10-83
(ember 1954)

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

ROCKY MOUNTAIN NATIONAL PARK
COLORADO
(Area)

FILE CODE:

MIDWEST REGION

MASTER PLAN NARRATIVE

Volumes I & III

FROM:

TO:

IMPORTANT

This file constitutes a part of the official records of the National Park Service and should not be separated or papers withdrawn without express authority of the official in charge. All Files should be returned promptly to the File Room. Officials and employees will be held responsible for failure to observe these rules, which are necessary to protect the integrity of the official records.

U. S. GOVERNMENT PRINTING OFFICE 16-- 22371-3

MASTER PLAN NARRATIVE

MASTER PLAN

FOR THE PRESERVATION AND USE

of

ROCKY MOUNTAIN NATIONAL PARK

MISSION 66 EDITION

The Service thus established shall

- Promote and regulate the use of
- The Federal areas known as National Parks, monuments, and reservations
- By such means and measures as conform to the fundamental purpose of the said parks, monuments, and reservations

Which purpose is

- To conserve the scenery and the natural and historic objects and the wildlife therein, and
- To provide for the enjoyment of the same in such manner and by such means as shall
- Leave them unimpaired for the enjoyment of future generations

VOLUME I

THE MISSION

Rocky Mountain National Park -

its Mission is to afford opportunities for visitors to observe and appreciate an outstandingly scenic and scientifically interesting portion of the Colorado Rockies and to experience the wilderness character of its rugged landscape.

The National Park Service -

its Mission is to preserve and manage Rocky Mountain National Park in such a manner that the natural phenomena will be conserved for all time and to provide for the use and enjoyment of the same.

Approved: _____ _____

Director Date

THE PARK

The seemingly limitless expanse of the central Great Plains is interrupted on its westward margin by the craggy upthrust of the Colorado Rockies. At the crest of these mountains, in the Front Range of north-central Colorado and spanning the Continental Divide, lies Rocky Mountain National Park.

The eastern entrances to the Park are approximately 20 air miles from the plains and 65 road miles from Denver. Three national forests and the Shadow Mountain National Recreation Area nearly surround the Park. Being the closest of the high mountain parks to the populous Midwest, Rocky Mountain has long been a popular scenic attraction for travelers from that region. With the expanding growth of the Denver metropolitan area and the nearby valley towns, the Park will continue to receive a proportionate increase in all-year use. The increased interest in winter activities has created a new major use of the area.

The 410 square miles of the Park comprise a superlative assemblage of natural features characteristic of the 200-mile-long Front Range. The lofty and rugged scenery is among the most inspiring and diversified in the southern Rocky Mountains. The entire Park is mountainous, ranging in elevation from about 7,600 feet to over 14,000 feet. Interspersed among the many craggy peaks are broad glacial valleys, rugged gorges and cirques, sparkling alpine lakes, and plunging streams of crystal-clear water. Perpetual snowfields lie on many of the higher mountains and canyon walls. Small glaciers persist at the heads of some sheltered gorges. Forests of pine, fir, spruce, and aspen cover the mountain slopes to an elevation of about 11,000 feet, and interspersed are lush, flowered meadows. Above the treeline, the mountain ridges and summits are either bare and rocky or covered with carpets of dwarfed alpine plants called tundra. The Park is a sanctuary for wildlife, including the wapiti, mule deer, bighorn sheep, and beaver. The climate is characterized by cool summers with frequent thunderstorms and relatively cold winters with moderate snowfall and westerly winds.

The intensively used Trail Ridge Road, crossing the Park east and west as a link on U. S. Highway 34, is well known as one of the most scenic drives in America. From this road, which for about 12 miles runs above treeline, many of the Park's features can be seen either close by or in the distance. With only 112 miles of public roads in the Park, most of the area is preserved as wilderness made accessible by more than 300 miles of trails.

CHAPTER 1

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Richard A. Strait,
Park Landscape Architect

Prepared by: _____ Date 8/28/64
[redacted]

Granville B. Liles

Certify Accuracy: _____ Date 8/28/64
[redacted]

[redacted]

BASIC INFORMATION

THE LAND

LOCATION

Rocky Mountain National Park is located in north central Colorado, along the Continental Divide, in Grand, Larimer, and Boulder Counties. The Park lies in Townships 2, 3, 4, 5, 6 and 7 North, Ranges 72, 73, 74, 75 and 76 West of the 6th Principal Meridian and between latitudes 42°33' on the north and 40°66' on the south and between longitude 105°55' on the west.

ACCESS

The Park can be reached from the east via Highway U.S. 34. From the south, visitors arrive via Colorado State Routes 66 and 7. All these routes are directly accessible from main north and south Highways U.S. 287, 87, and 85, and Interstate 25. From the west, visitors reach the Park over U.S. 34 from Transcontinental Route U.S. 40. Direct access from the west to the eastern section of the National Park is afforded during the period of late May through late October via Trail Ridge Road. During periods of heavy snow, Trail Ridge Road is closed. Access to the northwest portion of the Park has recently been provided by the U.S. Forest Service, from the Fort Collins area, terminating at La Poudre Pass, adjacent to the Park boundary. This graded access road is expected to greatly

influence the travel within this area.

Airline: Denver, Colorado, 63 miles to the southeast, and Cheyenne, Wyoming, 90 miles to the northeast, offer the nearest commercial airline services of major airlines.

Railroad: Denver is serviced by Union Pacific; Atchison, Topeka and Santa Fe; Colorado and Southern; Chicago, Rock Island and Pacific; Denver and Rio Grande Western; and the Chicago, Burlington and Quincy Railroads.

Union Pacific provides rail service between Denver and Cheyenne with passenger and freight stops at Greeley and Fort Collins.

Colorado and Southern provides rail service between Denver and Cheyenne with passenger and freight stops at Longmont and Loveland, with freight only to Lyons.

Bus: Greyhound and Continental Trailways Bus Lines provide connections at Denver, Loveland and Granby.

Connections to Estes Park are made from Denver, Greeley, Fort Collins, and Longmont with the various travel media by the Colorado Transportation Company.

Rental cars are available in Estes Park.

SURROUNDINGS

Population Centers:

City	State	Miles from Park	Population 1950	Population 1970
Estes Park	Colorado	5	1,617	1,175
Loveland	"	30	6,773	9,734
Greeley	"	51	20,354	26,314
Fort Collins	"	45	14,937	25,027
Longmont	"	34	8,099	11,489
Boulder	"	36	19,999	37,718
Denver	"	63	415,786	493,887
*Grand Lake	"	1	309	170
*Granby	"	15	463	500
*Hot Sulphur Springs	"	25	263	240
*Kremmling	"	42	623	580
Cheyenne, Wyoming		90	31,935	45,000

*Miles from west entrance.

Characteristics: East of the Park, the Great Plains offer a striking contrast to the mountainous terrain found at Rocky Mountain; north and south, the country is much the same as that in the Park. Forests of pine, fir, spruce, and aspen cover the mountain slopes; interspersed are lush, flowered meadows. Above tree line, slopes are either bare and rocky or covered with carpets of dwarfed alpine plants called tundra.

The climate of the Park generally differs from the areas of lower elevations with cool summers, frequent thunderstorms, and relatively cold winters with moderate snowfall and strong westerly winds.

Land Use: Lands adjacent to the Park are predominately Federally owned and administered by the U.S. Forest Service, with interspersed private holdings. Approximately one-third of the lands along the Park boundary are subject to private development, subdivisions, commercial use, etc.

The areas administered Federally are open to recreational uses such as fishing, hunting and camping, and extensive grazing permits are issued in many of these Federally owned areas. Logging operations are minimal. Remains of early mining operations are evident in these areas, but this is not a factor now.

Features of Interest: Adjacent to the Park on the Western Slope of the Continental Divide and under administrative jurisdiction of Rocky Mountain National Park is Shadow Mountain National Recreation Area. This area provides boating, fishing, swimming, camping, and picnicking facilities. Pikes Peak, Garden of the Gods, Lookout Mountain, Mt. Evans, Cheyenne Mountain, Cave of the Winds, and Mount of the Holy Cross are all well known scenic attractions.

Other prominent areas of interest within the State include the United States Air Force Academy, Buffalo Bill's Grave, Pike's Stockade, Petrified Forest, and numerous mineral hot springs and fossil beds. The fossil beds at Florissant are now under study for consideration as a national monument.

Colorful historic mining towns are abundant with Leadville, Gripple Creek, and Central City being among the most famous.

Some of the finest ski areas in the country are nearby -- Aspen, Winter Park, Vail, Steamboat Springs, Loveland Basin, and Arapahe Basin to name a few.

Areas administered by the National Park Service within the surrounding area include Black Canyon of the Gunnison National Monument, Colorado National Monument, Dinosaur National Monument, Great Sand Dunes National Monument, Hovenweep National Monument, Yucca House National Monument, Mesa Verde National Park, Scotts Bluff National Monument, and Fort Laramie National Historic Site.

LEGAL FACTORS

Establishment: Rocky Mountain National Park was established by Act of January 26, 1915 (38 Stat. 798). Boundary adjustments were later made by the Acts of February 14, 1917 (39 Stat. 916); June 2, 1924 (43 Stat. 252); June 9, 1926

(44 Stat. 712); June 21, 1930 (46 Stat. 791) and subsequent authorized Presidential Proclamations of July 17, 1930 (No. 1917), January 11, 1932 (No. 1985), March 5, 1936 (No. 2160); and September 23, 1960 (No. 3374), August 24, 1949 (P. L. No. 263); and August 17, 1961 (75 Stat. 383). Rights of private land owners or existing claimants under United States land laws for access to, and full use of, their lands were recognized in the original act of Park establishment.

Under the Act of June 21, 1930 (46 Stat. 791)(the President of the United States was authorized to add certain lands to Rocky Mountain National Park by Proclamation. Lands which still fall under this Act and which have not been added to the Park include: Sections 5 and 6 of Township 3 North, Range 75 West; portions of Sections 3, 4, 5, 9, 10 and 15 of Township 4 North, Range 73 West; and a portion of Section 34 of Township 5 North, Range 73 West.

