

Figure 2.20

Loveland Pass Geographic Area

33,387 NFS Acres 2,706 Non-NFS Acres 36,092 Total Acres

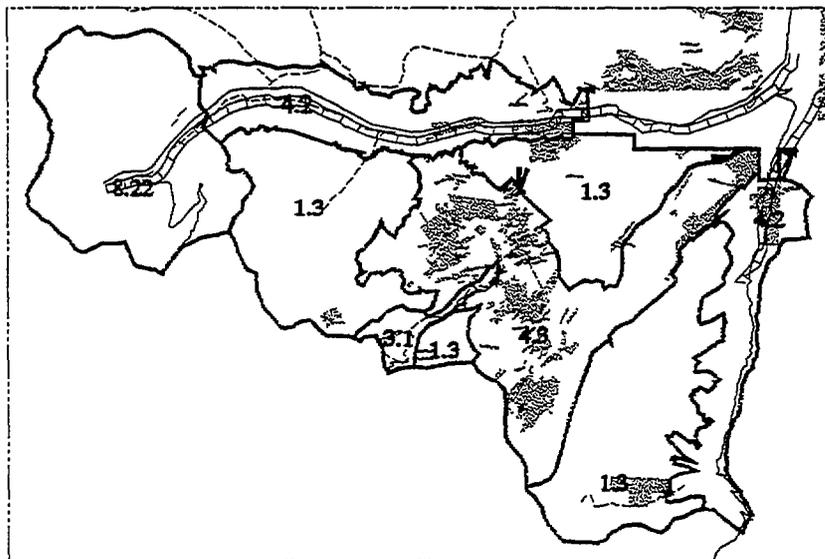
Management Area Prescription Allocation

- 1.3 - Backcountry Recreation
- 3.1 - Special Interest Areas - Emphasizing Use or Interpretation
- 4.2 - Scenery
- 4.3 - Dispersed Recreation
- 8.22 - Ski Based Resorts - Existing and Potential

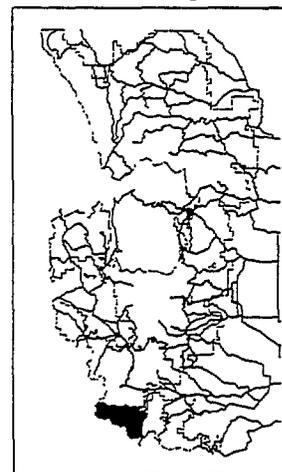
NFS Acres
13,654
570
6,592
6,207
6,364

Legend

-  Not NFS Lands
-  Roads
-  Trails
-  Utility Corridors (10.77 Mi.)
-  Electronic Sites



Locator Map



Scale 1:200,000
0 1
Miles



LOVELAND PASS GEOGRAPHIC AREA

Setting

The area extends southwest of Georgetown to the Continental Divide, with the Interstate 70 corridor along the Clear Creek valley as its northern boundary and the Guanella Pass National Scenic Byway corridor as its eastern boundary. The area contains high-elevation, rugged lands ranging in elevation from 9,600 feet to 14,270 feet. Approximately half the area is above timberline and consists of alpine meadow and rock. Lodgepole pine stands with a minor component of aspen occur at the lower elevations up to about 10,000 feet, and dense spruce and fir stands cover the area up to about 11,500 feet. The area contains important habitats for mountain goat, bighorn sheep, and boreal toad, and potential habitat for wolverine.

The area receives a high level of both summer and winter recreational use. The area contains Loveland Ski Area, Guanella Pass National Scenic Byway, many miles of easily accessible Continental Divide with many high peaks, including Grays and Torreys Peaks, both over 14,000 feet, and Grays Peak National Recreation Trail. Once constructed, the Continental Divide National Scenic Trail will be located through the area. Eisenhower tunnel encloses I-70 for approximately two miles underneath the mountain ridges forming the Continental Divide, leaving an intact land bridge over the tunnel for wildlife and people to travel from one side of I-70 to the other.

Interstate 70 is a significant access route through the area, with very high traffic volumes. I-70 maintenance and use creates significant impacts to the surrounding area, including wildlife impediments, vehicular noise, excess sediment, air pollutants, and trash. Other access routes in the area include U.S. Highway 6, Guanella Pass National Scenic Byway (County Road 381), Stevens Gulch Road (Forest Service Road 189), Waldorf Road (Forest Service Road 248), and a few unimproved roads in the Stevens Gulch and Leavenworth Gulch areas. The area also contains several nonmotorized trails and many miles of informal trail associated with the Continental Divide.

