

| Life Zones | Linkage Interference Zones | Animal-Vehicle Collisions | Proposed Mitigation |
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| | <p>Zone 10: Herman Gulch/Bakerville (mp 216.7 to mp 220.8)</p> <p><u>Setting:</u></p> <ul style="list-style-type: none">• Herman Gulch is located 3 miles east of EJMT, surrounded by the ARNF• The forest lands are managed for scenery, ski based areas (Loveland), and non motorized backcountry recreation.• Six residential structures are located near I-70 north of the underpass at Herman Gulch.• The Continental Divide National Scenic Trail traverses through this area along the Herman Gulch trail to the north of I-70 and along the Loveland to Bakerville trail to the south of I-70. <p><u>Wildlife Movement:</u></p> <ul style="list-style-type: none">• Considered important lynx habitat. Herman Gulch lynx linkage area is located within this zone, designated as a connection between suitable lynx habitats to the north and south of I-70. If quality habitat north of I-70 were combined with that south of the highway, a more viable lynx range would be possible, especially if connectivity across the Corridor improved.• ARNF has designated the area a lynx linkage zone.• Boreal toad breeding area.• Snowshoe hare inhabit the Mount Bethel Avalanche Path east of Herman Gulch and other avalanche paths in the area, providing forage for lynx and other forest carnivores.• USFS and CDOW indicated that evidence existed that two female lynx were using the area as home range. A lynx was killed on I-70 by a vehicle in the area of Herman Gulch in 2000. Another female (pregnant with 2 fetuses) was killed near eastbound mp 217 on 5/19/2005. <p><u>Existing Structures and Fencing:</u> Motorists use the shoulder of I-70 as informal parking on the south side of I-70 near mp 219. Few median barriers are located through this zone, although guardrails are located through most of its length.</p> | Data Unavailable | <ul style="list-style-type: none">• mp 217.3: Design corridor to allow free movement of wildlife under I-70 within this zone.• Continue interagency efforts to ensure that future land planning and zoning efforts improve the viability of the wildlife corridor. |

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| Eastern Slope Montane Silver Plume to Mount Vernon Canyon (mp 233 to mp 255) | Zone 11: East of Empire on US 40 (off I-70 – approximately mp 232.0) <u>Setting:</u> <ul style="list-style-type: none">• North-facing slope heavily forested; south face primarily bare exposed rock cliffs.• ARNF is located just to the east of this zone. <u>Wildlife Movement:</u> <ul style="list-style-type: none">• Steep Slopes used by bighorn sheep on both sides of US 40. This zone was delineated specifically to address issues with bighorn sheep, which approach the edge of the highway to lick salt and are sometimes hit by vehicles at the edge of I-70 and US 40 interchange. Bighorn sheep generally do not attempt to cross I-70 (except near the Henderson Mine west of this zone) but do cross US 40 and are frequently hit west of Empire.• Mule deer winter concentration north; mule deer highway conflict area.• Mountain lion conflict area. <u>Existing Structures and Fencing:</u> CDOW stated that bighorn sheep would not use an underpass or enclosed structure to cross a roadway. | 0.42 per mile per year | <ul style="list-style-type: none">• Good place for overpass structure 4.2 miles west of US 40/I-70 interchange, primarily for bighorn sheep crossing.• Investigate using jersey barriers or other barrier structures on both US 40 and I-70 to keep sheep away from road edge. |

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| | <p>Zone 12: Fall River (mp 237.2 to mp 238.2)</p> <p><u>Setting:</u></p> <ul style="list-style-type: none">• Primarily forested, though not densely. No wildlife fencing. Relatively gentle slopes throughout zone.• Located entirely on private land with the ARNF approximately 2 miles away to the north and south.• Numerous residences are located along Fall River Road and several along US 40. <p><u>Wildlife Movement:</u></p> <ul style="list-style-type: none">• The Fall River area provides a significant break in the surrounding topography and functions as a movement corridor for mule deer, elk bighorn sheep, mountain goat, black bear, and mountain lion.• CDOW noted that carnivores are frequently hit in this area, and there are concerns about elk populations becoming habituated and inhabiting the area year-round.• Bighorn sheep, elk, bear, and mountain lion frequent the area and are hit occasionally.• Resident elk living close to populated areas are common in this area. Elk calving 0.25 miles north.• Mule deer severe winter and winter concentration north.• The ALIVE Committee identified this zone, however, CDOW has concerns regarding the introduced mountain goats currently inhabiting the Mount Evans area south of I-70 having the ability to reach areas north of I-70 and compete with native bighorn sheep. <p><u>Existing Structures and Fencing:</u> Two concrete box culverts, one 4 feet in height at Georgia Gulch, the other 10 feet in height at Fall River, currently exist in this linkage interference zone. An underpass is located at the intersection of US 40 and I-70. Solid median barriers are located through the length of the linkage interference zone and a guardrail is located on the south side of I-70 through most of the zone.</p> | Reported numbers too low for average. | <ul style="list-style-type: none">• Recommend new wildlife crossing structures to be as large as possible depending on engineering design requirements and topographic limitations of the area.• Factor improvements into bridge redesign (Fall River Road Interchange) such as a wider span and leaving adequate space along road and river for wildlife passage. |

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| | <p>Zone 13: Mount Vernon Canyon (mp 246.5 to 258.1)</p> <p><u>Setting:</u></p> <ul style="list-style-type: none">• Several Denver Mountain Park and Jefferson County open space properties are situated in or adjacent to this zone.• Mountain subdivisions have been extensively built through this area.• The 2,340-acre Denver Mountain Park (Genesee) extends north and south of I-70 between mp 251 and 254 and approximately 20 percent is fenced for bison rangeland adjacent to I-70. The park includes Open forests and grasslands. <p><u>Wildlife Movement:</u></p> <ul style="list-style-type: none">• Overall, this zone sees more reported road kill than any other zone through the Corridor.• Several deer and elk highway conflict areas mapped by CDOW.• Bear summer and human conflict areas south of I-70.• Due to extensive subdivisions, elk in zone have habituated to human presence.• Resident elk are frequently hit by vehicles; groups of five or more elk have been killed in individual accidents in this linkage interference zone. <p><u>Existing Structures and Fencing:</u> CDOW indicated that fencing in this area would be detrimental and could trap wildlife in the roadway. CDOW also indicated that it would be difficult to direct wildlife to crossing structures in this zone. No wildlife fencing and very little guardrail and median barriers exist in this zone. No suitable wildlife crossing structures currently exist for larger mammals, except for a transportation dirt road underpass at Soda Creek near mp 249.</p> | 2.37 per mile per year | <ul style="list-style-type: none">• Recognized as a problem area; mitigation measures currently being evaluated.• Fencing throughout the length of the zone may be the only solution. However, CDOW has stated that fencing could be detrimental to the wildlife in this area and has suggested that wildlife fencing through the zone not be considered as a mitigation measure for this area.• Investigate costs of adding intelligent signs to warn motorists about wildlife movement. |