



**Overview**

Completing this draft Master Plan is only one step in the continuing process of establishing the S&RT. The immediate next step is to deliver the draft plan to the potential implementing partners for their formal review and consideration. Oversight of the process beyond delivery of the draft Plan is beyond the scope of the grant-funded planning project but it is requested that GARNA assume that role for a limited time with the assistance of an appropriate volunteer.

**Specific Next Steps**

- Each partner shall review and accept the plan as it relates to their own jurisdiction and to the proposed shared responsibilities and mechanisms for coordination; if modifications or clarifications of responsibilities and relationships are required they would be discussed with the other partners prior to acceptance.
- Upon acceptance of the plan by one or more partners, the Coordinating S&RT NGO would be established (under GARNA or another structure) including formation of its Board and Citizens Advisory Committee.
- Utilizing the umbrella of the S&RT NGO, any outstanding issues concerning how the partners would apply similar or differing management strategies would be discussed and resolved along with development of the NGO's policies and by-laws; mechanisms for recurrent funding of the S&RT NGO would be explored and decided on.
- Again with assistance of the S&RT NGO and its Citizens Advisory Committee, priorities would be established for the orderly and logical development of proposed trailhead facilities, physical trail openings and improvements, interpretive materials and directional signs; partners would present realistic assessments of the funding they could contribute from their routine budgets and what would likely be required through grant funding; joint decisions on the nature and source of the first grant applications, to be prepared by the S&RT NGO, would be made by the affected partners.
- As manager-budgeted and grant-secured funds become available, the established priority actions would be undertaken and completed and the process of setting the next priorities and securing the next financial support would begin.
- As soon as feasible following designation of any sections of the trail, a survey and monitoring program, likely utilizing volunteers, should be established.

*Opposite page  
The Stage & Rail Trail, when designated, would offer a remarkable variety of scenic, educational and recreational opportunities along Colorado's Arkansas River Corridor, including hiking, mountain biking and horseback riding on quiet historic trails, as well as highway-side views of the Arkansas River, the Continental Divide, and historic ranchlands.*



**PRIMARY DECISION-MAKERS**

*on future development of the Stage and Rail Trail are the Boards of County Commissioners in Lake and Chaffee Counties, and managers of the Arkansas Headwaters Recreation Area. The US Forest Service, BLM and the towns of Salida, Buena Vista and Leadville, Colorado Parks and Wildlife as well as Colorado Department of Transportation, will all have important and supporting roles should the S&RT be designated.*

*Chaffee County Courthouse, Salida*



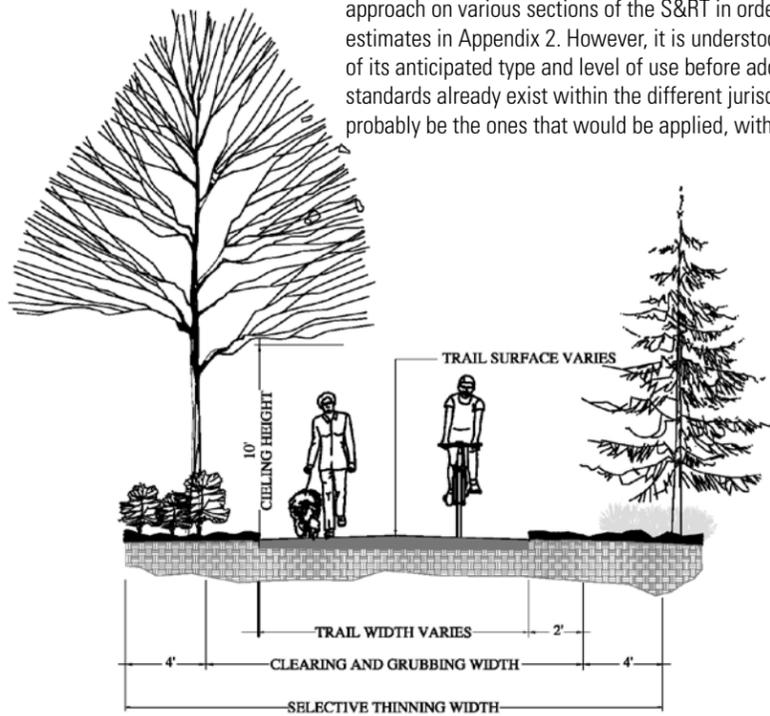
*Lake County Courthouse, Leadville*



*Arkansas Headwaters Recreation Area Headquarters, Salida*



The following trail classifications and standards are simplified versions of common practice in the design and construction of rural and urban-interface trails. They are provided to give potential trail managers a sense of the recommended approach on various sections of the S&RT in order to maintain consistency. They also assisted in generating cost estimates in Appendix 2. However, it is understood that each manager would evaluate a particular section in terms of its anticipated type and level of use before adopting a final standard. It is also the case that bicycle or pedestrian trail standards already exist within the different jurisdictions (i.e. CDOT, counties, cities and towns) and that those would probably be the ones that would be applied, with costs that may differ from those estimated.



**Basic Off-Street Trails**

Off-Street multi-use trail widths, grades and surfaces may vary to meet local conditions. The final design should seek to provide a safe and accessible route while protecting private property and preserving the natural resources. The standards listed may not meet ADA accessibility standards, but ADA standards should be met wherever feasible to accommodate the broadest range of users' abilities.

**Level 1 Class Trail:** a 2-4ft. wide at-grade non-motorized natural surfaced trail with additional 2ft. natural landscape clear zone each side of the proposed trail surface; intended for single file pedestrian, horse and mountain bike use along remote sections of the historic route or for short sections of new trail that might need to be constructed.

**Level 2 Class Trail:** a 6-8ft. wide at-grade non-motorized unpaved trail with a compacted natural or imported gravel surface, with additional 2ft. natural landscape clear zone each side of the proposed trail surface; intended for single or double file pedestrian, horse or mountain bike use on unpaved segments of trail systems used by the S&RT.

**Level 3 Class Trail:** an 8-10ft. wide at-grade non-motorized paved surface trail with an additional 2ft. natural landscape clear zone each side of the proposed trail surface; intended for multiple use on paved town trails.

Each Level of trail is Graded (A, B, or C) as it relates to the level of design and construction effort needed with implementation. The Grades are as follows:

- A** – Requiring only minimal site grading and clearing. In sections exhibiting historic remnants such as retaining walls or other delicate features this would be accomplished entirely with hand labor and tools to minimize damage.
- B** – Requiring moderate technical construction such as benching, low retaining walls and improved travel-surface stabilization. This would occur primarily in short sections of new trail in-between well-defined historic sections; typically accomplished with hand labor but may utilize mechanical equipment and or imported gravel material.
- C** – Requiring technical construction such as high retaining walls (5' or more), hand railings or other engineering such as elevated trails, suspended decks, river crossings or other structures. This may be accomplished with hand labor or mechanical equipment.

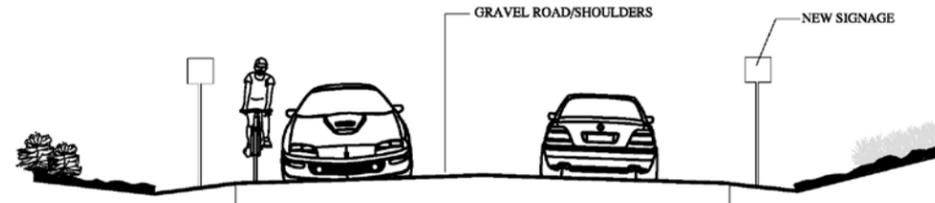
For planning purposes, the cost estimate tables in Appendix 2 identify where these trail classes and grades can be anticipated along the preferred S&RT alignment. Note that only Level 1 grades A and B are shown; Levels 2 and 3 are described only to acknowledge that these are the types of trails within off-street systems on which the towns would designate the S&RT; they are already existing or in planning, and should not be considered as S&RT costs. Similarly, no on-street trail segments have been shown in the cost estimates at this point since the relevant county and town roads are currently considered adequate without additional width or surface treatment, although some may require addition of safety signage. CDOT sections involved would not actually be designated as part of the preferred alignment; their current surface and width standards are considered suitable for uses anticipated on the S&RT. Only costs of directional or safety signage in CDOT sections are shown in Appendix 2 as a reminder that these must be in place when the S&RT is designated.



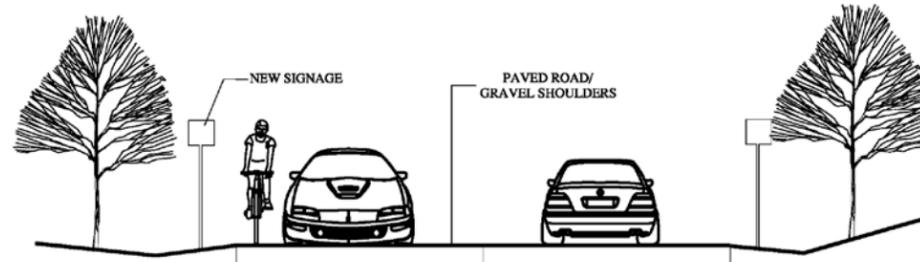
**Basic On-street bikeways or lanes**

The following bike lane, and bikeway shared travel way cross section standards are provided only to illustrate the general character of on-street segments that the counties or towns may choose to formally designate as the S&RT, or in the case of CDOT, would serve as un-designated connectors between sections of the S&RT.

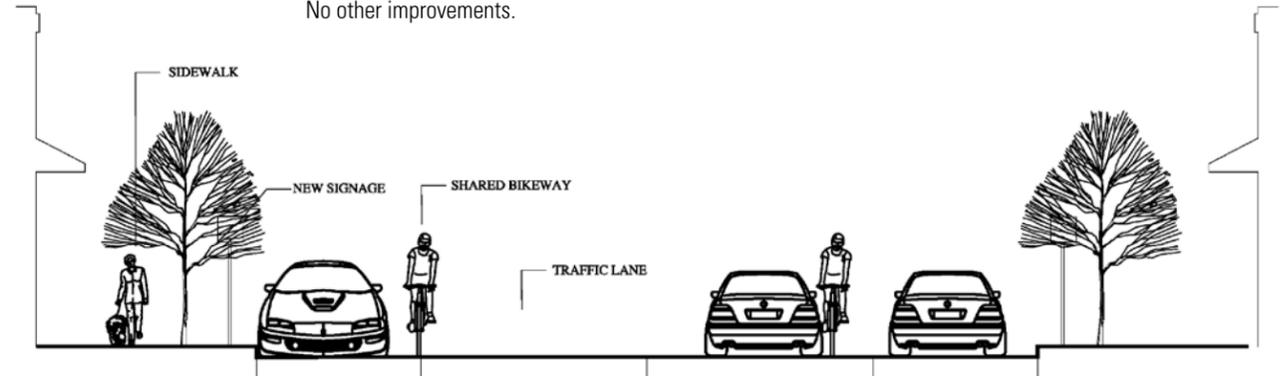
**Rural Shared Bikeway I: (RSB/I)** Installation of S&RT and traffic signage along low-volume and low-speed gravel roads. No other improvements.



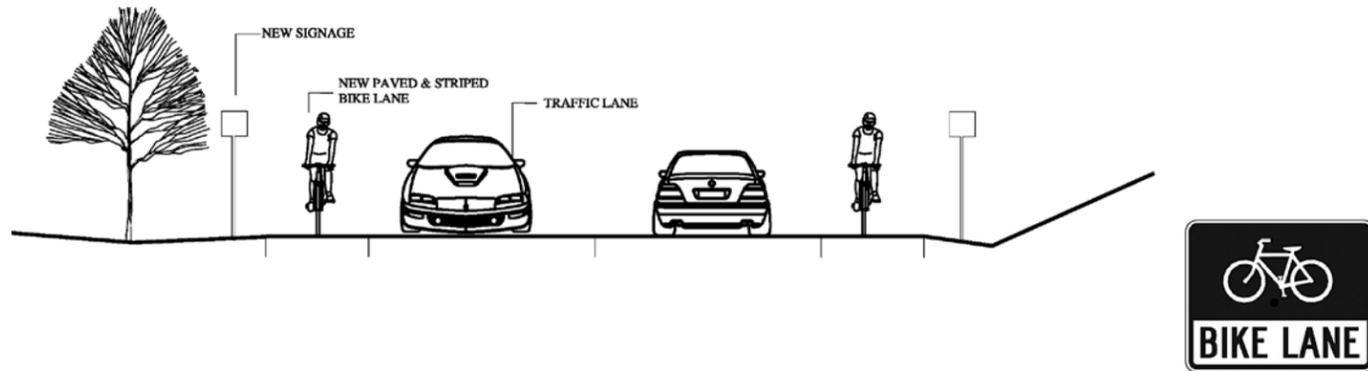
**Rural Shared Bikeway II: (RSB II)** Installation of S&RT and traffic signage along low-volume and low-speed paved roads. No other improvements.



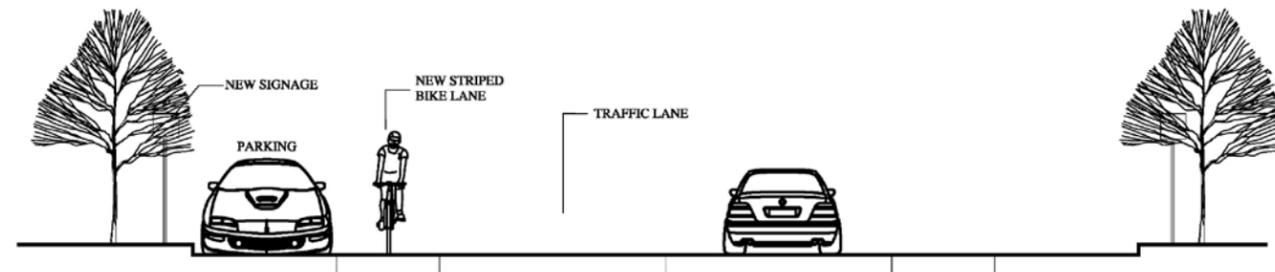
**Urban Shared Bikeway: (USB)** Installation of shared on-street pavement markings, S&RT signage, traffic signage and on-road markers along paved right-of-way within the downtown/Suburban areas at the beginning and end of each block. No other improvements.



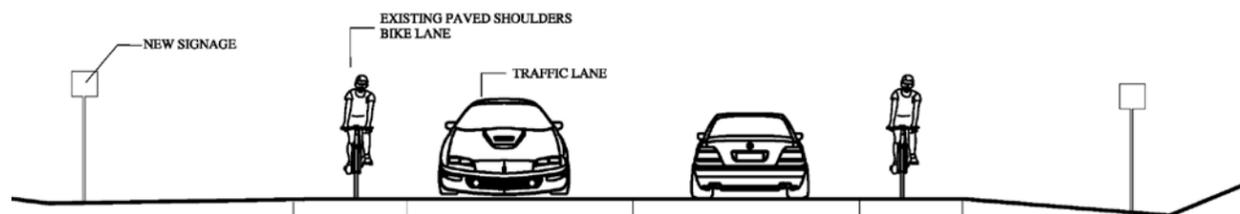
**Bike Lane I:** (BL/I) Improved paved (5') new bike lane/shoulders improvements installed as part of road paving and striping. The improvements include S&RT and traffic signage.



**Bike Lane II:** (BL/II) (5') Restriped traffic and new bike lanes on existing wide right-of-way sections. The improvements include S&RT and traffic signage.



**Shared Travel-way:** (STW) This standard is that found on existing high-volume major highways where there are wide paved shoulders suitable for bicycle travel, with striping delineating the edge of the motor vehicle travel lane. In the context of the S&RT this is found on CDOT highways including US285, US24, CO291 and CO300 which would serve as undesignated connectors between formally designated segments of the S&RT. S&RT emblems would be placed periodically along the route along with safety or other signs as required by state-wide CDOT protocols. Coordination between CDOT planners and engineers and local S&RT managers is required.



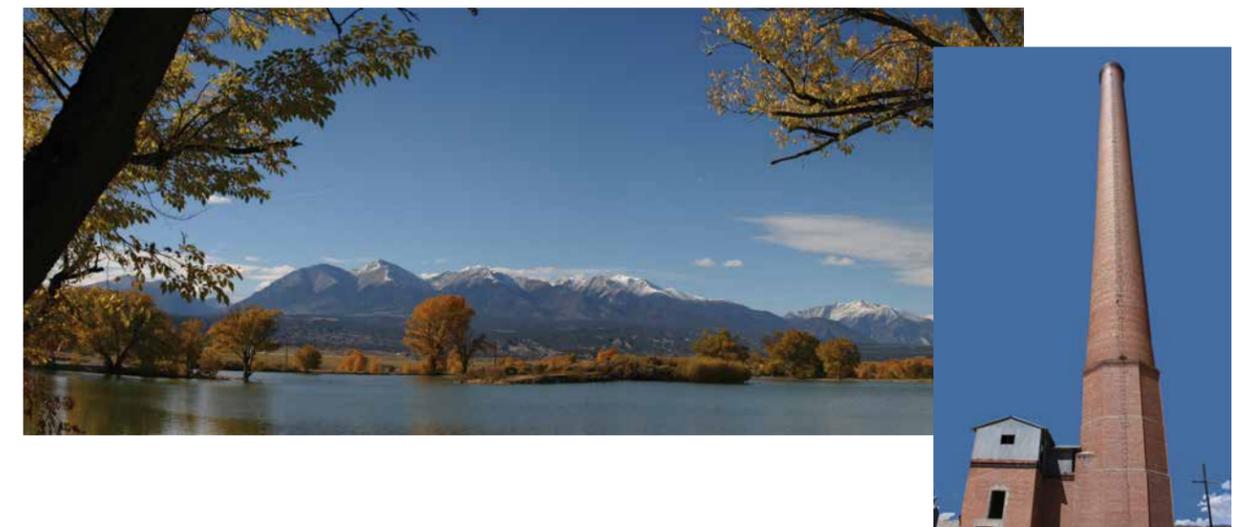
**Preliminary Cost Estimates** The section-by-section estimates (see tables below) have been prepared to illustrate the initial development costs associated with implementing the S&RT's proposed trail improvements and other facilities. The estimates are of a general nature intended as a "level of magnitude" for future planning and design. Each section estimate identifies the proposed S&RT developments or actions in the same north to south sequence as found on the maps in Chapter 5. Actual costs will vary depending on final design assessment, future conditions, level of phasing, future site-specific engineering needs, and final environmental permitting.

Note that the tables below do not include any costs associated with securing access agreements, right-of-way easements or fee simple land acquisition from private landowners, if willing sellers. Neither do the tables include estimates of the cost of annual maintenance to future trail managers beyond what might already be routinely budgeted. In very general terms, here are approximate costs that might be expected:

- \$8,000 to \$10,000 per acre for fee simple land acquisition and lesser costs for easements or access agreements – the primary location where such actions might take place is in the Two Bit Gulch/Spring Gulch area where there may be as many as 300 acres under consideration.
- \$5,000-\$6,000 per mile per year for maintenance and general operation – this would primarily apply to currently unopened trail sections south of Two Bit Gulch (3 miles) and Granite through Clear Creek to US24 (6 miles) and the new interpretive loop (1 mile) on US24 south of Granite. Volunteer contributions could considerably reduce this expense.

Note that all potential partners have indicated it is unlikely that initial implementation costs, especially if easements or land acquisition might be involved, could come from budgeted agency funds and support. Internal recurrent budget lines for later maintenance are more realistic. The need for grant support, with matching funds from local partners has always been anticipated, as has the assistance of some external NGO in locating and obtaining those grants. Some grants might be targeted only at one individual manager's physical facility developments but others might be trail-wide projects such as developing interpretive exhibits, signs and priority historic preservation projects involving multiple sections.

SECTION		1 Salida to Big Bend					
	Preliminary Alignment Improvements	Unit	Unit Cost	Unit Totals	ADM/Eng	Total	Comments
North	a S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	Everett Bridge and CR160
	County "Share the Road" Sign	2 ea	\$ 500.00	\$ 1,000.00	\$ 500.00	\$ 1,500.00	Alerts to safety issues along CR160 and traffic volume
	b S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	at the "Gun Club"
	c S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	at CPW Franz Lake
	S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00		at CPW Sand Lake
	d Riverside Park Trailhead Improvements	1 ls	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	Small improvements existing city site Riverside Park at Riverside Park (S&RT beginning/end; story of trail)
South	e Interpretive Display	1 ls	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	
	f S&RT Emblem & Directional Arrow	4 ea	\$ 250.00	\$ 1,000.00	\$ 500.00	\$ 1,500.00	On-Street along 1st and Oak st
	g S&RT Emblem and Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	at at Oak st and CR105
	h Interpretive Display	1 ls	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	mouth of Little Arkansas River (Bales Stage Hotel story)
	i S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	CR105 and old bridge to Cleora (end of trail)
					\$ 6,250.00	\$ 18,375.00	



SECTION		2 Big Bend to Junction CR260 and US285					
	Preliminary Alignment Improvements	Unit	Unit Cost	Unit Totals	ADM/Eng	Total	Comments
North	a S&RT Sign Emblem	2 ea	\$ 250.00	\$ 500.00	\$ 250.00	\$ 750.00	along CR260
	b CDOT Crossing Sign	2 ea	\$ 300.00	\$ 600.00	\$ 300.00	\$ 900.00	at CR260 and Hwy 285 intersection US285/CR260
	c CDOT Crossing Sign	2 ea	\$ 300.00	\$ 600.00	\$ 300.00	\$ 900.00	intersection CR193/US285
	d Interpretive Display	1 ls	\$ 3,000.00	\$ 3,000.00	\$ 1,350.00	\$ 4,350.00	on CR191 (old highway, Browns Canyon mouth story)
	e S&RT and Directional Sign	2 ea	\$ 400.00	\$ 800.00	\$ 400.00	\$ 1,200.00	at CR193 and 191 intersection CO291/CR191
	f CDOT Crossing Sign	2 ea	\$ 300.00	\$ 600.00	\$ 300.00	\$ 900.00	intersection CR193/CO291
	g CDOT Crossing Sign	2 ea	\$ 300.00	\$ 600.00	\$ 300.00	\$ 900.00	intersection US285/CR191
	h CDOT Safety Sign (equivalent "Share the Road")	3 ea	\$ 400.00	\$ 1,200.00	\$ 600.00	\$ 1,800.00	along US285
	i S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	at the Zebulon Pike Byway Interpretive display
	j CDOT Crossing Sign	2 ea	\$ 300.00	\$ 600.00	\$ 300.00	\$ 900.00	Intersection CR165 and US285 Big Bend (tie earlier Pike Expedition to later stage road passage)
South	k Interpretive Display	1 ls	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	
	l S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	at intersection CR163/CR165
	m S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	along CR163
				\$ 5,975.00	\$	\$ 18,225.00	

SECTION		3 Centerville to Fishermans Bridge					
	Preliminary Alignment Improvements	Unit	Unit Cost	Unit Totals	ADM/Eng	Total	Comments
North	a S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	Nathrop
	b S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	Chalk Creek Byway Vista
	c S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	Centerville Cemetery along US285 connector between CR260 and Fishermans
South	d CDOT Safety Sign	5 ea	\$ 250.00	\$ 1,250.00	\$ 625.00	\$ 1,750.00	Bridge (a CDOT cost, not S&RT)
	e CDOT Crossing Sign	2 ea	\$ 300.00	\$ 600.00	\$ 300.00	\$ 900.00	at CR260/US285 (a CDOT cost, not S&RT)
				\$ 1,300.00	\$	\$ 3,775.00	

SECTION		4 Fishermans Bridge to Midland Tunnels north of Buena Vista						
	Preliminary Alignment Improvements	Unit	Unit Cost	Unit Totals	ADM/Eng	Total	Comments	
North	a County "Share the Road" Sign	2 ea	\$ 500.00	\$ 1,000.00	\$ 500.00	\$ 1,500.00	Alerts to safety issues in narrow section of CR371 ROW	
	b S&RT Emblem & Directional Arrow	4 ea	\$ 250.00	\$ 1,000.00	\$ 500.00	\$ 1,500.00	along CR371 from tunnels to Buena Vista at Arizona and East Main Streets (Buena Vista history, Old County Courthouse story)	
	c Interpretive Display	1 ls	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00		
	d S&RT Emblem & Directional Arrow	5 ea	\$ 250.00	\$ 1,250.00	\$ 625.00	\$ 1,875.00	along CR371 313 Buena Vista to US285/24 Intersection CR313 and US285/24 (a CDOT cost, not S&RT)	
	e CDOT Crossing Sign	2 ea	\$ 300.00	\$ 600.00	\$ 300.00	\$ 900.00	Intersection US285/24 and CR301 (a CDOT cost, not S&RT)	
	f CDOT Crossing Sign	2 ea	\$ 300.00	\$ 600.00	\$ 300.00	\$ 900.00		
	g S&RT Emblem & Directional Arrow	3 ea	\$ 250.00	\$ 750.00	\$ 375.00	\$ 1,125.00	along CR301 to Fishermans Bridge Helena Stage Station (history, importance of resupply stations)	
	h Interpretive Display	1 ls	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	Intersection US285 and CR301 at Fishermans Bridge (a CDOT cost, not S&RT)	
	South	i CDOT Crossing Sign	2 ea	\$ 300.00	\$ 600.00	\$ 300.00	\$ 900.00	
					\$ 5,900.00	\$	\$ 17,700.00	

