

CLASSIFIED STRUCTURE FIELD INVENTORY REPORT
(Attach 4" x 5" Black and White Photograph)

REGION _____ RMR _____ PARK/AREA NAME _____ ROMO _____ PARK NUMBER 1520

STRUCTURE NAME Fall River Road STRUCTURE NUMBER 996

LOCATION OF STRUCTURE Rocky Mtn. Natl. Park PARK LOCATION CODE PG

NATIONAL REGISTER 1 DATE: / / MANAGEMENT CATEGORY: (A) (B) (~~C~~) (D)

NPS LEGAL INTEREST Fee MANAGEMENT AGREEMENT: No

Check all of the following categories for which NPS has treatment responsibility:

Stabilization(~~X~~) Cyclic Maintenance(~~X~~) Routine Maintenance(~~X~~) Approved Ultimate Treatment(~~X~~)

(ROCKY MOUNTAIN REGION USE ONLY)

APPROVED ULTIMATE TREATMENT OR RESOURCE MANAGEMENT PLAN, CULTURAL COMPONENT DESIGNATION:

Preservation (PP) Restoration (RR) Reconstruction (CC)
Adaptive Preservation (AP) Adaptive Restoration (AR) Adaptive Reconstruction (AC)
Neglect (NG) Remove (RM) No Approved Treatment (NO)

Approval Document _____ () Document Date: / /

Estimated Treatment Costs _____

Stabilization: \$ _____ Date: / / Level of Estimate: (A) (B) (C)
Approved Treatment: \$ _____ Date: / / Estimator: (Region) (DSC) (A&E)

STATEMENT OF SIGNIFICANCE:

Date of Construction: / / 1913-1920 Date of Alterations: / /
Architect/Designer: _____ Historical Theme(s): transportation
History of Structure: Built between 1913 and 1920 by the state of Colorado initially with the use of convict laborers and later by a contractor. The road was the result of a joint state and federal effort where by the state was responsible for building the road and the federal government via the National Park Service was responsible for maintaining it once its construction was complete.

Evaluation of Structure: Historic Theme Contributing X Non-Contributing _____
National Register Criteria: A X B C D (Include integrity statement)

Fall River Road was the first trans-divide highway that provided a circuitous trip to and from the front range of Colorado. It contributes strongly to the theme of transportation in the history of Rocky Mountain National Park. The rocklike and recent reuse have not
Bibliography: Dr. Ferrel Atkins, National Register of Historic Places Nomination 7/29/1975. effecte the

Representation in Other Surveys: LCS Lance Williams, 6/28/76 histori

If structure has been removed, how? N/A Date: / / or the road.

Report prepared by: Carl and Karen McWilliams Date: 8/20/85

LOCATION: Section _____ State CO
 Township _____ County Larimer
 Range _____

USE: CURRENT INTERIOR USE (NPS 28 CODE) OT-
 Original Use Transportation
 Intermediate Uses Same
 PERIOD OF CONSTRUCTION (NPS 28 CODE) HI

OWNERSHIP: Present Owner: U.S. Govt.
 Original Owner: U.S. Govt.
 Intermediate Owner(s): None

*****PHYSICAL DESCRIPTION*****

(DESCRIPTION AND BACKGROUND HISTORY INCLUDING CONSTRUCTION DATE(S), PHYSICAL DIMENSIONS, MATERIALS, MAJOR ALTERATIONS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ARCHITECTS, ENGINEERS, ETC.)

The Fall River Road was the first highway to cross Rocky Mountain National Park, and one of the first trans-divide highways in northern Colorado. Its precipitous ascent of the Fall River Valley, combining narrow road bed, steep switchbacks and its frequent snow slides and rock slides, allows it to be illustrative of early road building in the Rocky Mountains.

The period of the road's construction is 1913-1920. The first workers were convicts, but the task was completed by a contractor. Although the original Fall River Road began at Horseshoe Park on the east side and dropped over the divide at Fall River Pass to the upper Colorado River, only a portion of the route comprises what is considered the Fall River Road. This is the length of road beginning at Endovalley and ending at the crest of the pass-approximately 9.4 miles of narrow, gravelled road. The portions of the road leading up to Endovalley have been substantially altered, while those running down the western slope were incorporated into the later built Trail Ridge Road. When it was completed in 1920 the road averaged 8-10 feet in width and had grades of up to fifteen percent. Closed by a rock slide in 1953, it was re-opened as a one-way-up motor nature trail in 1968.

Aside from the numerous switchbacks, no significant historical features exist along the route of the road. Modern gabions have been installed on some of these switchbacks to prevent erosion of the mountainside.

SIGNIFICANT ARCHITECTURAL FEATURES (INCLUDING INTERIOR AND SETTING) FOR PARK PLANNING PURPOSES: