

Placeholder for Figure 2.16  
Clear Creek Ranger District Geographic Areas

Placeholder for Figure 2.16a  
Clear Creek Ranger District  
Oil and Gas Leasing Stipulations

Placeholder for Figure 2.17  
Berthoud Pass Geographic Area

**BERTHOUD PASS GEOGRAPHIC AREA**

(Amended via Amendment 7, October 2005)

**Setting**

The area consists of high-elevation, mountainous lands extending north of the Interstate 70 corridor up to and including the U.S. Highway 40 corridor, and up to the Continental Divide to the west and north. The elevation range is 9,200 feet to 13,553 feet. The area has nine peaks over 13,000 feet. Approximately one-third of the area is above timberline, and consists of alpine meadow and rock. Lodgepole pine stands with a minor component of aspen and ponderosa pine 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 bighorn sheep, boreal toad, and greenback cutthroat trout, and potential habitat for wolverine. Bard Creek contains a reintroduced population of greenback cutthroat trout.

The area receives a high level of both summer and winter recreational use. The Continental Divide National Scenic Trail traverses the area. Berthoud Pass, accessed by U.S. Highway 40, is a major access point to the Continental Divide, and the surrounding area receives a very high level of dispersed winter and summer recreational use. An electronics site is on the summit of Mines Peak. Henderson Mine, owned by Cyprus-Amax, Inc., is a large private inholding, and is currently under large-scale operation.

The area is accessed by I-70, U.S. Highway 40, Bard Creek Road (Forest Service Road 277), Jones Pass Road (Forest Service Road 144) and a few unimproved roads in the Democrat Mountain and Woods Creek areas. The Forest Service has public easements on several roads through the Henderson Mine property. There are about 20 miles of nonmotorized trails, including the heavily-used Herman Gulch Trail, and many miles of informal trail near or along the Continental Divide.

**Goals and Desired Conditions**

Within the delineated lynx linkage area (on both sides of Berthoud Pass) maintain or improve habitat values for lynx movement. Throughout the entire Geographic Area, provide a variety of recreational opportunities while maintaining important habitat for boreal toad, wolverine, greenback cutthroat trout, bighorn sheep, and lynx. Add and improve trailheads and nonmotorized trails to key attraction areas such as the Continental Divide, high peaks, and alpine lakes. Provide law enforcement, signing, and closures to prevent off-road vehicular activity. Improve and increase boreal toad habitat in cooperation with the Colorado Division of Wildlife and the Colorado Department of Transportation.

Seek opportunities to improve instream conditions in the Clear Creek and West Fork Clear Creek watersheds, which were rated Class III (non-functional) in the watershed condition assessment. Seek opportunities to re-establish cover (old ski slopes) within the lynx linkage area.

Within the old Berthoud Pass ski area, non-motorized recreation will be emphasized through closure orders prohibiting motorized recreational activities. Motorized access in the old Berthoud Pass ski area will be limited to administrative purposes and permitted activities.

Pursue rights-of-way where needed to provide legal access along primary access roads. Acquire isolated private lands, as opportunities arise, to consolidate landownership.

The wildland fire management strategy is perimeter control, with details shown on the *wildland fire management strategy map*.

### *Management Area 1.3*

Maintain semiprimitive nonmotorized opportunities. Provide a limited number of nonmotorized trails to accommodate access.

Continue to prohibit snowmobile use in the basins of Butler Gulch and Herman Gulch.

Manage activities to protect existing greenback cutthroat trout habitat and populations, and to enhance recovery.

### *Management Area 3.3*

Provide a well-signed and controlled network of motorized and nonmotorized routes for 4WD, all-terrain vehicles, and mountain bike recreation on existing roads. Improve parking facilities and access for recreation, in cooperation with Cyprus-Amax, Inc.

Provide high-quality snowmobiling and backcountry skiing opportunities.

### *Management Area 3.5*

Perform vegetation management to improve sheep habitat, including the use of mechanical treatments and prescribed fire to create and maintain open timber stands and meadows.

Accommodate motorized uses by maintaining a network of existing 4WD routes. Do not expand motorized opportunities. Install seasonal closures and close selected roads to motorized use to protect important wildlife habitat, particularly sheep habitat.

### *Management Area 3.55*

Perform vegetation management and rehabilitation to improve forest cover within the lynx linkage area. Protect forested corridor to provide for wildlife movement and dispersal.

Accommodate non-motorized uses by maintaining existing routes and concentrating use onto existing routes. Do not expand use within the lynx linkage area and discourage use during the night. Install seasonal closures as needed to protect important wildlife habitat, particularly lynx habitat.

*Management Area 4.2*

Manage the U.S. Highway 40 corridor to protect the high scenic value of views of the natural landscape, increase trailhead, day-use and developed camping facilities, and improve universal access. Coordinate with Colorado Department of Transportation to reduce impacts of Highway 40, emphasizing visuals and soil and water protection.

Continue to permit existing recreational residences.

*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 on existing roads. Improve parking facilities and access for recreation.

Pursue reclamation of closed or abandoned mining sites in cooperation with the Environmental Protection Agency, the State of Colorado, and Clear Creek County to improve water and soil quality and reduce hazards.

*Management Area 8.3*

Improve the appearance of the Mines Peak electronics site with emphasis on removing large structures and consolidating users.

**Travel Management Strategy, Berthoud Pass Geographic Area**

Management 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	Y	Y	N	L	N
	WNM	Y	Y	Y	H	N
	NMT	Y	Y	Y	H	N
3.3	4WD	Y	Y	N	L	L
	MTR	Y	Y	N	L	N
	WMT	Y	Y	N	L	N
	WNM	Y	Y	Y	L	N
	NMT	Y	Y	Y	L	N
3.5	4WD	Y	N	N	N	L
	MTR	Y	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	Y	N	L	N
	NMT	Y	Y	N	L	N
Management Area	Mode	Existing System	Convert Ways	New Rds/Trls	Extent of Additions	Extent of Obliterations
	4WD	N	N	N	N	N

3.55	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	N	N	N	N
	NMT	Y	Y	N	L	L
4.2	4WD	Y	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	Y	N	L	N
	NMT	Y	Y	Y	L	N
4.3	4WD	Y	Y	N	L	L
	MTR	Y	Y	N	L	N
	WMT	Y	N	N	N	N
	WNM	Y	Y	N	L	N
	NMT	Y	Y	N	N	N
8.3	4WD	N	N	N	N	L
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	N	N	N	N
	NMT	Y	Y	Y	L	L

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Placeholder for Figure 2.18  
Chicago Creek Geographic Area

## CHICAGO CREEK GEOGRAPHIC AREA

### Setting

The area is a broad band of land south of Interstate 70 between Idaho Springs and Georgetown, and north of the Mount Evans Wilderness. The area has steep hillslopes and narrow valleys, with an elevation range of 7,600 to 11,700 feet. In the lower elevations, the area is forested with ponderosa pine, juniper, Douglas-fir and aspen. Above 9,000 feet, lodgepole pine and aspen stands are predominant, with the highest north slopes containing spruce and fir. The area provides important winter habitat for elk and mule deer and calving areas for elk. Most of the area is within the Colorado (Front Range) mineral belt, and therefore has a high density of roads, numerous mining impacts, and a very fragmented landownership pattern with a significant amount of interspersed private land. Private lands in the area are being developed for residential use, resulting in reduced effective wildlife habitat and displacing wildlife to adjacent National Forests lands.

The area contains the lower 13 miles of the Mount Evans National Scenic Byway (Co. Highway 103). Also within the area are two important electronics sites, an historic fire lookout tower on Squaw Peak, and a dude ranch operated under a special-use permit in the Barbour Fork valley.

In addition to Colorado Highway 103, motorized access routes within the area include several county roads and numerous four-wheel-drive roads. A few developed trails provide nonmotorized access. The area has a high level of four-wheel-driving and mountain bicycling use.

### Goals and Desired Conditions

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 closures to prevent off-road vehicular activity. Reroute or extend nonmotorized trails to bypass private lands or to connect onto primary access roads. Improve trailhead facilities.

Pursue securing public access to all developed recreation sites, along system trails, and along primary access roads through rights-of-way acquisition, where needed, and in coordination with Clear Creek County. Consolidate landownership patterns to improve management efficiency and effectiveness by considering both acquisition of private lands and disposal of isolated tracts of National Forests lands. Continue to permit existing recreation residences.

The Chicago Creek Composite and South Clear Creek were rated Class III (non-functional) in the watershed-condition assessment.

Pursue reclamation of closed or abandoned mining sites in cooperation with the Environmental Protection Agency, the State of Colorado, and Clear Creek County to improve soil and water

quality and reduce hazards.

Limited timber harvest is acceptable but not scheduled in most of this area. In management areas 3.5, 4.3, and 7.1, continue limited timber harvesting and other vegetation treatments, including prescribed fire, for wildlife habitat improvement, aspen stand improvement, and fuels reduction. In management area 1.3, improve wildlife habitat through prescribed fire. The wildland fire management strategy includes direct control and perimeter control with details given on the *wildland fire management strategy map*.

*Management Area 3.5*

Maintain and improve winter and transitional habitat for elk and mule deer through vegetation treatments which increase forage. Such treatments include prescribed fire, limited timber harvest, and mechanical treatment.

Maintain existing seasonal closures and close selected roads to motorized use to protect important wildlife habitat, particularly elk calving areas.

*Management Area 4.2*

Provide high-quality developed recreational opportunities along the Mount Evans National Scenic Byway corridor. Add new and expanded facilities to improve developed recreational opportunities and increase developed camping capacity.

**Travel Management Strategy, Chicago Creek Geographic Area**

Management 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	L	N
	NMT	Y	Y	Y	L	N
3.5	4WD	Y	N	N	N	M
	MTR	Y	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	N	N	N	N
	NMT	Y	Y	Y	M	N
4.2	4WD	Y	N	N	N	L
	MTR	Y	N	N	N	N
	WMT	N	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	L	M
	MTR	Y	Y	N	L	N
	WMT	Y	Y	N	L	N
	WNM	Y	Y	Y	L	N
	NMT	Y	Y	Y	L	N
7.1	4WD	Y	Y	N	L	N
	MTR	Y	Y	N	L	N
	WMT	Y	Y	N	L	N
	WNM	Y	Y	Y	L	N
	NMT	Y	Y	Y	L	N

Placeholder for Figure 2.19  
Evergreen Geographic Area

## EVERGREEN GEOGRAPHIC AREA

### Setting

The area consists of several small blocks of National Forests lands between the Evergreen residential area and Mount Evans Wilderness. A portion of the area is adjacent to the Mount Evans State Wildlife Area, managed by the Colorado Division of Wildlife. The topography is rolling hills and lower slopes of mountains, with elevations ranging from 7,700 feet to 11,000 feet. Vegetation consists of ponderosa pine and Douglas-fir in the lower elevations, and lodgepole pine, spruce, and fir above 9,000 feet. A small component of aspen occurs throughout the area.

Adjacent private lands are being developed rapidly for residential and commercial purposes. Urbanization of the Evergreen area is creating fragmented and less effective wildlife habitat, so the National Forests lands have become important habitat, particularly as winter range for elk and mule deer. The Forest lands provide open space and receive a high level of dispersed recreational use from the residents of the expanding metropolitan area.

Several county and state roads, including Colorado Highway 73, provide access to the area. The Mount Evans State Wildlife Area road provides access to the western block of the area, and is closed to all use through the winter months. Several trailheads and nonmotorized trails provide access into and through the area. These trails provide important access to the east side of the Mount Evans Wilderness Area, as most of the trails continue into the wilderness area.

### Goals and Desired Conditions

Manage vegetation to increase, improve, and sustain wildlife habitat for elk and mule deer and to reduce fuel loading and spreading rates of wildfire. Limited timber harvesting is acceptable but not scheduled in this area. Improve habitat for elk and mule deer by increasing the acreage of aspen and ponderosa pine stands and rejuvenating meadows, shrubland, and winter forage species. Utilize prescribed fire, limited timber harvest, and mechanical treatments. Protect elk calving areas, which may involve seasonal closures from recreational use. Perform habitat improvements in conjunction with plans and activities of Colorado Division of Wildlife.

The wildland fire management strategy is direct control in proximity to residential areas and perimeter control in areas adjacent to the Mount Evans State Wildlife Area. Improve the ability to control wildfires in those portions adjacent to residential development by reducing fuel loading and creating fuel breaks through prescribed fire and limited timber harvest.

Emphasize nonmotorized recreational opportunities including hiking and mountain biking, by developing additional nonmotorized trails, including loop trails. Provide additional trailhead facilities and improve existing facilities. Acquire trail rights-of-way across Mount Evans State Wildlife Area and expand partnership agreements with the Colorado Division of Wildlife.

Reduce sedimentation and erosion from roads to improve soil and watershed conditions, in

coordination with Jefferson County and Clear Creek County.

Pursue public access to areas in the vicinity of Cub Creek, Yankee Creek, and Indian Creek. Consolidate landownership patterns to improve management efficiency and effectiveness by considering both acquisition of private lands and disposal of isolated tracts of National Forests lands that do not contribute to meeting area goals. Continue to permit existing recreation residences.

**Travel Management Strategy, Evergreen Geographic Area**

Management Area	Mode	Existing System	Convert Ways	New Rds/Trls	Extent of Additions	Extent of Obliterations
1.3	4WD	N	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
3.5	4WD	Y	N	N	N	L
	MTR	Y	N	N	N	N
	WMT	Y	N	N	N	N
	WNM	Y	N	N	N	N
	NMT	Y	Y	Y	L	N
7.1	4WD	Y	N	N	N	L
	MTR	Y	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	Y	Y	M	N
	NMT	Y	Y	Y	M	N

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Placeholder for Figure 2.20  
Loveland Pass Geographic Area

## 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

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Placeholder for Figure 2.21  
Mt. Evans Geographic Area

## MOUNT EVANS GEOGRAPHIC AREA

### Setting

The area consists of a portion of Mount Evans Wilderness and the Mount Evans National Scenic Byway corridor bisecting the wilderness area, between Echo Lake and the summit of Mount Evans. This geographic area covers the northern half of the wilderness area, in the Arapaho National Forests; the southern portion, in the Pike National Forest, is not included. The area also includes the Mount Goliath Botanical Area, which contains a large old-growth stand of bristlecone pine. The area includes two Denver Mountain Parks. The area encompasses the upper north and east faces of Mount Evans with elevations ranging from 8,600 feet to the Mount Evans summit at 14,264 feet. Approximately one-third of the area is above timberline and consists of alpine meadow and rock. The lower portions contain mostly subalpine forests of spruce and fir and lodgepole pine. The lowest areas contain a small component of aspen and ponderosa pine. Significant bristlecone pine stands occur at elevations from 11,000 to 12,000 feet. The area provides important summer habitat for elk, and the upper elevations are habitat for a reintroduced population of mountain goat.

Mount Evans National Scenic Byway (Colorado Highway 5) is the highest paved road in North America, reaching the summit of Mount Evans. The byway corridor receives a high level of recreational use, mostly motorized travel and viewing scenery and wildlife. Mount Evans Wilderness also receives a very high level of nonmotorized recreational use. The University of Denver operates under a special-use permit an observatory at the summit of Mount Evans and a research facility at Echo Lake.

The Scenic Byway provides access through the center of the area, and is open to motorized travel only during summer months. Colorado Highway 103 and Guanella Pass National Scenic Byway (County Road 381) provide motorized access to the western and northern borders of the area. The area contains a network of about 100 miles of nonmotorized trails, most of which are within the wilderness area.

### Goals and Desired Conditions

Provide opportunities for recreational use of the area while protecting the alpine ecosystems and the integrity of the wilderness area. Concentrate most use of the area within the byway corridor.

Vegetation changes occur mainly through natural processes. Timber harvesting is not allowed. A limited amount of prescribed fire may be performed, subject to an approved plan, to replicate natural conditions by reintroducing prescribed fire into fire-dependent ecosystems. The wildland fire management strategy is perimeter control except for the Mount Goliath Research Natural Area in which the strategy is direct control to preserve the old-growth character of the bristlecone pine stand. Details are shown on the *wildland fire management strategy map*.

*Management Areas 1.1 (Mount Evans Wilderness) and 1.2 (Recommended Addition)*



Provide opportunities for quality wilderness experiences. Maintain the current trail system within the wilderness, and reconstruct trails as needed to protect soil and water resources. Request the Colorado Division of Wildlife to monitor fish-stocking of lakes and reduce the stocking levels if fishing is causing substantial resource damage, such as bank erosion and riparian damage. Identify limits of acceptable change to the environment and manage the area to stay within these limits. Coordinate management of the area with the South Platte Ranger District of the Pike National Forest.

Accommodate recreational use along the trail corridors in which upper limits of use are based on environmental effects with less emphasis on social factors, such as people encounters and opportunities for solitude.

*Management Area 2.2 (Mount Goliath Research Natural Area)*

Protect the bristlecone pine stand and other vegetational values of the area. Directly control all wildfires. Provide for interpretation, enjoyment, and study of the area. Pursue a partnership with Denver Botanical Gardens to manage the area.

*Management Area 4.2*

Provide for recreational and educational use of the Mount Evans corridor, emphasizing viewing scenery and wildlife, environmental education, and interpretation. Manage the corridor through partnerships with the Colorado Division of Wildlife, University of Denver, City of Denver, Denver Botanical Gardens, and Clear Creek County.

Allow development along the corridor while protecting the integrity of the recreational setting. Balance recreational opportunities with protection of important wildlife habitats and alpine ecosystems.

Emphasize interpretation of wildlife and surrounding ecosystems. Provide road-side vistas, parking areas, interpretive and nature trails, and facilities to improve and increase recreational opportunities and to facilitate interpretation.

Reduce traffic congestion, improve safety, and provide interpretive services on the byway through the use of shuttles or similar strategies.

If requested, consider allowing expansion of the Idaho Springs Reservoir onto National Forest lands.

## **Standards and Guidelines**

- (ST) In semiprimitive Wilderness ROS, encounters will not be regulated in highly traveled corridors (modifies direction from management area 1.1 prescription).

**Travel Management Strategy, Mount Evans Geographic Area**

Management Area	Mode	Existing System	Convert Ways	New Rds/Trls	Extent of Additions	Extent of Obliterations
1.1	4WD	N	N	N	N	L
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	Y	Y	L	N
	NMT	Y	Y	Y	L	N
1.2	4WD	N	N	N	N	L
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	Y	Y	L	N
	NMT	Y	Y	Y	L	N
2.2	4WD	N	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	N	N	N	N
	NMT	Y	N	Y	L	N
4.2	4WD	N	N	N	N	N
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	N	N	N	N
	NMT	Y	Y	Y	L	N

Placeholder for Figure 2.22  
Yankee Hill Geographic Area

## YANKEE HILL GEOGRAPHIC AREA

### Setting

The area consists of the National Forest lands within the Clear Creek watershed located north of Interstate 70 and U. S. Highway 40 between Idaho Springs and Berthoud Falls and extending north and west to the southeast boundary of the James Peak Geographic Area. The topography is rolling hills and lower slopes of mountains, ranging in elevation from 8,200 to 12,200 feet. This area is located within the Colorado (Front Range) mineral belt, and, consequently, has a high density of roads, numerous mining impacts, and a very fragmented landownership pattern with a significant amount of interspersed private land. Areas of residential development include the Fall River valley, York Gulch, and the Communities of Saint Mary's Glacier and Alice. Significant mining activity in the area has affected many streams and areas of groundwater with chemical loading and excessive sedimentation and turbidity. The vegetation consists of ponderosa pine, Douglas-fir, lodgepole pine, and aspen in the lower elevations. Above 9,400 feet, the vegetation is predominantly lodgepole pine with stands of spruce and fir, aspen, and bristlecone pine.

The area provides important habitats for bighorn sheep, elk, and mule deer, including elk calving areas. The private lands in the area are being developed residentially, resulting in reduced effective wildlife habitat and displacing wildlife to adjacent National Forest lands. The area contains three active range allotments. Saint Mary's Glacier is an easily accessed permanent snow field in the area, and receives a very high amount of dispersed winter and summer recreational use, including skiing and snowboarding.

The major roads accessing the area are Colorado Highway 119 and several county roads. The area also contains numerous 4WD roads which cross both National Forest and private lands. Currently, the area contains only a few nonmotorized trails. The Continental Divide National Scenic Trail will be located through the area once it is constructed. The area has a high level of 4WD and mountain bicycling use.

### Goals and Desired Conditions

Provide a well-signed and controlled network of motorized and nonmotorized routes for 4WD, all-terrain vehicles, and mountain bike recreation. Install seasonal closures and close some roads to motorized use where needed to protect important wildlife habitat and soil and water quality. Provide law enforcement, road signing, and closures to prevent off-road vehicular activity. Provide trailhead facilities for motorized and nonmotorized uses. Maintain the Continental Divide National Scenic trail and a few additional trails for nonmotorized use.

Obtain legal access to all developed recreational sites, along system trails, and primary access roads through rights-of-way acquisition and coordination with Clear Creek County and Gilpin County. Encourage county ownership of residential access roads. Consolidate landownership patterns to improve management efficiency and effectiveness by considering both acquisition of

private lands and disposal of isolated tracts of National Forest lands that do not contribute to meeting area goals.

Continue to permit existing recreation residences.

West Fork Clear Creek, Chase Gulch, and Eureka Gulch watersheds were rated Class III (non-functional) in the watershed condition assessment.

Pursue reclamation of closed or abandoned mining sites in cooperation with the Environmental Protection Agency, the State of Colorado, Gilpin County, and Clear Creek County, in order to improve water and soil quality and reduce hazards.

Limited timber harvesting is acceptable but not scheduled in this area. Manage vegetation to increase, improve, and sustain winter and transitional wildlife habitat for elk and mule deer. Increase the acreage of aspen and ponderosa stands and create diverse age-classes. Rejuvenate meadows, shrubland, and winter forage species. Vegetation treatments include limited timber harvesting, prescribed burning, and mechanical treatments. Improve the ability to control wildfires in those portions adjacent to residential development through prescribed fire and limited timber harvest. The wildland fire management strategy is direct control and perimeter control, with details shown on the *wildland fire management strategy map*.

Recognize existing water developments and the likely future needs of water developments to serve growing communities of the Front Range and foothills adjacent to the National Forest.

### *Management Area 3.3*

Develop and maintain partnerships with 4WD clubs to maintain the road system.

Protect the Mill Creek Park Subdivision water supply.

### *Management Area 3.5*

Perform vegetation management to improve sheep habitat, including the use of mechanical treatments and prescribed fire to create and maintain open timber stands and meadows.

Accommodate motorized uses by maintaining a limited network of existing four-wheel-drive routes. Do not expand motorized opportunities. Install seasonal closures and close some roads to motorized use to protect important sheep habitat.

Provide adequate trailhead parking for nonmotorized access on National Forest lands adjacent to Mill Creek Park.

Protect the Town of Empire's water supply in Mad Creek.

### *Management Area 4.2*

Manage the Colorado Highway 119 (Peak-to-Peak National Scenic Byway) corridor to provide high scenic value. Provide trailhead and day-use facilities. Provide nonmotorized recreational opportunities by developing short nonmotorized trails and loop trails.

Maintain developed camping and picnicking opportunities.

*Management Area 8.22*

Allow ski-area development as an economic-development opportunity for the Saint Mary's Glacier and Alice community.

Maintain public 4WD use and access to the Kingston Peak area.

**Travel Management Strategy, Yankee Hill Geographic Area**

Management Area	Mode	Existing System	Convert Ways	New Rds/Trls	Extent of Additions	Extent of Obliterations
3.3	4WD	Y	Y	N	L	N
	MTR	Y	N	Y	L	N
	WMT	Y	N	N	N	N
	WNM	Y	Y	Y	L	N
	NMT	Y	Y	Y	L	L
3.5	4WD	Y	N	N	N	L
	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	N	N	N	N	L
	MTR	N	N	N	N	N
	WMT	N	N	N	N	N
	WNM	Y	Y	Y	L	N
	NMT	Y	Y	Y	L	N
4.3	4WD	Y	Y	N	H	M
	MTR	Y	N	N	N	N
	WMT	Y	N	N	N	N
	WNM	Y	Y	Y	M	N
	NMT	Y	Y	Y	M	N

Management Area	Mode	Existing System	Convert Ways	New Rd/Trls	Extent of Additions	Extent of Obliterations
7.1	4WD	Y	Y	N	L	N
	MTR	Y	N	N	N	N
	WMT	Y	N	N	N	N
	WNM	Y	Y	Y	L	N
	NMT	Y	Y	Y	L	N
8.22	4WD	Y	N	N	N	N
	MTR	Y	N	N	N	N
	WMT	Y	N	N	N	N
	WNM	N	N	Y	L	N
	NMT	N	N	Y	L	N