SECTION		5 Wildhorse/Midland Tunnels to Otero Bridge					
	Preliminary Alignment Improvements	Unit	Unit Cost	Unit Totals	ADM/Eng	Total	Comments
North	a S&RT E&D	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	at CR371/Otero Bridge where CR371 turns south North of designated S&RT on original MRR (300 yd. extent) (Volunteer support)
	b Retaining wall repair	1 ls	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00	\$ 3,000.00	
	c S&RT Emblem & Directional Arrow	4 ea	\$ 250.00	\$ 1,000.00	\$ 500.00	\$ 1,500.00	along CR371 from Otero Otero Bridge to RR Bridge Campground
	d Interpretive Display	1 ea	\$ 3,000.00	\$ 3,000.00	\$ 750.00	\$ 3,750.00	at RR Bridge campground (Stage road crossing to Leonhardy Ranch story)
	e S&RT Emblem & Directional Arrow	2 ea	\$ 250.00	\$ 500.00	\$ 250.00	\$ 750.00	Campground to tunnels and Wildhorse
	f Tunnel Directional/Safety Signs	6 ea	\$ 400.00	\$ 2,400.00	\$ 1,200.00	\$ 3,600.00	Alerts to poor lighting, uneven riding surface issues
South	g Interpretive Display	1 ea	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	at Wildhorse (MRR yard and services story)
				\$ 6,325.00	\$	\$ 17,475.00	

SECTION		6 Otero Bridge/Hwy24 to Chaffee/Lake County line					
	Preliminary Alignment Improvements	Unit	Unit Cost	Unit Totals	ADM/Eng	Total	Comments
North	a Level 1 (B) Trail improvements	0.09 mi	\$ 24,000.00	\$ 2,160.00	\$ 6,000.00	\$ 8,160.00	from BLM road down to RR track and within the ROW Where S&RT meets unnumbered BLM road (Spring Creek)
	b S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	
	c Railroad Crossing (North Granite Bridge)	1 ls	\$ 10,000.00	\$ 10,000.00	\$ 4,500.00	\$ 14,500.00	at-grade, first option preferred instead of overpass
	d Level 1 (B) Trail improvements	0.08 mi	\$ 24,000.00	\$ 1,920.00	\$ 6,000.00	\$ 7,920.00	along river edge to bridge head
	e River Bridge Crossing (North Granite Bridge)	1 ls	\$ 330,000.00	\$ 330,000.00	\$ 82,500.00	\$ 412,500.00	300 Ft non-motorized pedestrians/bicycles/horses crossing US24 or using under-road cluvert (a CDOT cost, not S&RT)
	f CDOT Sign	2 ea	\$ 300.00	\$ 600.00	\$ 150.00	\$ 750.00	
	g S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	along new trail segment Connection new trail segment to CR398 above Granite Store
	h Level 1 (B) Trail improvements	0.6 mi	\$ 24,000.00	\$ 14,400.00	\$ 6,000.00	\$ 20,400.00	
	i S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	intersection CR398 Full trailhead, with kiosk, parking and amenities (BLM/CDOT pulloff option)
	j West Side Granite Trailhead Improvements	1 ls	\$ 35,000.00	\$ 35,000.00	\$ 8,750.00	\$ 43,750.00	
	k Interpretive Station Display	1 ls	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	at new Trailhead (Granite history) crossing US24 to old Granite Bridge (a CDOT cost, not S&RT)
	l CDOT Sign	2 ea	\$ 300.00	\$ 600.00	\$ 150.00	\$ 750.00	
	m Level 1 (A) trail improvements	0.56 mi	\$ 12,000.00	\$ 6,720.00	\$ 3,000.00	\$ 9,720.00	along Stage Road
	n Level 1 (B) Trail improvements	0.06 mi	\$ 24,000.00	\$ 1,440.00	\$ 6,000.00	\$ 7,440.00	repair wash area
	o Level 1 (A) trail improvements	0.52 mi	\$ 12,000.00	\$ 6,240.00	\$ 3,000.00	\$ 9,240.00	depart stage road to access new overlook At new overlook (view of Clear Creek, Midland RR trestle etc.)
	p Interpretive Station Display	1 ea	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	
	q Level 1 (B) trail improvements	0.24 mi	\$ 24,000.00	\$ 5,760.00	\$ 6,000.00	\$ 11,760.00	New trail segment overlook to new river bridge crossing
	r Railroad Crossing (Clear Creek area)	1 ea	\$ 10,000.00	\$ 10,000.00	\$ 4,500.00	\$ 14,500.00	at-grade, first option preferred instead of overpass
	s River Bridge Crossing (Clear Creek area)	1 ls	\$ 292,000.00	\$ 292,000.00	\$ 73,000.00	\$ 365,000.00	270 ft non-motorized pedestrians/bicycles/horses
	t Clear Creek/AHRA Trailhead Improvements	1 ls	\$ 4,000.00	\$ 4,000.00	\$ 1,000.00	\$ 5,000.00	Minor Improvements to existing AHRA site At Clear Creek Trailhead (relation stage road and Midland RR trestle)
	u Interpretive Station Display	1 ls	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	
	v S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	Between new bridge and Clear Creek outfall
	w Level 1 (B) Trail improvements	0.19 mi	\$ 24,000.00	\$ 4,560.00	\$ 6,000.00	\$ 10,560.00	Between new bridge and Clear Creek outfall 105 ft crossing at Clear Creek Outfall (only if existing is inadequate)
	x Creek Bridge Crossing	1 ls	\$ 114,000.00	\$ 114,000.00	\$ 28,500.00	\$ 142,500.00	
	y Level 1 (B) Trail improvements	0.17 mi	\$ 12,000.00	\$ 2,040.00	\$ 3,000.00	\$ 5,040.00	From outfall crossing to Stone Cabin Rec Area
	z S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	In Stone Cabin Rec Area
	aa S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	in Goldcamp area From Stone Cabin Rec Area through Goldcamp to Pine Creek
	bb Level 1 (B) Trail improvements	1 mi	\$ 24,000.00	\$ 24,000.00	\$ 6,000.00	\$ 30,000.00	
	cc CDOT Crossing Sign	2 ea	\$ 300.00	\$ 600.00	\$ 150.00	\$ 750.00	At US24 (a CDOT cost, not S&RT) At pulloff north side US24 near Pine Creek (Midland RR story)
	dd Interpretive Display	1 ea	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	
ee Interpretive Display	1 ea	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	At Pine Creek (PPOO and stage road overlap story)	
ff Level 1 (A) trail improvements	0.39 mi	\$ 12,000.00	\$ 4,680.00	\$ 3,000.00	\$ 7,680.00	Connect Pine Creek to US24	
gg S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	Between Pine Creek and US24 Where S&RT meets/begins to follow US24 (a CDOT cost, not S&RT)	
hh CDOT Crossing Sign	2 ea	\$ 300.00	\$ 600.00	\$ 150.00	\$ 750.00		
ii S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	Between above intersection and CR371/Otero Bridge south at CR371 and US24 to Otero Bridge (a CDOT cost, not S&RT)	
jj CDOT Crossing Sign	2 ea	\$ 300.00	\$ 600.00	\$ 150.00	\$ 750.00		
kk S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	At RR crossing on CR371	
South	ll Environmental Permitting	1 ls	\$ -	\$ -	\$ 16,000.00	\$ 16,000.00	
				\$ 282,125.00	\$	\$ 1,171,295.00	

SECTION		6a US24 Additional Interpretative Loop					
	Preliminary Alignment Improvements	Unit	Unit Cost	Unit Totals	ADM/Eng	Total	Comments
North	a Level 1 (B) Trail improvements	0.5 mi	\$ 12,000.00	\$ 6,000.00	\$ 1,500.00	\$ 7,500.00	On-grade existing trail improvements (large cobble clearing) new trail segments to complete interpretive loop and access top of hill
	b Level 1 (C) Trail improvements	0.5 mi	\$ 24,000.00	\$ 12,000.00	\$ 6,000.00	\$ 18,000.00	
	c S&RT Emblem & Directional Arrow	4 ea	\$ 250.00	\$ 1,000.00	\$ 125.00	\$ 1,125.00	at access point and trail intersection
	d Interpretive Interpretive Display	2 ea	\$ 3,000.00	\$ 6,000.00	\$ 1,500.00	\$ 7,500.00	one lower and one higher overlook site
	e Landscape Restoration	1 ls	\$ 18,000.00	\$ 18,000.00	\$ 4,500.00	\$ 22,500.00	reclaim random trails and camping disturbances
	f Overlooks	3 ec	\$ 4,500.00	\$ 13,500.00	\$ 1,125.00	\$ 14,625.00	2-benches, hand railings, gravel landings and steps/ramps
	g Access Improvements and fencing	1 ls	\$ 12,000.00	\$ 12,000.00	\$ 3,000.00	\$ 15,000.00	define new access point and close off old ones
	h Mapping	1 ls	\$ -	\$ 6,000.00	\$ -	\$ 6,000.00	Topographic mapping for design work
	i Permitting	1 ls	\$ -	\$ 4,000.00	\$ -	\$ 4,000.00	NEPA study/permitting
					\$ 17,750.00	\$	\$ 96,250.00