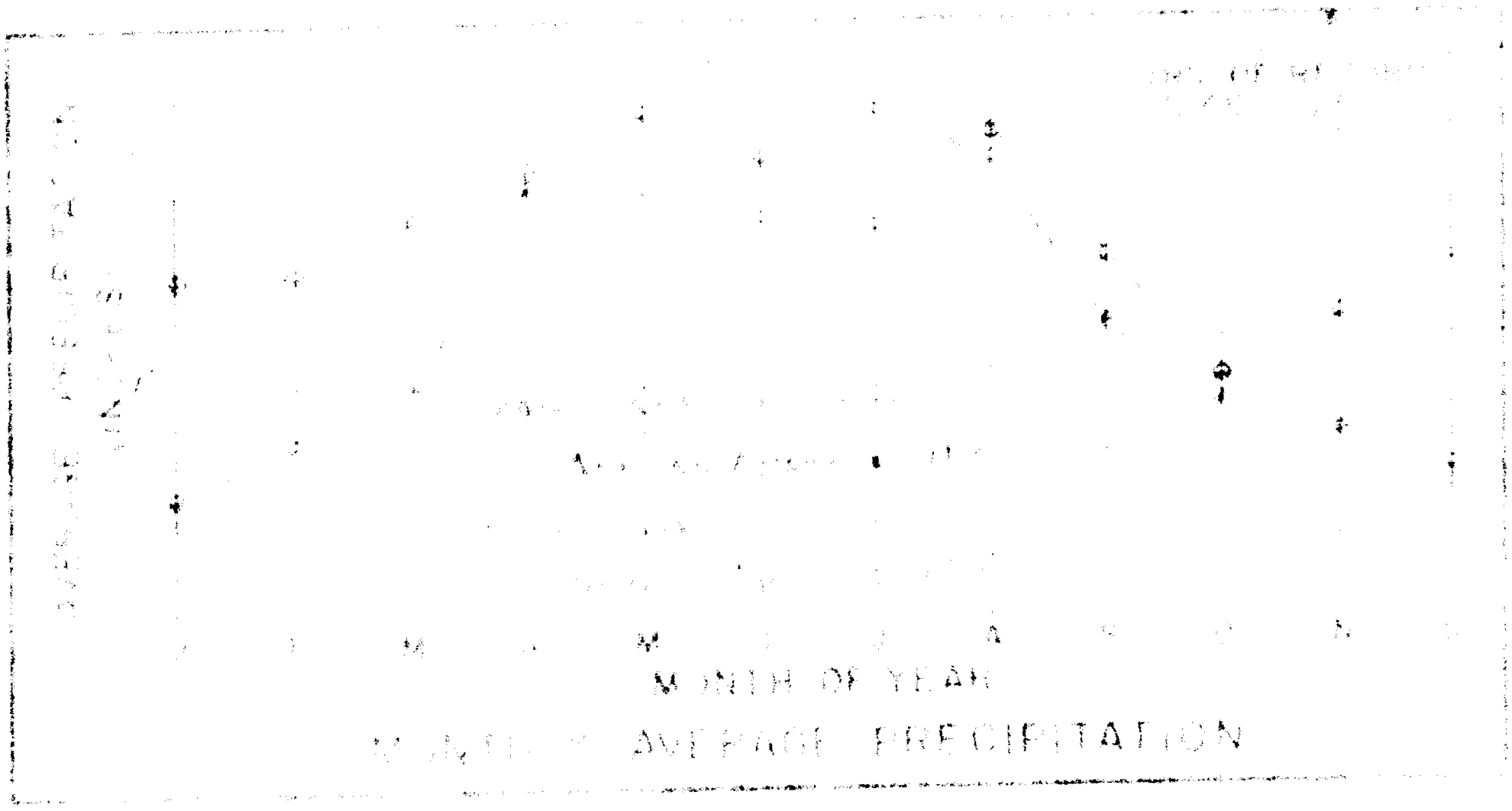
<u>Legal Provisions</u>: Exclusive jurisdiction over all Federal lands within Rocky Mountain National Park was ceded to the United States by the Act of the General Assembly of Colorado, February 19, 1929, and accepted by the Act of March 2, 1929 (45 Stat. 1536) which also provided for a resident U.S. Commissioner in the Park. To achieve consistent jurisdiction for lands added to the Park subsequent to the first session,

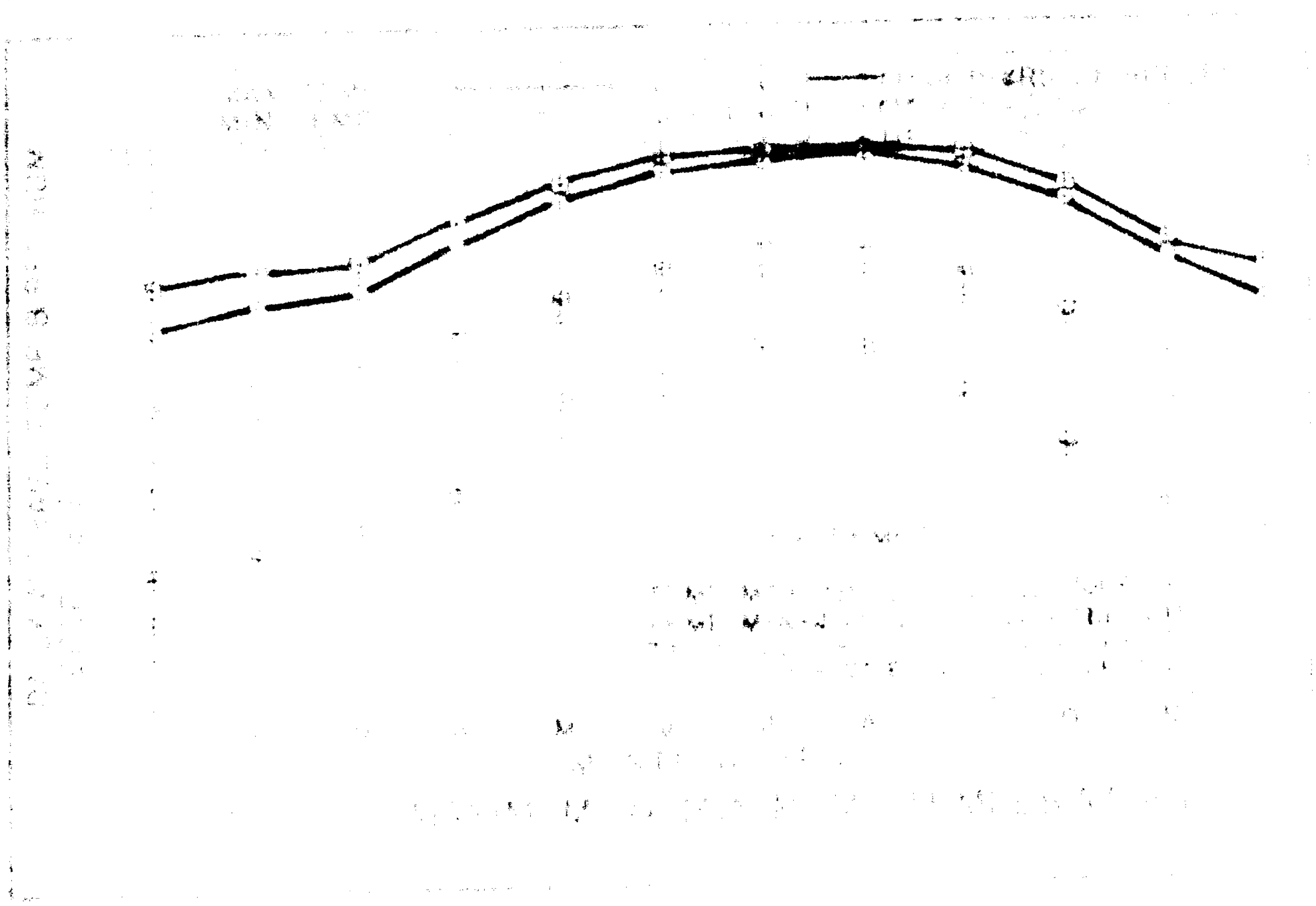
the legislature of Colorado again ceded jurisdiction of April 21, 1961, which cession was accepted by the Secretary of the Interior on January 22, 1962. Only partial Federal jurisdiction applies to private inholdings, which fall under State taxation, voting, and nearly all State laws applying to landowners and residents.

CLIMATE

The following sections will show in detail the marked differences in climatic conditions between the east and west sides of the Park, and between the low and high elevations:

Temperatures: Sub-zero temperatures rarely persist more than two or three days on the east side of the Park or for more than a week's duration on the west side. Sharp freezing can be expected all summer in the alpine zone. The following chart is representative of lower elevations on both sides of the Park where the bulk of developments are located.


MONTH OF YEAR
AVERAGE PRECIPITATION

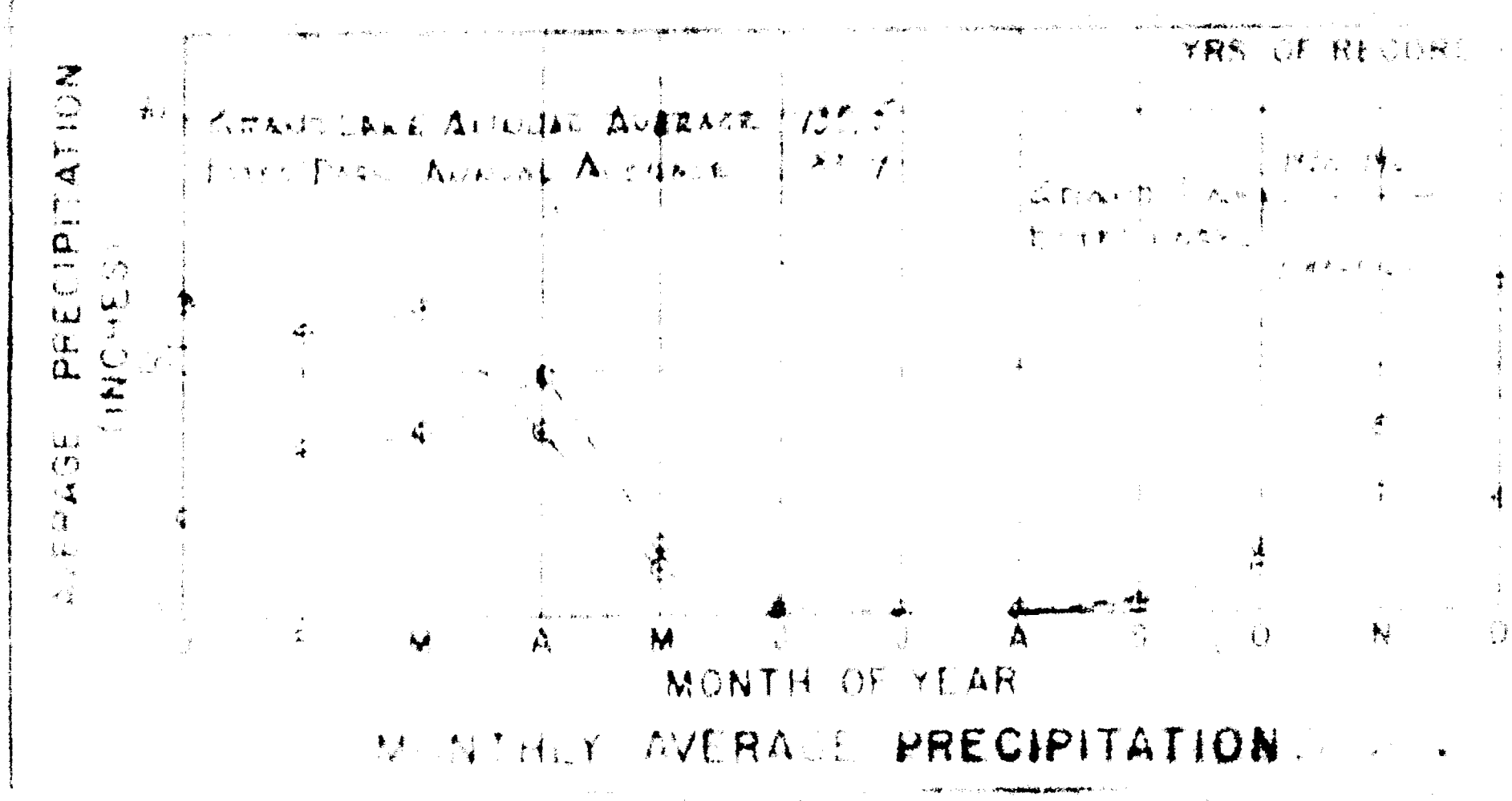


[redacted] Cont.

[redacted]

[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	Upper Hidden Valley, 10,600'

Location	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]



MONTHLY AVERAGE PRECIPITATION

Wind: Prevailing southwesterly winds seldom create a problem on the west side of the Park. However, the east side is in the path of frequent high winds throughout the winter. Velocities of up to 70 m.p.h. have been recorded. Rapid sublimation and evaporation of snows occur. Bare windward slopes and drifted lee slopes are the normal snowcover pattern. Summer blizzard conditions at high elevations are an ever-present threat to hikers and climbers above tree line throughout the Park.

Special Conditions: Weather patterns in July and August commonly present daily afternoon showers with clear nights and mornings. Lightning hazards occur with considerable frequency on high ridges and on Trail Ridge Road.

FIRE HISTORY

Many large fires occurred before the Park was established in 1915. There is evidence of this in most forested areas in the form of old fire scars, charred logs and stumps. Many of these large burns, such as around Bear Lake, burned about 1900 and some prior to this.

Rocky Mountain Fire Atlas records start in 1931. They show that over the years about 64 per cent of forest fires are lightning caused. Fire occurrence is heaviest in July and August, with a good many fires recorded in June and September. However, there are records of forest fires every month of the year.

The largest fire since records were kept was the North Fork burn of 1956, covering an area of about 1,000 acres.

Other forest fire statistics are:

1. Average number of fires per year - 7 plus. This has varied from 22 in 1939 to only one reportable fire in 1953 and in 1957.

2. Total area burned - 1800 acres. Average annual burn since 1931 - 56 acres.

3. The fire season is generally considered from June 15 to September 15, although periods of high fire danger occur pre- and post- season with regularity.

The Park fire potential is high. Terrain is rugged, climatic conditions variable from one local spot to another, high winds and dry seasons are numerous.

TERRAIN

Crowded within the 410 square miles which comprise the Park are 84 mountain peaks over 11,000 feet in elevation. Altitudinal relief ranges from 7,640 feet up to Longs Peak, 14,256 feet. The Park straddles the Colorado Front Range, which is also the Continental Divide. The eastward face of the range is sharply carved into granitic cliffs and

deep cut glacier-fed valleys which sweep eastward between forested moraines and secondary ridges. In contrast, the west half of the Park slopes more gently to the Colorado Valley. The extreme northwest corner of the Park includes the east half of the Never Summer Mountains, which again display the precipitous cliffs and glacier-carved peaks typical of eastward-facing mountains in this part of Colorado.

Two short mountain spurs jut eastward from the main crest of the Continental Divide. The Mummy Range centers in the northeast quarter of the Park. It includes five prominent peaks over 13,000 feet. Near the southeast corner, the Pagoda Mountain-Longs Peak-Mount Meeker cluster presents the highest and most spectacular terrain in northern Colorado. The sheer, 2,000-foot east face of Longs Peak, thrusting above Mills Glacier and Chasm Lake is the focal point of intense mountaineering activity.

SOILS

Soil conditions closely relate to the glacial origin of the topography. Most development areas contain glacial flour and mixed decomposed granite, sand, gravel, and boulders in varying depths. Material is basically of

metamorphosed granitic types. Water filtration systems repeatedly clog up with glacial flour. Frost depth varies from three to five feet.

RESOURCES

Geological: Except in the northwestern portion of Rocky Mountain National Park, most of the rocks are Precambrian of two general types: granitic and metamorphic. The metamorphic rock is well exposed throughout much of the Front and Mummy Ranges. The granitic rock is most common in the Longs Peak area. Pegmatite and aplite bodies are widely distributed within the metamorphic rock and also occur within the granitic rock.

Tertiary igneous intrusive bodies occur throughout much of the Never Summer Range, and smaller intrusives occur in the Longs Peak area. The "Iron Dike" is traceable from the Mummy Range southeastward beyond the Park boundary.

Tertiary igneous extrusive rocks occur in the Specimen Mountain area, at Iceberg Lake along Trail Ridge Road, and on Table Mountain near Lake Granby. The Specimen Mountain volcano erupted during Middle to Lake Tertiary time, and deposits of ash and breccia were formed in surrounding areas. Lava was extruded from the volcano and a remnant of one flow is exposed on the cliff above Iceberg Lake.

During a later phase of volcanic activity, a rhyolite plug filled the central vent of the volcano. It is the eroded plug which forms the summit area of Specimen Mountain. A lava flow, probably from a fissure, to the west, forms the cap of Table Mountain in Shadow Mountain National Recreation Area.

The areas of somewhat subdued landscape at higher elevations on Trail Ridge, along the Continental Divide in the central and southern parts of the Park, and on the Mummy Range probably represent the results of running-water erosion, frost action, and soil creep.

Most of the more rugged landscape features of Rocky Mountain National Park are results of glaciation. Pre-existing stream valleys in the higher mountain areas were occupied by glaciers several times during the Pleistocene Epoch. As a result of the glacial erosion many of the higher valleys were enlarged and rounded-out, interstream areas were reduced to narrow aretes, and steps and risers were formed in valleys because of variable rock resistance. Cirques were cut at the heads of the valleys and in some places (Longs Peak) horn-type mountains resulted from the cirque erosion. Several of the cirques are at present occupied by small glaciers or ice bodies. Glacial deposits include numerous

moraines, most of which are lateral and located along the lower portions of major glacial valleys (South Lateral Moraine along the Big Thompson, Bierstadt Moraine along Glacier Creek). Glacial erratics are strewn throughout most of the glacial valleys. Ice-marginal water erosion produced scour features such as potholes in the bedrock along the sides of valleys (potholes and scour along road to Chasm Falls). Glacio-fluvial deposits occur in the lower portions of some glacial valleys (Horseshoe Park and Moraine Park).

<u>Special Scenic Features</u>: High Mountains - The rugged, mountainous terrain of the area, is traversed from north to south by the Continental Divide. Along the Divide a series of great peaks (The Front Range) is climaxed by the bulk of the giant of them all, Longs Peak, which rises to 14,255 feet. The somewhat lesser but still imposing peaks of the Never Summer Mountains mark a section of the western boundary of the Park. From Fall River Pass on Trail Ridge Road at 11,797 feet, the lofty peaks of the Mummy Range trend northeastward toward the corner of the Park.

One of the Park's most striking and unusual features is the tremendous expanse of alpine tundra which occupies about one-third of the total acreage of the Park. This area of rolling grassland and precipitous peaks, windswept and

desolate through most of the year, is the most accessible extensive area of its kind in the country. Trail Ridge Road reaches an elevation of 12,183 feet, and is perhaps the finest scenic drive in America.

The unique flora of the Alpine tundra forms extensive wildflower gardens during the period from late June to early August, with some species blooming into September. The sheltered valleys, meadows, and forests of the lower elevations present wildflowers of exceptional beauty and abundance also.

The fall season is perhaps the most colorful period of the year. Mountain sides and meadows are ablaze with the gold and red of the aspens and cottonwoods, in contrast to the deep green of the pines and firs. Small shrubs, including wax-flower and mountain ash, willow and rose, add their splashes of color.

The winter landscape of Rocky Mountain presents a striking contrast to the greens and golds of summer and fall.

Vegetation:

	Principal Plant Species in Each Life Zone
ALPINE ZONE	Above treeline and including: dwarf willows, bog birch, elk sedge, alpine forget-me-not, moss campion, paintbrush, alpine phlox, deer clover, rydbergia, fairy primrose. All are small tundra plants.
11,500' Treeline	
SUBALPINE ZONE	Limber pine, Engelmann spruce, subalpine fir, timberline willows, fairy slipper orchid, grouseberry, columbine, fringed gentian, fireweed, arnica, alpine bluegrass, alpine timothy, snow lily.
10,000'	
MONTANE ZONE	Lodgepole pine, ponderosa pine, Colorado blue spruce, Douglas fir, quaking aspen, chokecherry, mountain maple, squaw currant, antelope brush, golden banner, wood lily, lupine, grama grass, wild rye, reedgrass.
8,000'	
7,640' FOOTHILLS ZONE (6,000 to 8,000 ft.)	*Juniper, dogwood, sagebrush, sandlily

*Plants more characteristic of the narrow fringe of foothills zone. Many montane species overlap into this zone within the Park.

Water: The Colorado River originates on the west side of the Park. On the north and east, the Poudre and Thompson Rivers and the St. Vrain Creek form an important tributary system to the South Platte River Basin. Over 125 lakes are scattered throughout the Park, nearly all being remnants of glacial sculpture.

Wildlife: In summer the alpine zone is frequented by many of the Park's larger mammals--wapiti, bighorn, mule deer, coyote, red fox and cougar. Mid-day shelter is generally sought in the subalpine tree cover. An exception to this inter-zone daily movement is often shown by bighorn and other creatures--such as marmot, pika, ptarmigan, pipit, and rosy finch. They may spend nearly all summer above tree line.

Winter finds the alpine zone shared only by bighorn, a few wapiti, ptarmigan, an occasional coyote or fox and a few active pocket gophers and mice.

The subalpine zone shares nearly all the summer residents of the alpine zone, plus many more species which prefer forest cover: Black bear, bobcat, marten, weasel, beaver, porcupine, spruce, squirrel, snowshoe hare, great horned owl, raven, Clarks nutcracker, Steller's jay, dipper and dusky grouse. Except for a few marten and spruce squirrels, the subalpine zone is relatively barren during the winter

months. The great majority of alpine and subalpine residents migrate to the montane and foothills zones in late fall and remain until spring. Here they join the more permanent inhabitants of the lower zones: raccoon, mink, badger, skunk, tassel-eared squirrel, cottontail rabbit and golden eagle. Characteristic summer migrants in the lower portions of the Park are white-tailed jackrabbit, rufous -and broad-tailed hummingbirds, mallards and blue-winged teal.

A definite east-west migration occurs among elk and deer. Certain bands summer in the western edge of the Park and winter in the eastern montane zone. They cross the front range in late spring and again in fall, before heavy snow-drifts block their movements.

The Park's dominant predatory birds include the golden eagle, goshawk, marsh hawk, red-tailed hawk, sparrow hawk and northern shrike. Bison, antelope, grizzly, wolf and possibly moose were originally present in the Park area, but have long since vanished.

<u>Recreational</u>: Over 300 miles of mountain trails attract many hikers and wilderness campers. Many spectacular high mountain lakes are particularly inviting to the wilderness lover and fisherman.

Forty-four peaks above 12,000 feet and seventeen more above 13,000 feet above sea level attract an ever increasing number of mountain climbers. The most popular climb is Longs Peak. Longs Peak provides all types of climbing experiences, from the easy walk-up routes to the most difficult technical routes on the sheer Diamond wall on the East Face, which was first climbed in 1960. Recently, while the Diamond was being successfully climbed for the fifth time in history, approximately 200 people reached the summit of Longs Peak by various other routes the same day.

The Hidden Valley winter use area continues to attract increasing numbers of winter sports enthusiasts. Largely dependent upon snow and weather conditions, the use of this area will continue to increase.

Facilities include two T-Bar lifts, three rope tows, skating rink, platter slide, food service, and ski rental service--all concessioner operated. The National Park Service provides an indoor picnic area, observation lounge, interpretive services, first aid, and general supervision and visitor protection.

Fish: Principal species of fish found in the Park waters include cutthroat, rainbow, brown and brook trout, of which only the cutthroat is native. Exotic species were well established in most waters prior to establishment of the Park.

Many lakes and streams are naturally barren of fish life and these barren waters comprise 15 percent of the Park's 436 miles of streams, and 73 (56 percent) of the Park's total of 131 lakes and lake groups.

History and Archeology: Rocky Mountain National Park was regularly visited by Indians in pre-historic and historic times, and numerous archeological sites have been located in the Park.
(Please see the Archeological & Historical Base Map.)

The partial archeological survey of Rocky Mountain National Park has indicated a very significant relationship between early man and the late Pleistocene-early recent Rocky Mountain environment. Although the finds were scattered, it appears that the late Pleistocene hunters used the high mountain areas of the Rockies as a hunting ground -- a situation heretofore unsuspected by archeologists.

Later associations of primitive man with this environment appear to be less intimate on the basis of present knowledge, although historic tribes -- the Ute, Cheyenne, Arapaho, among others, occasionally utilized the area, crossing through it from time to time.

Because of the concentration of fur-trading forts in the valley of the South Platte, there must have been a number

of trappers operating within the boundary of the Park, but there are no known sites or structures that date to this period. The only documented visit to the Park before the arrival of Joel Estes was that of Rufus Sage who described a beautiful immured valley--surely Moraine Park -- that he visited in the 1840's.

On the western side of the Park, the now-deserted towns of Lulu City (c. 1879) and Dutchtown (c. 1883) sprang up as low-grade ores were discovered, but survived less than a decade, and only a few tumble-down structures survive.

Following the discovery that the ores of the Never Summer Mountains were not adequate to support a mining community, people in the Grand Lake area turned to stock raising and ranching. Typical of such "spreads" within the boundaries of the National Park are the Harbison Ranch (1896), the Schnoor Ranch, and such rudimentary homesteads as that of Sam Stone in Big Meadows.

One of the earliest resorts in the Park was that of Abner Sprague in Moraine Park, and Workman's Fern Lake Lodge was built about 1905.

Trails were constructed largely by civic groups in the years before the establishment of the Park, and the Fall River Road,

a portion of which remains open as of this date, was completed by the State of Colorado in 1920 as the first trans-divide highway through northern Colorado.

The Park now contains the following historic sites:

Sprague Cabin (c. 1880)

Lulu City (c. 1879)

Dutchtown (c. 1883)

Harbison Ranch (c. 1896)

Fern Lake Lodge (c. 1905)

Eugenia Mine (c. 1910)

Marsh Cabin (c. 1911)

W. A. White Homestead (c. 1911)

Fall River Road (c. 1920)

LAND STATUS

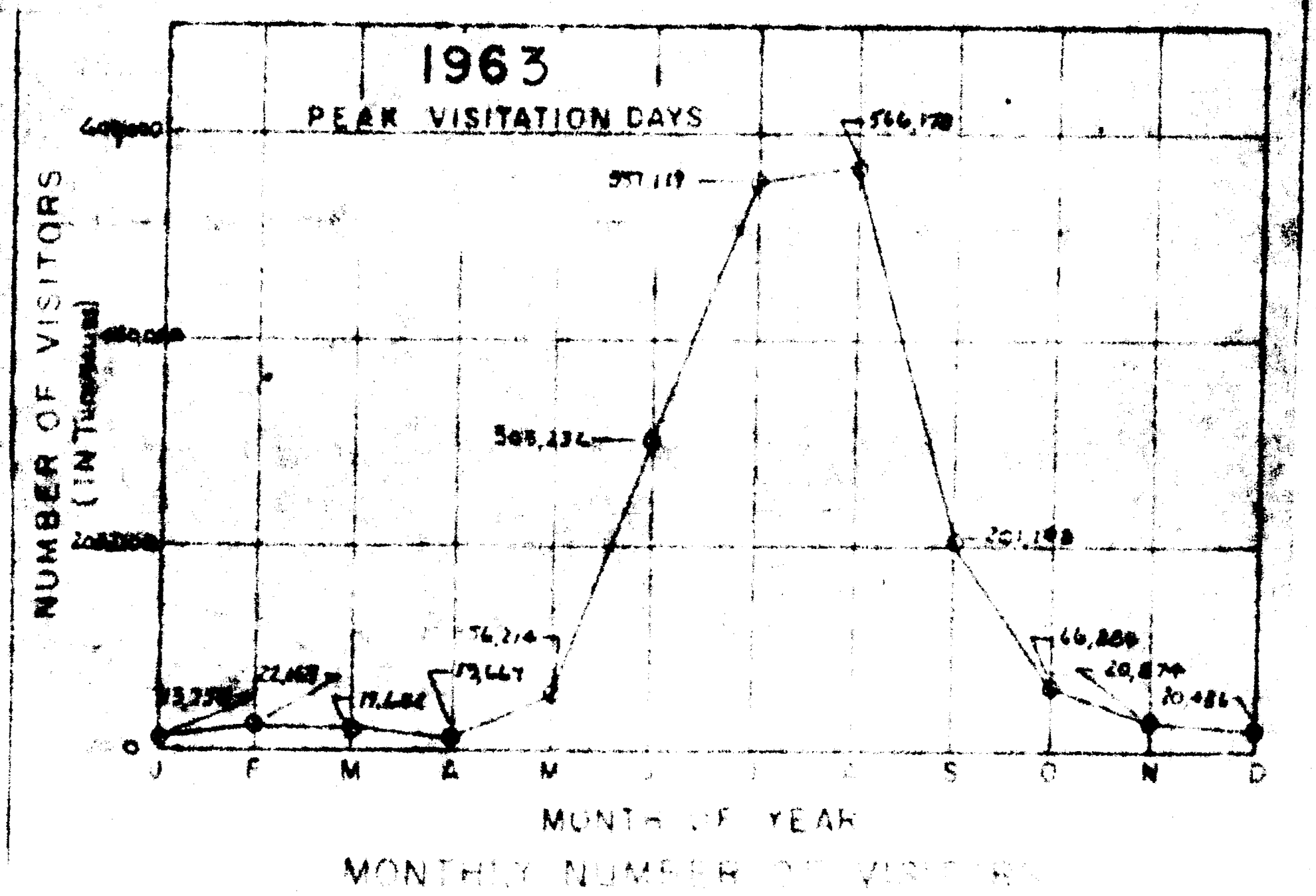
General: Gross acreage of the Park is 262,324.22 acres, of which 2,368.68 acres are in 139 separate parcels of private ownership varying in size from .125 acre to 477 acres. The majority of tracts are small one- or two-acre summer home sites. Present inholdings represent 17 percent of the original 13,430 acres of private lands in the Park, most of which have been purchased and restored to natural conditions. Total Federal acreage is: 259,956.

BASIC INFORMATION

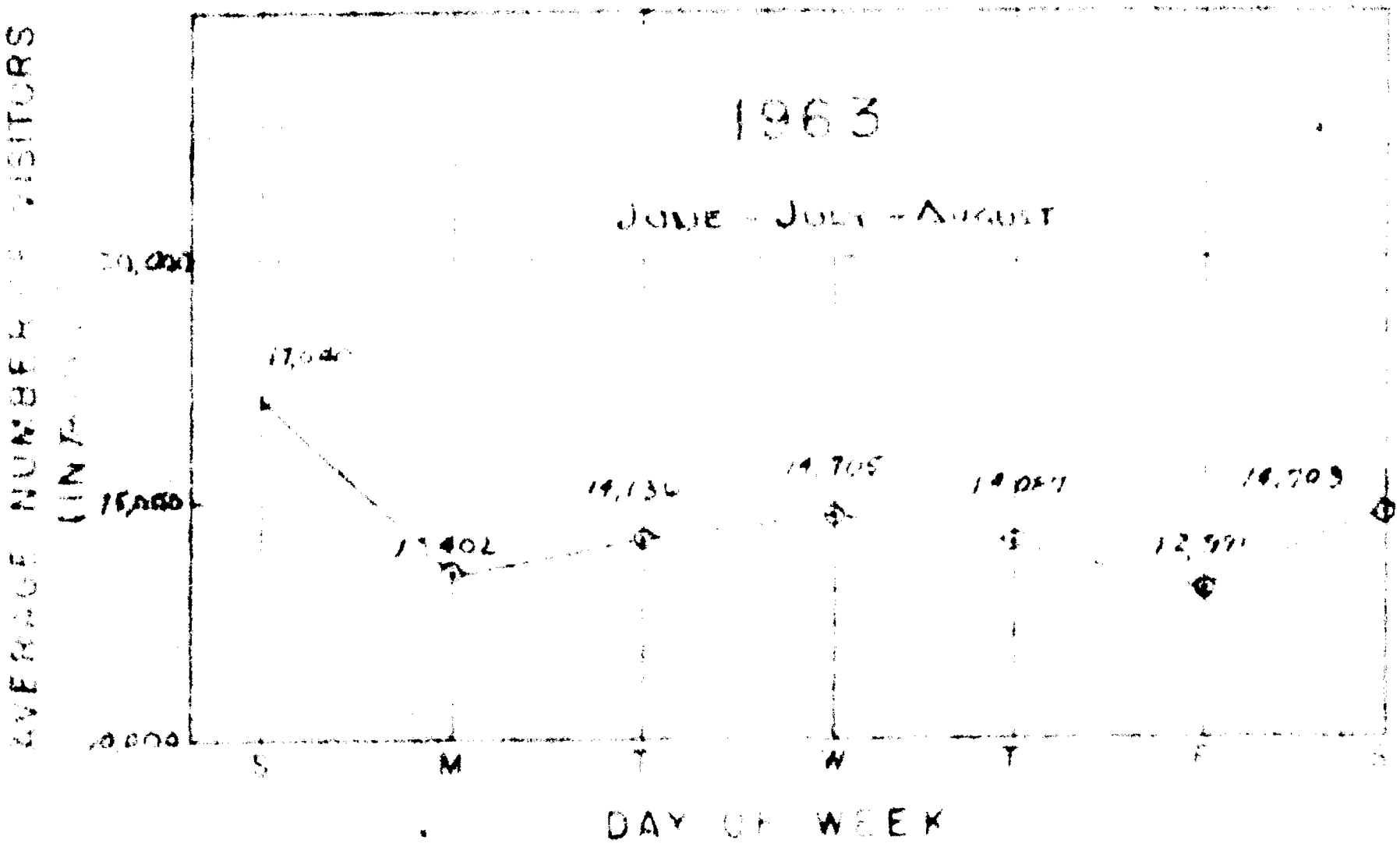
THE VISITOR

VISITOR CHARACTERISTICS

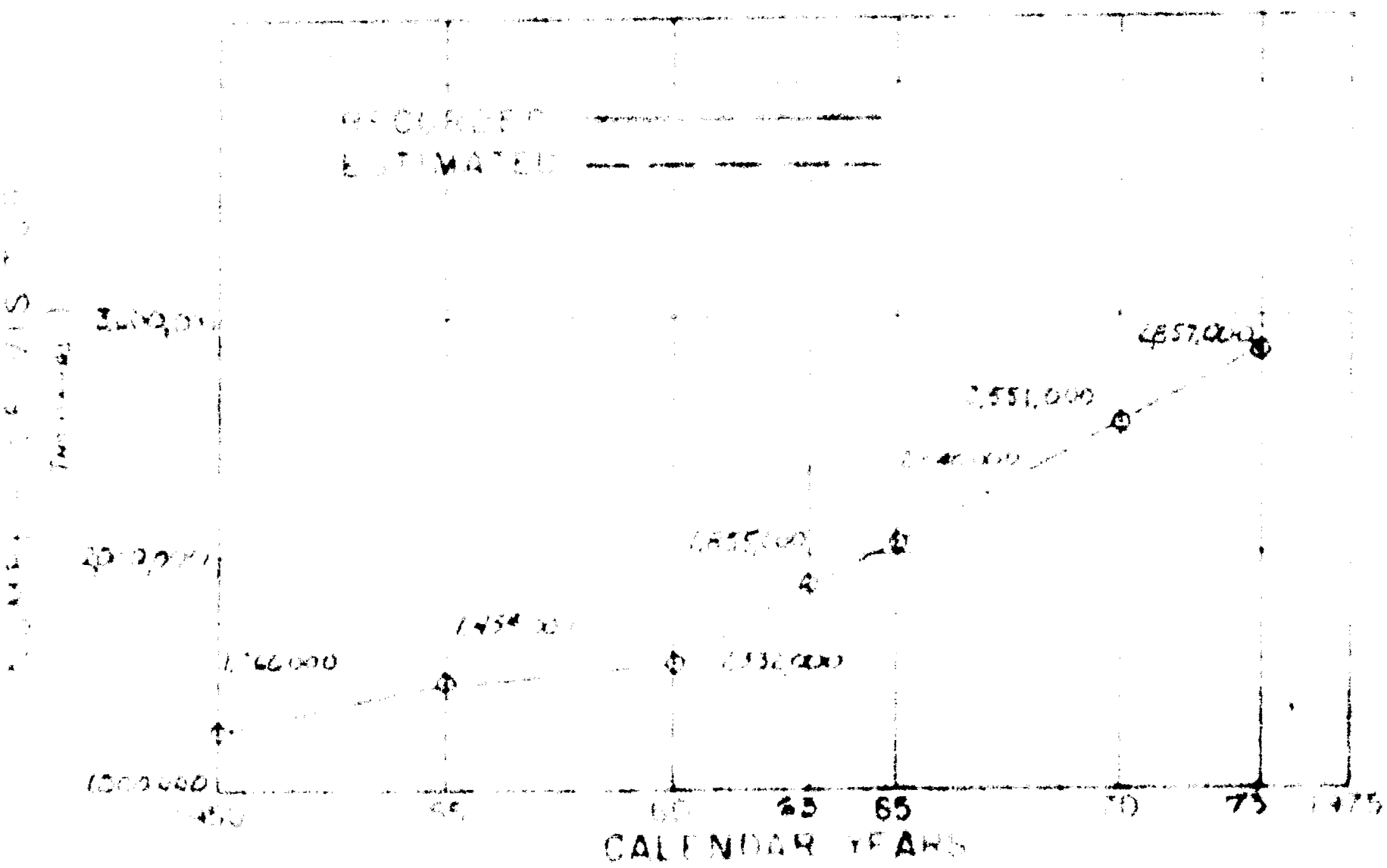
Number:



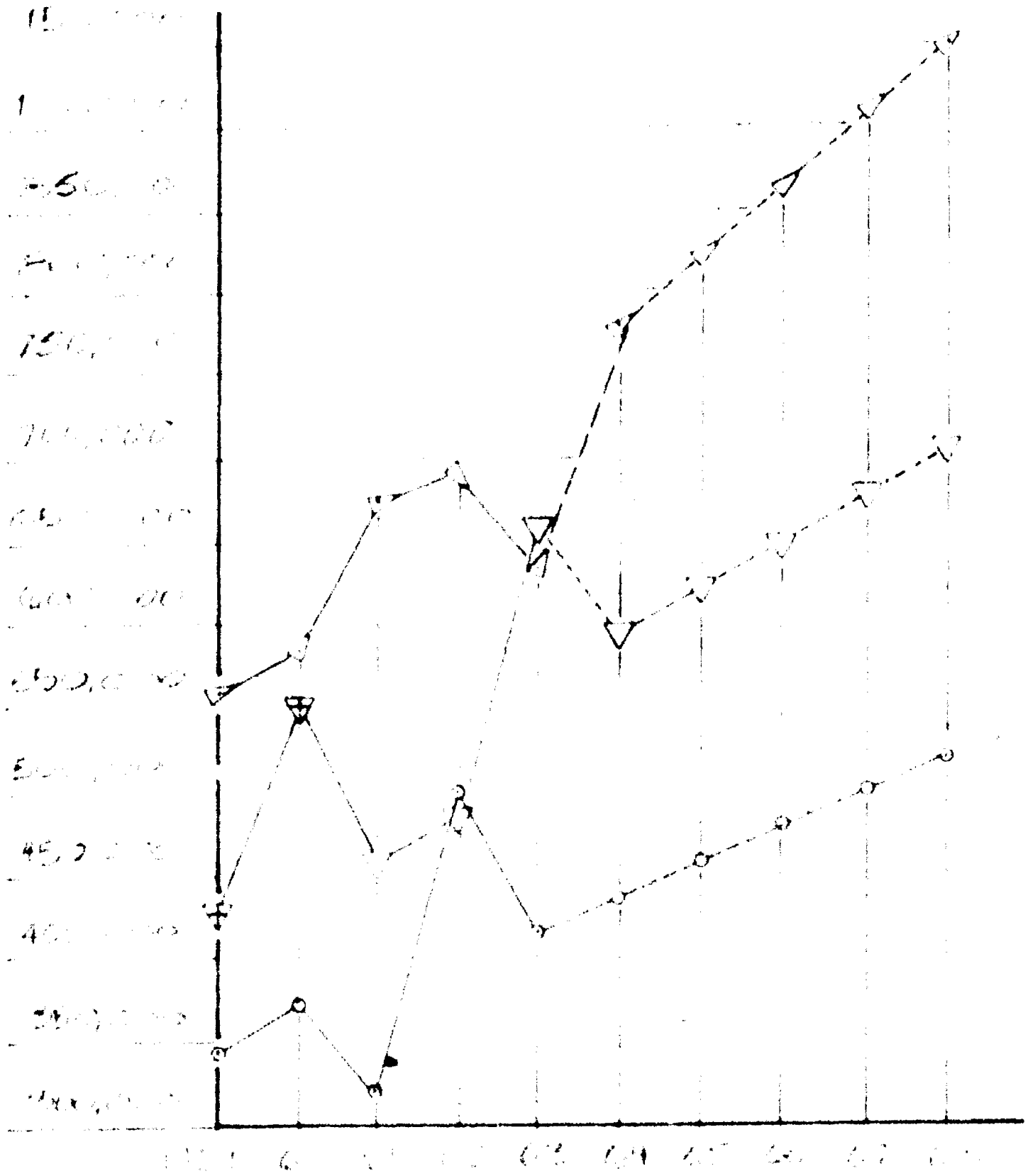
MONTHLY NUMBER OF VISITORS



AVERAGE NUMBER OF VISITORS PER DAY BY WEEK THREE MONTHS HEAVIEST VISITATION



ANNUAL NUMBER OF VISITORS



NOTES:

— GREEN LAKE

— ELLIS RIVER

— DENVER MEADOW AND TENNESSEE DEVELOPMENT

— INCLUDES [illegible] THE [illegible] RIVER

BUT NOT [illegible]

4. DENSITY OF [illegible] TO SIMULATE [illegible]

[illegible]

5. [illegible]

[illegible]

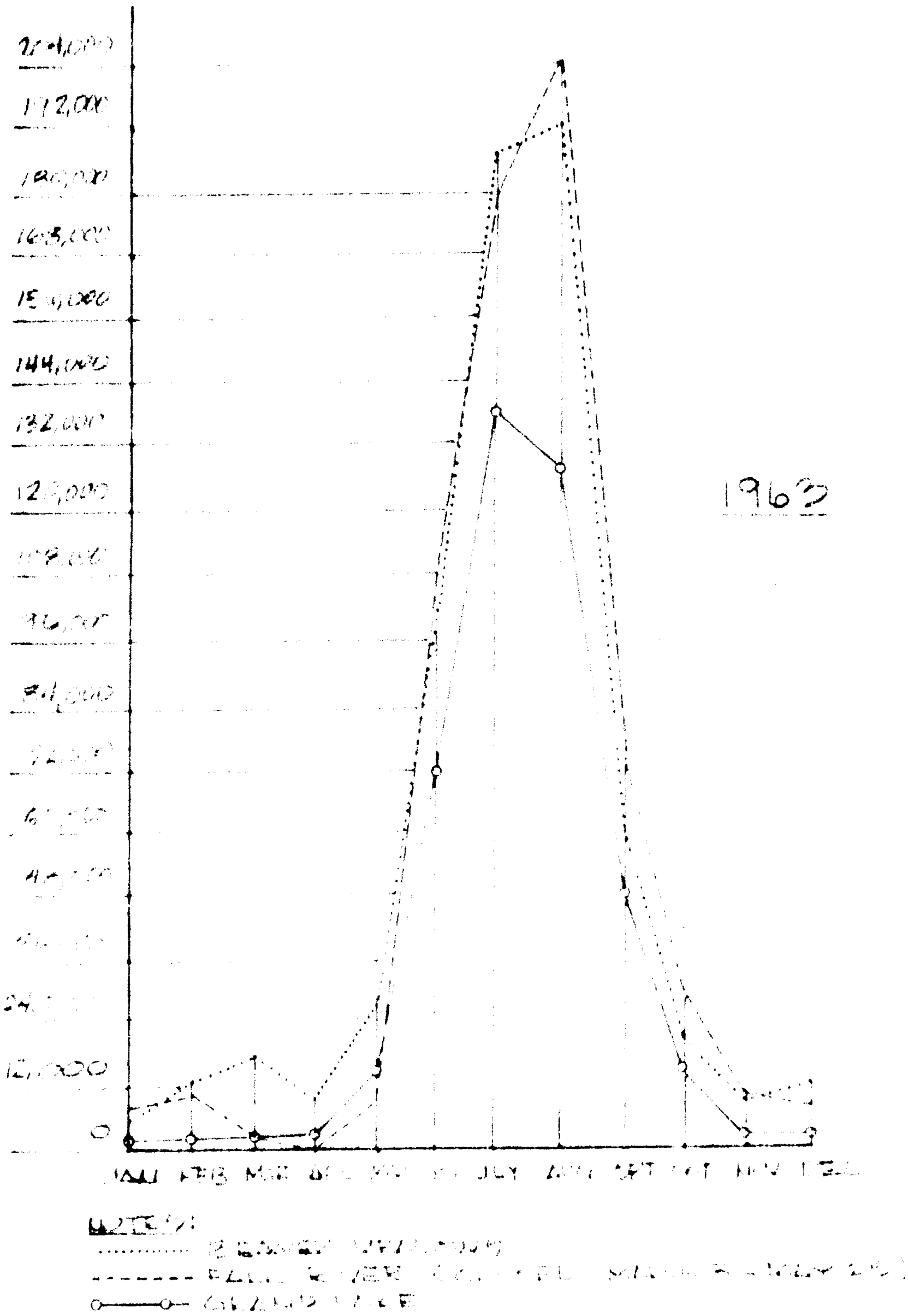
3. [illegible] ELLIS RIVER VARIETY [illegible]

[illegible]

[illegible]

[illegible]

[illegible] MARK EUSTEMICED



MONTHY NUMBER

Origin: Of the total summer visitors entering through the two east entrances, 22 percent originate in the State of Colorado. West entrance travel shows 27 percent from Colorado. Winter use is 90 percent from Colorado. Foreign visitors comprise less than 1 percent of the total visitation.

Types: Probably 95 percent of the total summer visitation are families. One-half of 1 percent of the total visitation are organizational groups using campground facilities. Special tour groups comprise 1-1/2 percent of the total visitation on a day-use basis.

Groups of up to 200 persons have been accommodated on a day-use basis; however, camping groups generally have been limited to not more than 150.

Winter day-use at Hidden Valley Winter Use Area is comprised of 3.5 percent organized groups and 96.5 percent families.

Frequency and Duration of Visits: Annual permits comprised 7 percent of the total permits sold in 1963. Permits were sold to 201,775 vehicles of the 500,000 vehicles entering the Park in 1963; 42.5 percent were classed as "first entry"; 39 percent as "re-entry"; 13.5 percent unclassified,

entering during closed hours over traffic counters; and the remaining 5 percent entered over traffic counters at minor entrances. Re-entry on each seasonal permit is estimated at five.

Average length of stay in campgrounds is four days per party. Those not staying overnight average somewhere between five and six hours in the Park.

[redacted]

[redacted]

[redacted]

[redacted]

(In accordance Weather Chart for Sundays Three Months)

[redacted], June 30	[redacted]
[redacted], July 4	[redacted]
[redacted], July 5	[redacted]
[redacted], July 7	[redacted]
[redacted], July 10	[redacted]
[redacted], July 11	23,377
[redacted], July 12	[redacted]
[redacted], July 18	[redacted]
[redacted], August 4	[redacted]
[redacted], August 6	[redacted]
[redacted], August 7	[redacted]
[redacted], August 8	[redacted]
[redacted], August 10	[redacted]
[redacted], August 11	[redacted]
[redacted], August 13	[redacted]
[redacted], August 14	20,183
[redacted], August 17	19,079
[redacted], August 18	22,477
[redacted], August 25	[redacted]

(1) Maximum peak day on record, July 3, 1960 - 27,000

(2) Peak days over 20,000 have occurred on Sundays in August six times, on July 4 twice, and Sundays in July once in the past ten years.

VISITOR ACTIVITIES

ACTIVITIES	PARTICIPANTS 1958	1963	Maximum 24 Hour Period	
Automobile Sightseeing	85%	87%	27,000	July 3, 1960
Conducted Trips	10,443(E)	17,750	698	July 24, 1963
Talks	55,924(E)	72,693	1,487	July 30, 1963
Attended Stations	167,521(E)	134,463	2,199	July 4, 1963
Self Guiding Devices	340,813(E)	1,951,887(E)	39,900(E)	July 21, 1963
Wilderness Use				
Hiking	75,000	115,000	[illegible],700(E)	
Camping	3,500	8,850	200(E)*	
Horseback	45,000	40,000	650(E)*	
Boating	None	None	None	
Overnight Use				
Campers				
Developed Campground	119,000	160,300	No Peak Day - Saturation	

VISITOR ACTIVITIES cont.

ACTIVITIES	PARTICIPANTS 1958	1963	Maximum 24 Hour Period
Primative Camping	N.A.**	64,500	From July 1 through August 25
Organized Groups	N.A.**	7,000	
Concessioner and Private Hotel, Lodges, Motel and Cabins	97,700	10,700[1]	Numbers and dates N.A. Occurs on weekends
Water Use	Negligible	Negligible	
Boating	None	None	
Swimming	None	None	
Fishing	14,500	19,600	500 July 4th approx.
Other Water Activities	Negligible	Negligible	
Bicycling	100(F)*	200(F)*	N.A.**
Horseback Riding Within and in Vicinity of Developed Areas	Negligible	Negligible	

[1] Concessioner operations and many private operations removed from the Park during this period. Four private operators left in 1963.

VISITOR ACTIVITIES cont.

ACTIVITIES	PARTICIPANTS 1958	1963	Maximum 24 Hour Period
Picnicking			
Developed Sites	100,000	125,000(E)*	Saturated any weekend
Roadsides and non-developed areas	50,000	60,000(E)*	Saturated any weekend
Hunting	None	None	Dates and number N.A.**
Mountain Climbing			
Technical (Long's Peak)	75	166	N.A.**
Nontechnical (Long's Peak)	1,323	1,084	200 August 15, 1964
All Climbing	2,500(E)*	5,000(E)	N.A.**
Winter Activities			
Winter Sightseeing	56,000	62,000	3,100 March 1, 1964

VISITOR ACTIVITIES cont.

ACTIVITIES	PARTICIPANTS		
	1958	1963	Maximum 24 hour Period
Winter Camping	Negligible	Negligible	
Ice Skating	5,236	4,468	288 February 23, 1964
Cross Country Skiing	Occasional	5,000(E)	25(E)*
Downhill Skiing	11,795	14,751	650 January 20, 1964
Platter Sliding	7,500	1,500[2]	25-30(E)*
Picnicking (indoors)	4,500	5,000	175 Date N.A.**
Playing Outdoor Games or Sports	Negligible	Negligible	

[2] Platter sliding discontinued due to high rate of accidents after 1960 except for those who furnish their own platters.

*Estimated figures
**Not available

MASTER PLAN
FOR THE PRESERVATION AND USE OF
ROCKY MOUNTAIN NATIONAL PARK

* * * * *

Chapter 1, Objectives and Policies
- a. Significant Resources
- b. Significant Values
- c. Preservation and Use Policies
- d. Guidelines

* * * * *

Prepared by: The Staff, Rocky Mountain National Park, April 5, 1961

* *

Recommended: Thomas E. Whitcraft Date May 19, 1961
Acting Superintendent

* *

Concurred: (Not required) Date
Chief, Western Office, Design and Construction

* *

Concurred: /s/ George F. Baggley Date 7/[illegible]/61
Acting Regional Director, Region Two

* *

Approved: Date
Director

Revised June [illegible], 1961

MASTER PLAN
FOR THE PRESERVATION AND USE OF
ROCKY MOUNTAIN NATIONAL PARK

VOLUME I

Chapter 1. Objectives and Policies

a. Significant Resources

The most significant resource of Rocky Mountain National Park is its 410 square miles of inspiring and varied mountain scenery. It was for the preservation and enjoyment of this superlative and unspoiled scenery that the Park was established in 1915. In addition to the scenic resources there exist several features of historical and archeological interest.

The high peaks of the Front Range form a great mountain wall which, through much of the Park, constitutes the Continental Divide. The eastern slope drains to the Gulf of Mexico and the western slope drains to the Gulf of California. The high mountain streams flow through deep rugged canyons and open glacial valleys. The Park is dotted with more than 700 small lakes, several of which remain frozen until mid-July.

The Park serves as an excellent outdoor museum featuring outstanding evidences of glaciation, some of which are moraines, cirques, glacial polish, morainal and glacier-gorged lakes, U-shaped canyons, and hanging valleys. Several small glaciers and stagnant ice bodies persist in some of the high, protected cirques.

Other significant geological phenomena of Rocky Mountain National Park which should be interpreted are the story of mountain building, as represented by the Front Range, and erosion (other than glaciers), as evidenced by existing land forms.

The biological features of the Park are generally typical of the southern Rockies. Much of the Park is ecologically undisturbed, as are few places remaining in the Front Range.

The vegetative cover is largely coniferous forest except for the extensive open alpine areas on the summits above treeline and

scattered meadows below. Three vertical zones or belts of vegetation are easily identified along the eastern slope in the Park: (1) the treeless alpine zone on the summit peaks and ridges; (2) the subalpine zone of Engelmann spruce, limber and lodgepole pine, and alpine fir at medium-high elevations; and (3) the montane zone of ponderosa pine, Douglas fir, and aspen below about 8,800 feet in elevation. A more lush forest and vegetative condition exists on the western slope of the Park due to greater precipitation.

Above treeline, those areas not covered with barren rock support dwarfed alpine plants of great variety growing in rocky areas and in extensive dense carpets of tundra. Uncommon outside of the Arctic Circle, the tundra constitutes one of the area's most unique natural features.

The Park contains a variety of wildlife. Of particular interest to visitors are the wapiti, bighorn sheep, mule deer, beaver, marmot, and squirrels. Some of the common birds of special interest to Park visitors include ptarmigan, ouzel, jays, western tanager, hummingbirds, and hawks. The common fish are mainly trout--cutthroat, rainbow, brown, and brook--of which only the cutthroat is a native species.

Though the Park was established mainly to preserve the natural landscape, several historical and archeological features are significant. Sites and artifacts of prehistoric aborigines dating back 7000 to 8000 years have been found. The Ute Trail over Trail Ridge is an important feature of the historical occupation of the region by Ute and Arapaho Indians. The dominating summit of Longs Peak, conspicuous from the plains, was a landmark used by Indians, trappers, explorers, and pioneers.

A few deteriorating log cabins of pioneer settlers and the early mining era of the region are still in existence. Of particular interest are the ruins of the ghost mining camps of Lulu City, Dutchtown, Eugenia Mine, and Miner Hill. The Grand Ditch, which has permanently scarred the landscape of the eastern slope of the Never Summer Range, is of historical interest as one of the earliest diversions of water from west to east across the Continental Divide.

b. Significant Values

The Mission of Rocky Mountain National Park will be accomplished

only if its significant resources can be translated into human values. As one of the superb scenic and unspoiled mountain areas of this nation, the Park has the capacity to provide worthwhile aesthetic, inspirational, educational, and recreational benefits to its visitors and scientific benefits to the nation.

The aesthetic and inspirational experience is usually the dominant and most universally appreciated of these benefits. As the Park's interpretive program develops, the educational benefits will become increasingly important. By nurturing an appreciation of the Park's resources through aids to understanding, preservation of this and other national parks is better ensured. Recreation benefits are derived from various physical activities--such as camping, hiking, mountaineering, horseback riding, and fishing--in scenic and wilderness surroundings. Their value lies not only in healthful physical action and mental relaxation but in the accompanying aesthetic experience. The scientific benefits are derivable through observation and study of biological and geological features. Their undisturbed condition, rare outside of national parks, is of special value to research not only in the interest of science, but to improve the educational value of Park interpretation.

These several types of benefits may be realized in a variety of ways in Rocky Mountain National Park. Viewing the mountain scenery from the Park roads--as at Horseshoe Park, Moraine Park, Glacier Basin, Bear Lake, and Kawuneeche Valley--is sufficient for some visitors to gain the aesthetic experience. Many of them will find full satisfaction in the inspiring vistas of mountains and snowfields, forests and meadows, and lakes and tundra as viewed from many vantage points along Trail Ridge Road. The scenic drive to Bear Lake takes one, without effort, into the midst of the rugged peaks of the Rockies as is possible in few other places. Other more inquisitive visitors will seek greater knowledge about the Park's natural features and history by following the self-guiding nature trails, going on walks and trips conducted by ranger naturalists, attending campfire programs, and stopping at visitor centers. Still others, more adventurous, will enjoy the wilderness experience by hiking or riding horseback into the high country through forests of spruce and fir, as on the trip to Loch Vale and Sky Pond, or to Thunder Lake in Wild Basin. Perhaps the most complete and lasting visitor values will be derived from trips into wilderness areas. Developing in the American people an appreciation

for wilderness is basic to the perpetuation of the national parks. Camping at a developed campground or back-country campsite will provide visitors with refreshing enjoyment of appropriate Park values. Recreational fishing in Park waters exposes visitors to important aesthetic values. Student groups make special tours in the Park to study the natural features of this great outdoor museum.

Experiences such as these are usually long remembered and cherished. The personal values gained are important to the cultural development of the American people. Thus, the opportunities for inspiration, education, appropriate outdoor recreation, and scientific research are excellent in Rocky Mountain National Park. To provide for the realization and appreciation of these values is a major objective of the National Park Service in the administration of this park.

c. Preservation and Use Policies

The preservation of the biological, geological, and historical resources in a natural condition for the enjoyment and inspiration of this and future generations is the primary objective of the Service in Rocky Mountain National Park. To this end, certain basic policies must be established to guide the management, protection, development, and interpretation of the Park. Alterations of the resources will be permitted only to the extent necessary to provide for appropriate use and enjoyment of the Park by the visitor with due regard for the preservation of the significant natural features. Large segments of the Park will be maintained as unspoiled wilderness typical of the Rocky Mountains. Special attention will be required to insure preservation of certain ecological communities, such as the unique tundra and other rare or fragile vegetation.

Protection within the Park will emphasize the protection of visitors, natural resources, historical features, and physical facilities. Particular attention shall be given to the use of all roads, trail and back-country uses, mountain climbing, and similar activities that may present unknown hazards to visitors uninitiated in safe practices in their use of a rugged high-altitude park.

Natural resources shall be protected and managed to prevent their despoliation and to provide for their perpetuation in natural communities. Special emphasis shall be given to the protection of the landscape from fire, the protection of all species of native

wildlife, including predators, and the protection of vegetation from epidemic infestations of insects and diseases. Native plants and animals shall be protected against competition by control and eventual elimination of exotic species. Protection of plant and animal communities through management shall be confined to those measures essential to maintain these features in their natural environment and in a healthy condition.

Significant historical and archeological features shall be protected from vandalism and destruction in keeping with the interpretive theme to be applied to these features. The protection of physical improvements shall extend to all such developments within the Park, including those located on private lands.

Interpretation in the Park shall be designed to enlighten Park visitors about the natural and historical features of the area. Through a deeper understanding of this environment the visitor may gain greater inspiration, appreciation, and enjoyment of this outstanding example of rugged, unspoiled Rocky Mountain wilderness. Interpretation will emphasize the significant natural features of the region, such as glacial phenomena, mountain evolution, wildlife, forest ecology, and the tundra.

Significant research in the fields of natural history, archeology, and history will be encouraged. Such research will produce further basic knowledge for the advancement of science and for the interpretation of the Park's resources. The Park provides a study ground for biological research in which lack of disturbance of the natural scene is important.

A cooperating association, known as the Rocky Mountain Nature Association, will make available to Park visitors (either for sale or free) publications pertinent to the natural history and history of the area which will aid in interpretation. The association will be encouraged to publish literature about the region which may not otherwise be available, and its net profits will be used to aid the National Park Service in interpretation and administration.

One of the prime objectives of interpretation will be to attain "protection through interpretation;" that is, to provide Park visitors with knowledge that will inspire them to greater appreciation of the Park features and a desirable protective attitude toward them.

Development shall be limited to those facilities consistent with the use and enjoyment of the area on a day-use basis. Public campgrounds and Government buildings essential to the use and management of the Park shall be located, insofar as possible, near the Park boundaries.

Concessions will be limited to those necessary to provide essential visitor services. The present concession operated transportation facilities into and through the Park will be continued. Concession operated liveries shall be provided where this service is not available to the visitor from liveries immediately adjacent to the Park.

Winter use of the Park shall be encouraged but carefully planned to provide only a minimum of increased facilities. Appropriate winter activities throughout the Park will include snowshoeing, skiing, ice skating, hiking, camping, and sightseeing. Routes of access to areas of winter-use activities shall be maintained.

The Service has a well-established program for the acquisition of private lands within Rocky Mountain National Park. The program will be accelerated as land acquisition funds are made available. Acquisition priorities will be periodically revised to place in high priority those properties where adverse land-use developments and subdivision are anticipated. Many of the private lands within the Park are in outstanding scenic and scientifically valuable areas and in areas of heavy visitor use. These lands shall have high priority for acquisition. The current and anticipated rate of growth and increasing interest in mountain homes in the vicinity of the Park, and the imminent development of lands immediately adjacent to the Park and non-Federal lands within the Park indicate greatly increased acquisition costs in the years ahead. Consequently land acquisition will be one of the most important activities in administration of the Park.

Revisions of the Park boundary need to be considered in many areas. High priority shall be given to completing studies basic to the legislation necessary to effect boundary adjustments to facilitate administration or to add nearby features such as Adams Falls, on which little opposition is anticipated. On extensive or controversial changes, data shall be kept current to facilitate action when conditions permit. These would include proposals involving Forest Service or city lands such as Tahosa Valley, Wild Basin, southerly and westerly extensions, or the Aspenglen addition.

Administration will be facilitated by an adjustment of the boundary to exclude areas of the Park now inundated by Shadow Mountain Lake in Shadow Mountain National Recreation Area and portions of the Colorado River between Shadow Mountain Lake and Lake Granby. Other minor adjustments shall be made to aid in administration and protection.