Goals and Desired Conditions

Provide a variety of recreational opportunities while maintaining important habitat for boreal toad, wolverine, bighorn sheep, and mountain goat. Add and improve trailheads and nonmotorized trails at key attraction areas such as the Continental Divide, high peaks, and alpine lakes. Improve and increase boreal toad habitat in cooperation with the Colorado Division of Wildlife and Colorado Department of Transportation.

Seek opportunities to improve conditions in the Clear Creek and South Clear Creek watersheds, which were rated Class III (non-functional) in the watershed condition assessment.

Pursue rights-of-way that provide legal access along system trails and primary access roads.

Acquire isolated private lands, as opportunities arise, to consolidate landownership.

The wildland fire management strategy includes perimeter control and prescription control, with details given on the *wildland fire management strategy map*.

Management Area 1.3

Minimize development in the upper watershed basins to maintain semi-primitive nonmotorized opportunities and to maintain wildlife habitat.

Management Area 3.1

Maintain trail systems to Grays and Torreys Peaks to accommodate a high level of nonmotorized use along system trails and to protect the high-quality scenic values of the area.

Designate dispersed camping areas.

Improve the existing trailhead facilities and expand parking capacity along Stevens Gulch Road and at Bakerville. Coordinate with Clear Creek County to provide trail-user services in the Bakerville area, including consideration of shuttle services for the trails in the area.

Management Area 4.2

Manage the I-70 corridor to protect the scenic quality of the area, provide viewing opportunities of the natural landscape, increase trailhead and day-use developed facilities, and improve universal access. Improve bicycling opportunities within the I-70 and U.S. Highway 6 corridors. Allow for low-impact telecommunication sites along the I-70 corridor. Continue to permit existing recreation residences.

Work with the Colorado Department of Transportation to reduce impacts of I-70, emphasizing protection of soil and water quality and wildlife habitat.

Along the Guanella Pass Scenic Byway, improve trailheads, designate and improve dispersed sites, provide interpretive sites, and protect riparian areas.

Management Area 4.3

Provide a well-signed and controlled network of motorized and nonmotorized routes for 4WD, all-terrain vehicles, and mountain bike recreation. Provide law enforcement, road signing, and improved closures to prevent off-road vehicular activity. Provide interpretation of historic sites.

Provide additional legal access to system roads through rights-of-way acquisition and coordination with Clear Creek County. Consolidate landownership, including acquisition of lands, when possible.

Pursue reclamation of closed or abandoned mining sites, particularly Waldorf Mine, in cooperation with the Environmental Protection Agency, the State of Colorado, and Clear Creek County.

Management Area 8.22

Continue to provide day-use developed alpine skiing and snowboarding opportunities and facilities.

Continue to provide day-use dispersed recreational opportunities at Loveland Pass and Mine Dumps areas, including undeveloped backcountry alpine and nordic skiing and snowboarding. Provide trails and other facilities to concentrate and accommodate recreational use within 1.5 miles on either side of Loveland Pass. Accommodate both winter and summer use at high levels. Provide loop trails, interpretation, and viewing areas.

Protect the wildlife migration corridor over the Eisenhower Tunnel, which functions as a land bridge over I-70.

Recognize proposals for possible expansion of Loveland Valley Ski Area to the east along the north-facing slope of Mount Sniktau.

Travel Management Strategy, Loveland Pass Geographic Area

Managment Area	Mode	Existing System	Convert Ways	New Rds/Trls	Extent of Additions	Extent of Obliterations
1.3	4WD	N	N	N	N	L
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	Y	Y	H	N
	NMT	Y	Y	Y	H	N
3.1	4WD	R	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	Y	Y	L	N
	NMT	Y	Y	Y	L	N
4.2	4WD	Y	N	N	N	L
	MTR	Y	N	N	N	N
	WMT	Y	N	N	N	N
	WNM	Y	Y	Y	L	N
	NMT	Y	Y	Y	L	N

Management Area	Mode	Existing System	Convert Ways	New Rds/Trls	Extent of Additions	Extent of Obliterations
4.3	4WD	Y	Y	N	M	N
	MTR	Y	Y	N	M	N
	WMT	Y	Y	N	M	N
	WNM	Y	Y	Y	M	N
	NMT	Y	Y	Y	M	N
8.22	4WD	N	N	N	N	L
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	Y	Y	M	N
	NMT	Y	Y	Y	M	N