SECTION		7 Chaffee/Lake County line to Hayden Meadows						
	Preliminary Alignment Improvements	Unit	Unit Cost	Unit Totals	ADM/Eng	Total	Comments	
North	a S&RT Emblem & Directional Arrow	3 ea	\$ 250.00	\$ 750.00	\$ 375.00	\$ 1,125.00	Along "Old Stage Road" on new AHRA Trail	
	b Creekbank Stabilization	1 ls	\$ 15,000.00	\$ 15,000.00	\$ 3,750.00	\$ 18,750.00	within AHRA Section if needed	
	c Kobe Trailhead Improvements	1 ls	\$ 5,000.00	\$ 5,000.00	\$ 1,250.00	\$ 6,250.00	Small Trailhead kiosk and minor parking, signage and site amenities	
	d Interpretive Display	1 ls	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	at Kobe (Hayden Ranch story)	
	e Private Property Sign	1 ea	\$ 300.00	\$ 300.00	\$ 150.00	\$ 450.00	North end of Stage Road and new trail section	
	f Level 1 (B) Trail Improvements	0.6 mi	\$ 24,000.00	\$ 14,400.00	\$ 6,000.00	\$ 20,400.00	Private Property by-pass north of Two Bit Gulch (move route closer to river)	
	g Private Property Sign	1 ea	\$ 300.00	\$ 300.00	\$ 150.00	\$ 450.00	South end of private Property section	
	h Drainage Crossing	1 ls	\$ 3,000.00	\$ 3,000.00	\$ 750.00	\$ 3,750.00	Small Culvert (25') at Two Bit Gulch???	
	i S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	south of Two Bit Gulch in private property area	
	j Level 1 (A) trail improvements	0.5 mi	\$ 12,000.00	\$ 6,000.00	\$ 3,000.00	\$ 9,000.00	Along Stage Road Alignment where historic route unclear	
	k Drainage Crossing	1 ls	\$ 2,500.00	\$ 2,500.00	\$ 1,250.00	\$ 3,750.00	Small Culvert (10')	
	l Level 1 (A) trail improvements	0.5 mi	\$ 12,000.00	\$ 6,000.00	\$ 3,000.00	\$ 9,000.00	Along Stage Road Alignment where historic route unclear	
	m S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	south of Two Bit Gulch in private property area	
	n Level 1 (B) Trail Improvements	0.2 mi	\$ 24,000.00	\$ 4,800.00	\$ 6,000.00	\$ 10,800.00	Along Stage Road Alignment where historic route unclear	
	o Drainage Crossing	1 ls	\$ 2,500.00	\$ 2,500.00	\$ 1,250.00	\$ 3,750.00	Small Culvert (10')	
	p Level 1 (B) Trail Improvements	0.3 mi	\$ 24,000.00	\$ 7,200.00	\$ 6,000.00	\$ 13,200.00	Along Stage Road Alignment where historic route unclear	
	q Level 1 (B/C) Trail Improvements	0.2 mi	\$ 32,000.00	\$ 6,400.00	\$ 8,000.00	\$ 14,400.00	Along Stage Road Alignment and wetlands	
	r Protect historic wooden crossing	1 ls	\$ 500.00	\$ 500.00	\$ 125.00	\$ 625.00	North of Grave Site	
	s Interpretive Station Display	1 ls	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	Grave Site (robbery attempt story)	
	t Drainage Crossing	1 ls	\$ 2,500.00	\$ 2,500.00	\$ 1,250.00	\$ 3,750.00	Small Culvert (10')	
u Level 1 (B) Trail Improvements	0.18 mi	\$ 24,000.00	\$ 4,320.00	\$ 6,000.00	\$ 10,320.00	Along Stage Road Alignment and washed out area		
South	v S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	near Historic Trestle site	
	S&RT Emblem and RR Sign	1 ea	\$ 400.00	\$ 400.00	\$ 200.00	\$ 600.00	Notice about the RR ROW/ No Trespass warning Considerations	
	w S&RT Emblem & Directional Arrow	1 ea	\$ 400.00	\$ 400.00	\$ 200.00	\$ 600.00	intersection S&RT and BLM Road (Spring Creek)	
	x S&RT Emblem & County Line sign	1 ea	\$ 400.00	\$ 400.00	\$ 200.00	\$ 600.00	at Lake/Chaffee County Line	
	y Environmental Permitting	1 ls	\$ -	\$ -	\$ 9,000.00	\$ 9,000.00	Needed due to wetland issues (404)	
					\$ 61,075.00	\$ 150,095.00		

SECTION		8 Hayden Meadows to Leadville						
	Preliminary Alignment Improvements	Unit	Unit Cost	Unit Totals	ADM/Eng	Total	Comments	
North	a MBT Trailhead Improvements	1 ls	\$ 5,000.00	\$ 5,000.00	\$ 1,250.00	\$ 6,250.00	Small Trailhead kiosk and minor parking, signage and site amenities where S&RT meets MBT	
	b Interpretive Station Display	1 ls	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	at MBT Trailhead	
	c S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	at McWethy St. (Leadville)	
	d S&RT Emblem & Directional Arrow	2 ea	\$ 250.00	\$ 500.00	\$ 250.00	\$ 750.00	at Cr 4 /CR5 intersection	
	e Interpretive Display	1 ls	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	at Cr 4/CR5 intersection (Historic Arkansas Junction)	
	f S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	at Cr CR5/CO300 intersection	
	g S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	at HalfMoon at CO300/CR11	
	h S&RT Emblem & Directional Sign	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	at Halfmoon and CR11/CR11A	
	i S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	at Halfmoon and 130A (powerlines) intersection undefined with BLM130 (pipeline)	
	k S&RT Emblem & Directional Arrow	1 ea	\$ 400.00	\$ 400.00	\$ 200.00	\$ 600.00	transition BLM130 to FR130A	
	m S&RT Emblem & Directional Arrow	1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	at 130A/130	
	n CDOT Crossing Sign	2 ea	\$ 300.00	\$ 600.00	\$ 300.00	\$ 900.00	intersection US24 and Hayden Reservoir access road (a CDOT cost, not S&RT)	
	o Hayden Trailhead Improvements	1 ls	\$ 5,000.00	\$ 5,000.00	\$ 1,250.00	\$ 6,250.00	Small Trailhead kiosk and minor parking, signage and site amenities	
	p Interpretive Display	1 ls	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	at Hayden Trailhead	
	South	q Interpretive Display	1 ls	\$ 3,000.00	\$ 3,000.00	\$ 1,500.00	\$ 4,500.00	at PPOO Bridge at intersection PPOO and Old Stage Road
r S&RT Emblem & Directional Arrow		1 ea	\$ 250.00	\$ 250.00	\$ 125.00	\$ 375.00	as Stage Road turns south	
				\$ 10,125.00	\$ 35,375.00			

# APPENDIX 3 Potential Funding Sources

The following sources are provided to assist the planning and implementation partners and Coordinating NGO in identifying potential funding options. It is important to understand that each source and organization may have their guidelines and application requirements that may change from year to year.

### Federal Funding Sources

- MAP-21 "Transportation Alternatives" for trail and bike/ped, Colorado Department of Transportation
- Intermodal Surface Transportation Efficiency Act (ISTEA) (Colorado Department of Transportation)
- National Recreational Trails Trust Fund (US Department of Transportation)
- US Forest Service- Challenge-Cost Share Program.
- Bureau of Land Management Challenge-Cost Share Program
- National Park Service: Rivers and Trails Conservation Program (Technical Support)
- Land and Water Conservation Fund
- Federal Highway Administration Recreational Trails Program (RTP)

### State Funding sources

- Great Outdoors Colorado
- Colorado Division of Wildlife, Watchable Wildlife
- State Historical Society
- State University System programs/partners
- Colorado State Parks trail grants
- Colorado Center for Community Development

### Local Funding Sources:

- Private sector contributions
- County and Municipal Conservation Trust Funds (for matching funds)
- Impact Mitigation Funds
- Growth Impact (Future County Ordinances)
- Bonds
- Dedicated Sales Tax

### Other funding sources

- Rails-to-Trails Conservancy (Technical Services)
- Advocacy Advance Grants
- Open Space Special Benefit Assessments (County Level)
- Local and Regional Foundation Funding (e.g. Climax Area Community Investment Fund)



**Overview**

The valley and headwaters of the Arkansas River have a rich mining and ranching history framed by an outstanding mountain backdrop. Most notable are the Collegiate Peaks from Mt. Massive and Fremont Pass, just outside of Leadville at the north end of the study area, to the Sangre de Cristo and Saguache ranges at the south end near Salida. The character and composition of local communities were influenced by these landscapes. At the north end of the study area at the Arkansas River's headwaters, the steeper, rockier landscape attracted early mining interests in pursuit of gold and silver which shaped the communities of Leadville and Granite. In the southern half of the valley, the broader, warmer and more productive soils made ranching and farming possible. The landscape and the river defined the corridor in which the Midland Railroad and the Leadville Stage Road were planned and constructed. The northern mining communities provided the financial capital necessary to drive LSR and MRR construction while the topography of the landscape dictated the location of the routes along the river which connected the communities together and served as a vital link in the supply chain that fostered growth.



