REGION <u>RVE</u> PARK/AREA NAME <u>ROMO</u> PARK NUMBER <u>1520</u> STRUCTURE NAME <u>Fall River Road</u> <u>STRUCTURE NUMBER <u>996</u> LOCATION OF STRUCTURE Rocky Min. Natl. Park PARK LOCATION CODE <u>PG</u> NATIONAL REGISTER <u>1</u> DATE: <u>//</u> MANAGEMENT CATEGORY: (A) (B) (Č) (D) NPS LEGAL INTEREST <u>Fee</u> <u>MANAGEMENT CATEGORY: (A) (B) (Č) (D)</u> NPS LEGAL INTEREST <u>Fee</u> <u>MANAGEMENT CATEGORY: (A) (B) (Č) (D)</u> NPS LEGAL INTEREST <u>Fee</u> <u>MANAGEMENT CATEGORY: (A) (B) (Č) (D)</u> NPS LEGAL INTEREST <u>Fee</u> <u>MANAGEMENT CATEGORY: (A) (B) (Č) (D)</u> NPS LEGAL INTEREST <u>Fee</u> <u>MANAGEMENT CATEGORY: (A) (B) (Č) (C)</u> (ROCKY MOUNTAIN REGION USE ONLY) APPROVED ULTIMATE TREATMENT OR RESOURCE MANAGEMENT PLAN, CULTURAL COMPONENT DESIGNATION: Preservation (PP) Restoration (RR) Reconstruction (AC) Naglect (NC) Remove (RM) NO Approved Treatment (NO) Approval Document <u>Level of</u> Level of Stabilization: <u>S</u> <u>Date: //</u> Level of Stabilization: <u>S</u> <u>Date: //</u> Estimator: (Region) (DSC) (ASE) STATEMENT OF SIGNIFICANCE: Date of Construction: <u>/ (1913-1920</u> Date of Alterations: <u>/ /</u> Ristorical There(s): transportation Historical There(s): transportation Historical There(s): transportation Estimator: Region (DSC) (ASE) STATEMENT OF SIGNIFICANCE: Date of Construction: <u>B (1915 historical There(s): transportation</u> Historical State and Feering 1.1 (D) (DSC) (ASE) STATEMENT OF SIGNIFICANCE: Date of Construction: <u>J (1913 and 1920 Dif</u> to state of <u>A</u>CONTATION HASE for Fossill of History of Structure: Built for built Dif with the use of convict laborors and Tate Structure was responsible for builting the road and the Federal government via the National Park Service was responsible for builting the road and the Federal government via the National Park Service was responsible for builting the road and the Federal government via the National Park Nervice was responsible for builting the road and the Heat road was the first transportation the first transportation in the first transportation the first transportation the first transport Resound the first transport</u>		(Attach 4" x 5" Black	k and White	Photograph)		
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	Report prepared b	y: Carl and Karen McW:	illiams	Date:	8/20/85	road.

JUN 5 1987

LOCATION:	Section	State _	<u> </u>	USE:	CURRENT INTERIOR USE (NPS 28 CODE)	OT-
	Township	County	Larimer		Original Use Transportation	
	Range				Intermediate Uses <u>Same</u>	
	·				PERIOD OF CONSTRUCTION (NPS 28 CODE)	HI
WNERSHIP:	Present Owner:	II.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 roads 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: