults: Yes

Flush Toilets: No

Hot Showers: No

Wheelchair Friendly Toilets: Yes

Public Phone: No

Playground: No

Water Spigots (non-site): 1

**Campground Name: Elbert Creek**

Ranger District: Leadville

Season: May 22 through September 10

RV Sites: 0

Tent Sites: 2

Combined Sites: 15

Tables: 17

Grills: 17

Equestrian Camping: No

RV hookups: 0

RV Pull-throughs: 0

Waste Station: No

Vaults: Yes

Flush Toilets: No

Hot Showers: No

Wheelchair Friendly Toilets: No

Public Phone: No

Playground: No

No. Water Spigots (non-site): 1

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**Campground Name: Lost Man**

Ranger District: Aspen-Sopris

Season: May 27 through September 5.

RV sites: 0

Tent sites: 3

Combined sites: 7

Table: 10

Grills: 10

Equestrian camping: No

RV hookups: 0

RV Pull-throughs: 0

Waste station: No

Vaults: Yes

Flush toilets: No

Hot showers: No

Wheelchair friendly toilets: Yes

Public phone: No

Playground: No

Water spigots (non-site): 1

**Campground Name:** Weller  
Ranger District: Aspen-Sopris  
Season: May 27 through September 5.  
RV sites: 0  
Tent sites: 0  
Combined sites: 10  
Tables: 10  
Grills: 10  
Equestrian camping: No  
RV hookups: 0  
RV pull-throughs: 0  
Waste station: No  
Vaults: yes  
Flush toilets: No  
Hot showers: No  
Wheelchair friendly toilets: Yes  
Public phone: No  
Playground: No  
Water spigots (non-site): 1



## Introduction

This is a sample itinerary of mining-related sites. This suggested tour is in draft form and is not yet ready for use or publication. Similar itineraries are recommended for the following topics:

- General Sightseeing
- Military History
- Natural Resources
- Recreation

## Mining Tour Itinerary

### Tour Summary

**Total Tour Distance:** \_\_\_\_\_ miles

**Estimated Time Driving:** 2–2 ½ hours (Severe weather, hazardous road conditions, and your comfort driving on mountain roads affect drive time)

**Total Suggested Visit Length:** 5–5 ½ hours

**Total Tour Time:** One full day

### **Byway Stop: Copper Mountain Resort**

Location: Copper Mountain Resort is located just off Interstate I-70 at exit 195

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Description: The Byway starts at Copper Mountain, named for the copper mining that occurred here in the mid-1800s. A community of prospectors, miners, trappers, traders thrived here in the 1880s.

Special Notes: This is an orientation spot only. There are no trails to Copper Mountain and the Resort should not be entered except for conducting business.

Suggested Visit Length: Take a few minutes to orient, check maps, and make preparations for traveling at high altitude.

Distance to Next Stop: \_\_\_\_ miles

If You Go: Watch for and stay well behind all mining trucks. The next stop is at the summit of Fremont Pass (11,318'). Be prepared for high altitude conditions.

Directions to Next Stop: Continue south (uphill) on Hwy 91. The Byway site is on the west (right) at the Pass summit.



**Byway Stop: Mount of the Holy Cross/Kokomo Overlook**

**Location:** \_\_\_\_ miles south (uphill) of Copper Mountain Resort on Hwy 91, west (right) side of highway

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**Description:** This overlook perches above the tailings ponds of the nearby Climax mine. The tailings (waste rock) are \_\_\_\_ feet deep and have buried the former mining towns of Kokomo and Recene. You may be able to spot the legendary snow cross sometimes visible on the Mount of the Holy Cross.

**Special Notes:** Interpretive signs explain the mining heritage of the area and the buried towns and identify visible mountains.

**Suggested Visit Length:** 10 minutes

**Distance to Next Stop:** \_\_\_\_ miles

**If You Go:** Watch for and stay well behind all mining trucks. The next stop is at the summit of Fremont Pass (11,318'). Be prepared for high altitude conditions.

**Directions to Next Stop:** Continue south (uphill) on Hwy 91. The Byway site is on the west (right) at the Pass summit.

**Byway Stop: Climax Mine/Fremont Pass Summit**

**Location:** The summit of Fremont Pass

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**Description:** The Climax mine was once the largest molybdenum mine in the world, supplying three-fourths of the world's supply of the metal. Molybdenum is used in a variety of materials, including steel, and was critical to the Allies success in WWII.