**What do the routes look like today?**

Today many portions of the historic alignments have been altered or obscured by the development of modern highways and upgraded railroad alignments. The most recognizable remnants of both the LSR and MRR can be found from Buena Vista north to the Hayden Flats area just south of Leadville. The original railroad and stage road grades can be followed north of Buena Vista through three dramatic tunnels, a long-time local landmark. This already accessible section is the low-volume gravel road today known as County Road 371 and is designated "Route 6 Colorado Midland," one of twelve Collegiate Peaks Byway Exploration Routes. Other sections are found on private or public lands as either small two-track paths or as little-utilized U.S. Forest and BLM system roads. Most of the access to these segments is associated with fishing from County and AHRA access points. Approximately 91% (58 miles) of the total route falls within public lands or rights-of-way. The other 9% (six miles) of the historic route is located north of Buena Vista on private property or public lands where access is blocked by adjacent private property.



There are indicators that the stage road shifted its route through the corridor over the years to adjust for the ever-changing river path and weather conditions. The most identifiable segments and features of the stage route are found just north and south of the town of Granite. Hand-laid stone retaining walls and small wooden or stone abutments from the old river crossings exist today. Some sections of the old stage route can be found under the rural county roads in Granite, but they quickly turn into single or double-track hiking and biking paths on BLM-managed land. In most cases these segments are not well known by the public and are accessible through a few small public access points which are limited by railroad right-of-way, the river and private land ownership.

South of Buena Vista the physical LSR alignment has been lost under years of private development and county road construction; however, small remnants of the original stage stops can be found, all on private lands. These historic markers provide an overall picture of the early road alignment and give one an idea of how communities and ranchers were likely served by the stage company. The experience today is limited to the county roads.

The two historic routes as they exist today cross a mix of public and private land. The primary public land managers in the area are the U.S. Forest Service, BLM, Colorado Parks and Wildlife (AHRA) and State Land Board. While much of the route is on public land or within public rights-of-way, access is clearly limited due to the availability of river and railroad crossings. These limitations also raise concern for conflicts between potential users and private land owners.

**The valley's transportation history**

In addition to stage, rail and early motor routes, the corridor of the Arkansas River has a long tradition of transportation and exploration. Native Americans frequented the valley long before Europeans arrived, utilizing the river as a source of fish and as a hunting ground for elk, deer and buffalo. Seasonal movements from the eastern Colorado plains to the mountains occurred especially in the southern sections of Chaffee County along the Ute Trail.

Most famous, in terms of European exploration, was the 1806 expedition led by Zebulon Pike, who traveled from the Cañon City area northward into South Park and then over Trout Creek Pass late in December of that year. Thinking he had discovered the headwaters of an entirely different river – the Red River – Pike and his small band traveled a short distance north of the present Johnson Village in brutal winter conditions to near the Hayden Valley, essentially following the very same route the LSR and MRR did some 60-80 years later. Pike turned southward to spend Christmas Eve 1806 on the Arkansas near "Big Bend," perhaps precisely where the LSR later passed. His expedition then followed the Arkansas downstream (as did the early LSR) until he arrived back in Cañon City where, to his surprise, it became apparent he was on the Arkansas River and not the Red River!



In the 20th century, US 24 and US 285 became busy transportation routes and portions were recently included in two national Scenic Byways. While the Arkansas River has never been navigable for transportation, it is a defining feature of today's valley. Known as one of the nation's most commercially rafted rivers and heavily used for private kayaking and canoeing, its recently-designated Gold Medal waters also arguably provide Colorado's best trout fishing.



**The Leadville Stage Roads**

As word of the 1860's gold discoveries in California Gulch (eventually Leadville) and Cache Creek (Granite) spread, boom towns rapidly sprang up, populations rose, individual claims and large corporate mining operations and smelters (Leadville, Salida) multiplied. Subsequently, demand for efficient transportation routes for freight, mail and passengers increased. That demand was met by perhaps a dozen publicly-supported or privately-developed routes and toll roads. One could get to Leadville from Denver via Tennessee Pass (Minturn), Weston and Mosquito Passes from the Fairplay area, and via Trout Creek Pass from Buena Vista.

Library of Congress



The stage road of interest in this study approached Leadville from the south along the Arkansas River, originating in the 1860's from Cañon City, which was then the terminus of the Denver and Rio Grande (D&RG) and other railroads. The railroads gradually extended their lines up the Royal Gorge and by 1879 had reached Salida. From there stages made their way northward to Leadville. Rapid progress of the narrow-gauge D&RG resulted in train service to Buena Vista beginning in June 1880 and shortly thereafter on July 17th, passengers were able to go all the way to Leadville. The standard gauge Midland Railroad from Colorado Springs across South Park and Trout Creek through Buena Vista didn't reach Leadville until 1887, although its ultimate destination was Aspen through the Hagerman Tunnel crossing the divide west of Twin Lakes.

Passenger service along the various stage routes often became dominated by the companies which held U.S. Mail contracts. In the case of the Cañon City to Leadville stage road, that was the legendary Barlow and Sanderson Company.

Buena Vista Heritage



Predictably, passenger stage traffic dropped precipitously soon after the D&RG reached Leadville in 1880, but in its heyday during the 1870s, a phenomenal number of stages passed through Salida and Buena Vista. For example, in 1879 the Barlow and Sanderson line carried some 16,970 passengers through Buena Vista. Most came from Cañon City or Salida, and the rest over Trout Creek Pass from the Denver South Park and Pacific Railroad terminus in South Park. A stained but legible photo by William Henry Jackson in Buena Vista in 1879 gives evidence of just how busy the local stage and freight route was.

Although Buena Vista was founded in the 1860's predominantly as an agriculture and timber industry hub, the stage road provided a critical mechanism for transporting local products to the incredibly fast-growing mining centers to the north. It also connected the town to the rest of the region both politically and socially.

Like many transportation routes, the Leadville Stage Road seems to have had various alternative alignments and river crossings over its history from 1860 through 1890. The S&RT working group has found evidence of at least 7 simple bridges between Salida and Leadville: at Cleora just south of Salida; at Fisherman's Bridge (CR 301); one just south of Buena Vista; north of the CR 371 tunnels; at the AHRA Railroad Bridge campground on CR 371; at Pine Creek; and a final more substantial one just north of Clear Creek. Likewise various overnight or horse-changing stage stations have been documented, from the Bales Station near Cleora south of Salida to one on the Kraft Ranch along CR 191, to Helena north of Fisherman's Bridge and one (still standing) in Granite. Others are referenced as being in downtown Buena Vista and some lesser-known stops where passengers might have connected to other routes.

Marjorie Gray Collection



Although passenger stage and mail traffic might have been the better documented purpose for the stage road, freight movement over all of the sections of the stage road played a tremendously important role in the early development of both Counties. Some of that traffic would have been long-distance hauling to Leadville from as far away as Salida. Timber, agricultural produce and hay (for mining operation livestock) came from the developing ranches and farms around Salida and Buena Vista. Similar supply lines to Aspen were important either over Cottonwood and Taylor Passes or later, Independence Pass, and those frequent horse- and mule-drawn wagons would have used pieces of the stage road between Buena Vista and Leadville.



### The Colorado Midland Railroad

Much has been written about the Colorado Midland, but the basic facts are that it was the first standard gauge rail line to reach the Arkansas Valley and then cross the Continental Divide. It originated in Colorado Springs in 1883 and traversed the south-central section of South Park through Hartsel, eventually over Trout Creek Pass to reach Buena Vista in 1887. In order to save elevation for its ultimate destinations of Leadville and Aspen/Grand Junction, the Midland's Buena Vista depot was constructed some 200 feet above the town to the east (along modern County Road 304 overlooking Buena Vista) from which passengers and freight had to be transported by "hack road" down into town. From Buena Vista's depot the Midland ran northward along the east side of the Arkansas across very spectacular trestles (e.g. Hop Gulch) through the once-bustling service and watering station of Wildhorse and through the locally famous triple tunnels along modern County Road 371.

Library of Congress



McCoy Collection



The Colorado Midland RR crosses the Hop Gulch Trestle north of Buena Vista ca. 1890 (top), and a Midland crew poses with their engine (above).

The route stayed true to the east bank until Clear Creek, where on still-standing handsome sandstone abutments it crossed just north of the creek. The rail line continued through Granite, and stayed on the west until the northern end of the Hayden Valley at a place just north of the reservoir, then known as Snowden, where a spur veered into Leadville (arriving in 1887). Ultimately the route left the valley westward south of Turquoise Lake, where it rose to the spectacular and challenging Hagerman Tunnel to cross the Continental Divide and descend into Aspen and later Grand Junction.

Both the Midland Railroad and its predecessor/competitor the Denver and Rio Grande, had critical impacts on the development and profitability of mining and other development in Lake and Chaffee Counties, but especially on Leadville. Goods (and labor) needed by the industry itself were brought in quickly; ore from outlying smaller operations was transported to smelters in both Leadville and Salida; refined gold, silver, lead and other metals were exported more reliably than by stage. Relatively easy communication and exchange of people, ideas, culture and entertainment flowed along the railroads into the mountains, sustaining a remarkably high standard of living for some, as evidenced by the opera-house and grand hotels in Leadville.

The Midland was a standard gauge line and thus held a competitive advantage over the D&RG, as it could haul relatively heavier freight loads at higher speeds. But in spite of that edge, for many reasons, the Midland soon became uneconomic and ceased most of its operations in the late 1890s, leaving the D&RG as the primary line serving Leadville. After a period of three-rail operation beginning in the 1890s, the D&RG itself was upgraded to standard gauge in the 1920's and, now owned by the Union Pacific, remains the modern line visible throughout Chaffee and Lake Counties. This route, though not officially abandoned, has been inactive since the mid-1990s.

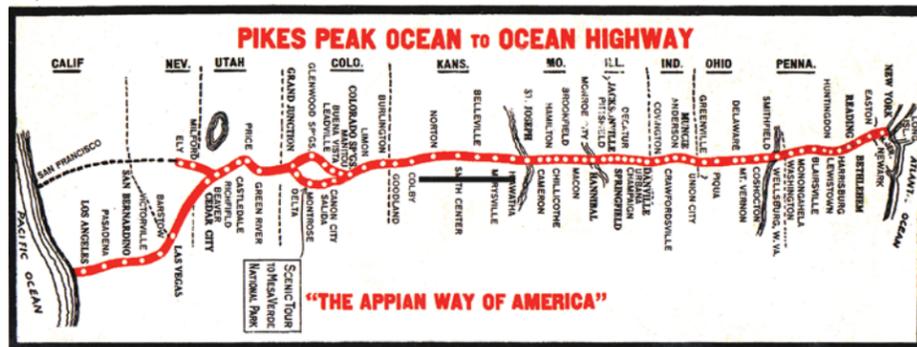


### The Pikes Peak Ocean to Ocean Highway

To complete the transportation history of the Arkansas River Valley, mention must be made of the earliest automobile routes. The stage road itself from Salida to Buena Vista, at least in many sections, probably was utilized as the first route available to autos in the late 1890s and early decades of the 20th Century. These early routes were used for many years until more direct, paved high speed roads such as US285 and CO291 were constructed in the 1940s and 1950s. From Buena Vista northward to Leadville the stage road similarly provided early auto routes, but this piece gained considerable national attention when it was chosen as a part of the Pikes Peak Ocean to Ocean Highway. This transcontinental route from New York to Los Angeles was identified in the early 1900's (like the more famous Lincoln Highway, another ocean to ocean route) primarily as an auto travel promotional exercise by a group of supporters who provided

no funds for constructing roads but merely selected existing routes. Along with the designation came stacks of brochures and glowing descriptions of sights and attractions along the route. Although the buzz faded in the early 1920s when much of the modern system we see today (US24) was developed, remnants of the "PPOO" can still be identified on top of or alongside the stage road, and at least one PPOO system bridge (at Hayden Meadows) provides a critical access point to the stage road for recreation.

McCoy Collection



The current Master Plan project was preceded by a 2012 Feasibility Study developed through a local volunteer Stage & Rail Trail Working Group associated with the Greater Arkansas River Nature Association (GARNA). The Group then consisted of Alan Robinson, Casey Swanson, Bob Gray, Frosty Roe and Katherine McCoy with occasional input from other Chaffee and Lake County residents. The team brought National Park planning, State Park trail planning and management, graphic design, local open space and trail experience to the project. To round out the planning team, the feasibility study was conducted by Thomas & Thomas Planning, Urban Design and Landscape Architecture, Inc. of Colorado Springs, a planning firm with a broad range of recreation and trail corridor planning experience in Colorado. That study and other related documents are available through GARNA's website via the Stage and Rail Trail page.

The team started the feasibility study process by reaching out to key regional stakeholders and decision makers, such as County Commissioners in both counties, public land managers (BLM, the former DOW, U.S. Forest Service and Colorado State Parks and Wildlife) and leaders in the each of the communities along the historic routes. Although each of the stakeholders had been previously approached regarding the preliminary vision and had given support for conducting the feasibility study, they were then asked to provide direct input and address key questions that the study sought to answer.

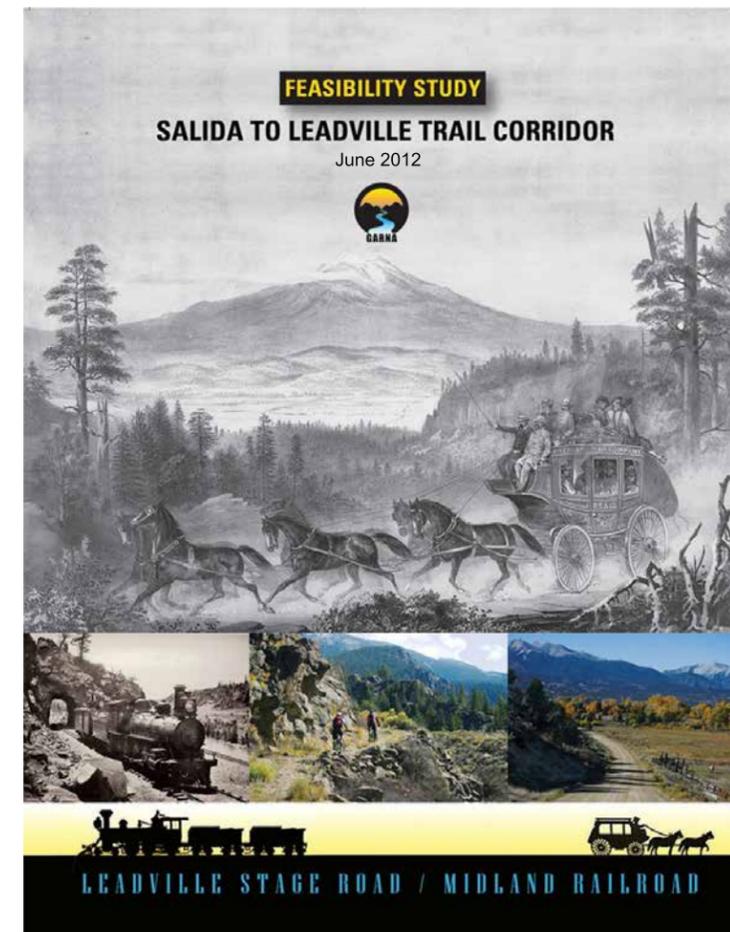
The next level of stakeholder outreach was directed at private landowners along the corridor. Although research indicated that the corridor might involve dozens of private landowners, the planning team directly reached out to a smaller number of key landowners where the historic routes were known to cross specific private lands. These owners were in some cases private individuals but in others they were representatives of groups such as the Homestake Water Project, Pueblo Water Board, the State Land Board and the Buena Vista Correctional Facility. Each of these landowners were also contacted by e-mail or phone and most in face-to-face meetings. The third level of outreach included a community-wide invitation to three public open houses, where public officials, citizens and private landowners had an opportunity to

learn more about the project, provide input on the concept, raise concerns of potential negative impacts and help develop answers to the three primary questions regarding how best to accomplish the vision for Preservation, Interpretation and Exploration (P.I.E.) goals.

The open houses were conducted in Salida, Buena Vista and Leadville and attracted approximately 75 participants. These meetings offered the planning team a chance to share information about the trail concept, clarify misconceptions, and address questions. The meetings focused on gaining a better understanding of the concerns and interests of citizens, landowners and public officials, and building a baseline of information for assessing the feasibility of the overall concept. During this public input phase the team documented strong support for the preservation of the historic routes, interpretation of the stories and a mixed level of support for physical access for the benefit of trail users and historic interests. It was also clear that addressing private property rights and wildlife protection would be integral to any final solutions, recommendations or implementation plans. A summary of the open house meetings can be found in the Feasibility Study's Appendix E.