**Special Notes:** This site has Port-a-Johns and contains interpretive signs and mining equipment on display. Be aware of heavy truck traffic and be prepared for high altitude conditions.

**Suggested Visit Length:** 30 minutes

**Distance to Next Stop:** \_\_\_\_ miles

**If You Go:** Watch for and stay well behind all mining trucks.

**Directions to Next Stop:** Continue south (uphill) on Hwy 91 into Leadville and turn right on 9th Street.

**Byway Stop: National Mining Hall of Fame and Museum**

**Location:** 120 W 9th St., Leadville

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**Description:** This museum, the only mining museum with a federal charter, contains a variety of exhibits dedicated to mining and the mining industry in Summit County. Hundreds of specimens of gold, silver, and minerals are on display, including spectacular samples on loan from the Smithsonian and Harvard. The National Mining Hall of Fame honors men and women who have achieved lasting greatness in the mining and natural resource field.

**Special Notes:** This facility charges an entry fee. Leadville’s annual “Boom Days” is a multi-day celebration of the Old West, with burro races, contests of mining skills, and a street fair. This annual event was selected by the U.S. Library of Congress as a Local Legacy of National Interest.

**Suggested Visit Length:** 2 hours

**Distance to Next Stop:** \_\_\_ miles

**Directions to Next Stop:** Continue south through Leadville on Hwy 24. The Byway site is on the west (right) side of the highway. Look for the collection of large boulders with holes drilled in them.

**Byway Stop: Stringtown Smelter**

**Location:** West (right) side of Hwy 24, \_\_\_ mile south of the US Forest Service Office

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**Description:** Built in 1888, Stringtown was the smelter area for local mines. Mounds of blackened slag (the rock that remains after the minerals are melted out of the ore) and tailings piles can still be seen here.

**Special Notes:** The large, drilled boulders are the result of drilling competitions held during Leadville’s annual Boom Days. They were moved to this location after the competitions.

**Suggested Visit Length:** 20 minutes

**Distance to Next Stop:** \_\_\_ miles

**Directions to Next Stop:** Continue south out of Leadville on Hwy 24. Turn west (right) on Hwy 82. The Byway site is on the south (left) side of the highway, across from the town of Twin Lakes.

**Byway Stop: Twin Lakes National Historic District**

**Location:** On the south (left) side of Hwy 82, \_\_\_\_ miles west of Hwy 24

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**Description:** Located next to Colorado's two largest glacial lakes, Twin Lakes Village began as a stop between the mining districts of Leadville and Aspen. The village has been preserved with many of its classic log cabins still standing. The site also provides access to Interlaken National Historic District.

**Special Notes:** This site contains restrooms, picnic tables, interpretive signs, and a visitor center. Camping, a boat ramp, food, gas, and some amenities are available nearby (Fees may be charged).

**Suggested Visit Length:** 30-45 minutes

**Distance to Next Stop:** \_\_\_\_ miles

**If You Go:** Expect very steep uphill and downhill grades, frequent tight curves, sheer drop-offs, narrow traffic lanes, bicycles and wildlife. Be prepared for high altitude conditions. Read all safety information posted at the kiosk. NOTE: Hwy 82 over Independence Pass is closed in winter.

**Directions to Next Stop:** Continue west on Hwy 82. The Byway site is on the south (left) side of the highway.

**Byway Stop: Independence Town Site**

**Location:** South (left) side of Hwy 82 between mile markers 57-58

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**Description:** Independence is one of Colorado's best preserved ghost towns. On July 4, 1879, gold was discovered here and the town of Independence soon sprang to life. By 1882, Independence had 1500 residents and more than 40 businesses. The bust soon followed as miners moved on to Aspen and the brutal winters took their toll and miners found better work in Aspen. Independence was virtually abandoned in 1899.

**Special Notes:** Several historic buildings have been restored here and some ruins remain. Interpretive signs, a hiking trail, and picnic tables can be found here. Volunteers are often on-site in summer to help interpret the town and its history.

**Suggested Visit Length:** 90 minutes

**This is the final stop on the mining tour.**

**You may continue west over Independence Pass to Aspen  
(13.5 miles) or return the way you came.**

Please drive safely and enjoy your time on the  
Top of the Rockies National Scenic and Historic Byway!