The fourth phase of the planning process included continued field inventory and mapping, plus more private landowner contacts, additional discussions with special interest groups and targeted discussions with public land managers about future management options. The objective was to establish a clearer picture of the levels of support and opposition and refine recommendations and next steps. When these phases were completed there was a final document review with the trail's public planning partners.

On being presented with the Feasibility Study, the potential implementing partners all supported moving the project forward with a more detailed draft Management Plan.



**Study Area Demographics**

This information was collected to provide a better understanding of the current local recreational and heritage planning environment and future demand for the Preservation, Interpretation and Exploration of the proposed corridor and routes. The following table provides a demographic snapshot of the individual counties and the overall study area. It is provided simply to illustrate the general makeup of the local users.

<b>CHAFFEE COUNTY</b>	<b>LAKE COUNTY</b>	<b>Total Study/Service Area</b> <i>estimates</i>
16,242 people	7,812 people	24,054 people
6,584 households	2,977 households	9,561 households
Average family size 2.77	Average family size 3.15	2.9 persons avg.
19.70% under age 18	26.90% under age 18	21.56% avg.
7.70% from 18 to 24	12.80% from 18 to 24	11.04% avg.
28.00% from 25 to 44	33.10% from 25 to 44	29.65% avg.
27.50% from 45 to 64	20.60% from 45 to 64	25.25% avg.
17.00% 65 years or older	6.60% 65 years or older	13.62% avg.

Source: United States Census, 2000. Retrieved 2011-02-13



**Outdoor Recreation Types and Trends**

Outdoor recreation opportunities contribute to the high quality of life enjoyed by Colorado residents and are a major attraction for visitors. Statewide, recreation demand continues to increase. The Colorado SCORP (Statewide Colorado Outdoor Recreation Plan) plan in the 2006 National Survey on Recreation and the Environment (NSRE) provided the following information on the most popular activities in Colorado. Many of the popular outdoor activities highlighted in the SCORP research (below) support the growing demand for recreation and heritage activities that the Stage & Rail Trail would provide. Other noteworthy activities that support the concept's feasibility included nature photography and driving for pleasure or sight-seeing. Cold-water fishing is also of tremendous importance in the Arkansas River. Overall, walking for pleasure is the most popular outdoor activity in Colorado, also indicated by regional and national statistics and trends. The SCORP study also indicated that approximately 75% of Colorado residents participate in outdoor recreation on a weekly basis and 44% of those interviewed envisioned that their use would increase in the future.

<b>Activity</b>	<b>Participants (millions)</b> <b>1995</b>	<b>Participants (millions)</b> <b>2003</b>	<b>Participants (millions)</b> <b>2006</b>	<b>Participants (millions)</b> <b>1995-2006</b>
Walk for pleasure	2.04	2.74	3.08	51%
Family gathering outdoors	1.81	2.54	2.79	54%
Nature center visits	1.75	2.26	2.50	43%
Picnicking	1.68	2.14	2.35	40%
Outdoor sports events attendance	1.59	2.09	2.28	43%
Wildlife viewing (besides birds)	1.19	1.87	2.17	83%
Sightseeing	1.85	1.93	2.17	17%
Day hiking	1.28	1.59	1.85	45%
Historic site visits	1.37	1.59	1.80	32%
Outdoor concert attendance, etc.	1.22	1.56	1.69	39%
Bicycling	0.96	1.51	1.67	75%
Yard games. eg., croquet	1.09	1.45	1.59	46%
Swimming: pools	1.12	1.17	1.33	19%
Swimming: lakes, streams, etc.	0.82	1.11	1.29	56%
Running or jogging	0.82	1.24	1.28	56%
Camping: developed campgrounds	0.81	0.11	1.27	58%
Coldwater fishing	0.77	1.00	1.15	50%
Bird viewing	0.85	0.97	1.14	34%
Camping: primitive	0.84	0.89	1.08	29%
Archeological site visits	0.93	0.89	1.08	16%
Drive off-road	0.65	0.83	1.04	58%
Backpacking	0.48	0.69	0.80	68%
Golfing	0.45	0.66	0.80	76%
Motor boating	0.52	0.67	0.79	53%
Downhill skiing	0.53	0.66	0.72	37%
Sledding	0.33	0.59	0.63	90%
Warmwater fishing	0.34	0.55	0.62	81%
Softball	0.42	0.56	0.57	37%
Horseback riding	0.33	0.43	0.54	64%
Volleyball outdoor	0.44	0.48	0.52	18%

### Heritage Tourism

Heritage Tourism is increasingly significant among the major recreational categories of hiking, fishing, rafting and scenic viewing in Lake and Chaffee counties. As defined by The National Trust for Historic Preservation, "Cultural heritage tourism is traveling to experience the places, artifacts, and activities that authentically represent the stories and people of the past and present. It includes cultural, historic, and natural resources." (2007, SCORP) It is clear that this definition is consistent with the Master Plan's goals of developing Preservation, Interpretation and Exploration (P.I.E.) of the trail's historic alignments. Additionally, Colorado's heritage and cultural tourism data shows these goals are in line with improving attractiveness to visitors, as well as generating significant economic benefits.

The Colorado Tourism Office reports that the state and its communities benefit substantially from the heritage visitor and vacationer. Although the 2009 economic downturn flattened numbers, the state continued to attract visitors to its many well-known western history locations. Between 2003 and 2009, the heritage traveler spent approximately \$2.6 billion in the state and heritage visitors contributed to more than 38% of total overnight pleasure trips. In 2008 approximately half of Colorado's total 11.8 million visitors involved heritage activities (2008, Longwoods International), and the heritage visitor spent more money per visit than other Colorado visitors. Heritage visitors to Colorado take longer than average trips. The length of the average heritage trip to the state was 7.5 nights in 2003, well above both the general Colorado overnight (5.8 nights) and the national heritage visitor (6.8 nights) norms. This data suggests that cultural tourism is less impacted by short-term economic fluctuations, and the recent economic recovery indicates at least a proportional increase.

One of the reasons people travel is to experience a different landscape, heritage and way of life. The Stage and Rail Trail's vision would preserve the stories and provide a landscape that is rich in western frontier character as well as scenic beauty that satisfies the heritage travelers' expectations. Heritage Tourism's growing popularity supports the concept of developing projects and destinations, such as a long-distance historically focused trail, that offer local communities opportunities to enhance their local economies while perpetuating local lifestyles and a unique quality of life.

### Area Scenic Byways

Two existing Scenic Byways parallel and highlight the corridor through which the historic LSR and MRR alignments pass. As part of the U. S. Federal Highway Administration's America's Byways program, both byways recognize and celebrate early stage road and railroad contributions to the area's development and current attraction.

The first and most recently established is the Collegiate Peaks Scenic and Historic Byway in Chaffee County and the second is the Top of the Rockies National Scenic and Historic Byway in Lake County. These two byways are among Colorado's 25 Scenic Byways. Byways offer travelers an opportunity to explore the state's most scenic and culturally rich areas while providing learning opportunities through roadside interpretation of points of interest and history.

Through the efforts of the Chaffee County Commissioners, the Chaffee County Heritage Area Advisory Board and GARNA, the Collegiate Peaks Scenic and Historic Byway was nominated and established as the State's 25th Scenic Byway in 2005. Within the framework of a county-wide Heritage program, the 57 miles of the Collegiate Peaks Scenic Byway now play an important role in educating visitors, celebrating and preserving the history and culture of the county. The Top of the Rockies National Scenic and Historic Byway was designated in 1999 as one of only 53 roads in the United States to receive such national level distinction. The 115-mile route provides access to a large network of trails and recreational activities while showcasing the historic and natural resources of the region.

Today the success of these two Scenic Byways can be seen in related partnerships, preservation, and other initiatives that have been stimulated, and in the hundreds of thousands of dollars that their planning grants and heritage tourism promotion bring annually to the communities and the region. In Chaffee County alone, designation of the Scenic Byway has been a catalyst for obtaining funding not only for the byway, but for other county-wide heritage and historic preservation programs. From 2006 to 2010 the Chaffee County Heritage Area Advisory Board, via its relationship with GARNA as grant applicant, has generated close to \$315,000, principally from the Colorado State Byway program, which awards funds from the national byway program of the Federal Highway Administration. A second major source was the Colorado Historical Society's State Historical Fund, which (by local choice) is being used to support historic resource database development and other activities outside the normal scope of the byway management plan.



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*The photo on the following page focuses on the site where the Midland RR once crossed the Arkansas at Clear Creek on graceful sandstone abutments. This substantial trestle also crossed over the earlier-constructed stage road, just south of the road's own 1870's era bridge upstream.*

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