Because special uses of Park resources grant preferential use to individuals, such uses are inconsistent with the mission of the Service to translate Park resources into human values for the general public. Therefore, such uses shall not be permitted except in those cases where administrative, historical, or legal uses require. The uses of these resources shall be authorized and continued under the terms of a special use permit until such time as an alternate solution can be achieved or the rights acquired. It shall be the policy to eventually eliminate all special uses except those required for visitor services and efficient administration of the Park.

Adverse uses in the form of storage reservoirs for domestic water supplies, irrigation ditches, diversion canals, penstocks, power lines, access roads, private inholdings, cottage developments, dude ranches, etc., predate the Park. These uses must be recognized and continued until such time as alternate solutions can be accomplished or legal rights acquired. All adverse uses shall be ultimately eliminated from the Park.

d. Guidelines

The items listed below bring into focus some applications of principles discussed above, and call attention to certain other specific practices to be followed in Rocky Mountain National Park.

1. Insofar as possible, restore to their original condition any natural features that have been disturbed by man.

2. Develop no public overnight accommodations of the hotel, lodge, or motel types within the Park.

3. Limit road construction to (a) improvement of existing roads to the extent consistent with modern Park road

standards and public safety and (b) new roads essential for the management, protection, and interpretation of the Park.

4. Develop and maintain a documented safety program for assuring safe conditions throughout the Park for visitors, employees, and others.

5. Adopt a reasonable and prudent registration and screening procedure for visitors desiring to engage in recognized hazardous outings such as mountain climbing, winter back-country trips, etc.

6. Train and equip park rangers and other qualified Park personnel to effect the earliest possible rescue of persons lost, stranded, or injured in the Park.

7. Train all Park personnel and provide proper equipment for the early detection and suppression of any forest or building fire within or threatening the Park. A current fire control plan shall set forth the plan of action and indicate each employee's position in the fire control organization.

8. Follow a current and up-dated, long-range plan as the basis for the management of deer and elk competing for winter forage in the eastern section of the Park and continue studies toward more acceptable methods of wildlife reduction.

9. Initiate studies to determine the effect of deer and elk upon mountain sheep and beaver.

10. Continue fishery management studies, utilizing the services of qualified biologists and develop and follow a fisheries management plan to insure the perpetuation of aquatic resources and to provide recreational fishing in appropriate sections.

11. Carry out effective measures to detect, identify, and control insect pests and diseases before they become epidemic and cause widespread destruction of vegetation.

12. Retain the deteriorating remains of Lula City, Dutchtown, Shipler Cabins, Harbison Homestead Buildings, Emerald Mine Cabin, Miner Hill's Cabin, Minnie Marsh Service Cabin, and the Convict Cabins on the Old Fall River Road pending determination of whether they should be included in a program to interpret and preserve certain historic structures within the Park.

13. Increase visitor knowledge of the Park and its features by providing such things as visitor centers, interpretive signs and roadside exhibits, evening programs, conducted walks and hikes, and self-guided nature trails.

14. Wherever practicable at outdoor evening programs, make use of the campfire as a symbol of the origin and tradition of the National Park Service.

15. Present occasional or regularly scheduled off-site talks and illustrated programs by Park personnel to organized audiences within reasonable travel distance whenever manpower is available.

16. Encourage qualified individuals and institutions to conduct research projects of benefit to the management, protection, and interpretation of the Park.

17. Maintain a Park reference library and establish a natural history collections for the use of employees and interested park users.

18. Encourage and assist the Rocky Mountain National Association in its interpretation of the Park and in cooperative activities in which the Park and the Association are mutually interested.

19. Cooperate with public utilities companies, whether as permittees, for power, telephone, and other services deemed necessary for administration of the area.

20. Continue with the City of Estes Park, Colorado, the joint use of the proposed modern incinerator, when and as approved, to permit abandonment of the substandard Dunton Incinerator.

21. Furnish housing for those employees subject to rotation, to most seasonal employees, and for as many others as required to provide reasonable flexibility in selection and use of staff.

22. Continue the concession operation at Fall River Pass as it provides desirable visitor services.

23. Limit future development of the Hidden Valley Winter Use Area to that absolutely necessary to accommodate increased visitor use and without expansion of those facilities which create intrusion onto the natural scene.

24. Limit the ski lift facilities at Hidden Valley to the two present existing T-bar lifts (one in Upper Hidden Valley and one in Lower Hidden Valley) and the one existing double rope tow in Lower Hidden Valley.

25. Limit additional clearing of ski trails and slopes to the selective removal of trees necessary for safety reasons and with due regard to its visibility from Trail Ridge Road.

26. Give high priority to the acquisition of non-Federal lands within the Park which are subject to adverse use and subdivision.

27. Give preferential consideration to those property owners expressing a desire to sell to the Government.

28. Restore acquired lands to their natural appearance as rapidly as possible.

29. Initiate a current Boundary Status Report reviewing those areas previously recommended for boundary adjustment and include a current study of the following: (1) The east boundary of the Park from Twin Sisters to Alle Park. (2) The southern extension of the Park to include the Arapaho High Country in Boulder and Grand Counties. (3) Extension of the western boundary to include the Colorado River Valley west of the Colorado River. (4) The Salvia property in the North Inlet area and the property surrounding the Adams Falls area. (5) The portions of Shadow Mountain Lake, Shadow Mountain Dam and appurtenances, and the Colorado River between Shadow Mountain Lake and Lake Granby that lie within

the presently established park boundary. (2) The road right of way at the abandoned Glenwood Springs Interchange forming an appendage to the park. (3) A land exchange with the F.S. A. Conference area to rectify the boundary so as to exclude adverse uses and protect scenic values.

30. Project an agreement with the U. S. Forest Service for the preservation of scenic values and access from Dotsero land through the Colorado River Valley.

31. Continue to work with the towns of Glenwood Springs and Eagle for the annual "Hot Air Balloon Festival" [illegible] and the construction of the [illegible] Trail along Grass Road.

32. Work toward [illegible] of Grass Road Alternate route [illegible] Mt. [illegible] another way to [illegible] Dotsero Dr.

CHAPTER 2

[illegible]

[illegible]

[illegible]

• • • • • • • • • • • • • •

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] [illegible] [illegible]

[illegible] [illegible]

[illegible] WENDEL A. FARDISON [illegible] 10/12/64

[illegible] JOSEPH E. JENSEN [illegible] 11/10/64
ASST. [redacted] DIR

[illegible]

AREA OBJECTIVES

PURPOSE

To afford opportunities for visitors to observe and appreciate an outstandingly scenic and scientifically interesting portion of the Colorado Rockies and to experience the wilderness character of its rugged landscape, and to conserve this outstanding outdoor museum containing geologic phenomena, spectacular scenery, a variety of flora and fauna, and historical and archeological features.

[illegible] CATEGORY - Natural Area

OBJECTIVES

NATIONAL PARK SERVICE

I. To provide for the highest quality of use and enjoyment of the National Park System by increased millions of visitors in the years to come.

ROCKY MOUNTAIN NATIONAL PARK

To encourage visitor use and enjoyment of all Park natural, historical and archeological resources, providing necessary public facilities and services of the highest standards to insure the visitor a quality Park experience.

To continue to reserve the primitive roadless back country for those visitors willing to use the wilderness on its own terms; encourage the "wilderness threshold" concept; and define limits for development with particular regard to preservation of the primary features.

To seek data on visitor use and reaction to facilities and services, to determine accurate measurements for present and potential capacities, and to plan accordingly for increased visitor use with minimum impact on Park resources.

To maintain the high traditions of the visitor services and protection programs with particular attention to safe use of roads, trails and back country, mountain climbing, and associated activities that may present unfamiliar

hazards to visitors uninitiated in safe practices in a rugged high altitude Park.

To continue to provide for and to encourage the use of unique areas within the Park for qualified research purposes, providing basic knowledge for the advancement of science, and for the interpretation and protection of the Park's resources. Special attention should be given to studies to insure the preservation of certain ecological communities, such as the unique tundra and other rare and fragile vegetation.

NATIONAL PARK SERVICE

II. To conserve and manage for their highest purpose the natural, historical and recreational resources of the National Park System.

ROCKY MOUNTAIN NATIONAL PARK

To base conservation and protection of the Park's resources upon more effective management through extensive research programs and studies on management concepts, land use plans correlating preservation of Park resources and visitor needs, harmonious and functional design criteria in all developments, and the assurance of dependable, efficient, and long life of Park facilities.

To insure that these guidelines coincide and adhere to the concepts of the Secretary's Advisory Board on Wildlife Management and the Report of the National Academy of Sciences.

To provide effective management and protection of the historical and archeological features within the Park.

To communicate Service philosophy and policies to adjacent land owners, the cities of Estes Park and Grand Lake, local organizations and groups, and strive to have Park management serve as an example of the benefits of conservation and resource management.

NATIONAL PARK SYSTEM

III. To develop the National Park System through inclusion of additional areas of scenic, scientific, historical and recreational values to the Nation.

ROCKY MOUNTAIN NATIONAL PARK

To revise the Park boundary and acquire inholdings in accordance with Service policy to secure the lands needed for additional visitor facilities, insure the protection and effective management of existing Park resources, prevent adverse developments.

NATIONAL PARK SERVICE

IV. To participate actively with organizations of this and other nations in conserving, improving and renewing the total environment.

ROCKY MOUNTAIN NATIONAL PARK

To cooperate with adjoining Federal agencies in the planning and development of adjacent Government lands to conceive a broad Resource Management Plan, avoid the duplication of facilities, and to encourage development of these lands and to reduce visitor impact on already saturated Park lands.

To cooperate with and encourage additional campground and recreational facilities by qualified private land owners and the city of Estes Park.

To cooperate fully with the Colorado Department of Game, Fish and Parks in development of mutually beneficial management programs for fish and wildlife, particularly the large mammals.

NATIONAL PARK SERVICE

V. To communicate the cultural, inspirational and recreational significance of the American Heritage as represented in the National Park System.

ROCKY MOUNTAIN NATIONAL PARK

To give highest priority to strengthening of visitor information services through the use of professional interpreters trained and guided by established standards, and to use as fully as possible a personal, informal interpretative approach.

To improve design and quality of museums, wayside and audio presentations, graphic and visual arts, and other creative media of interpretation and information, making maximum use particularly of visitor centers and audio presentation during off-hours and off-season use.

To institute the research projects necessary for identification and evaluation of potential resources, and to use this knowledge in development of a well-rounded interpretive program for the benefit and enjoyment of all Park visitors.

To utilize the above objectives to effectively present interpretive themes, which should emphasize, in order, the natural, recreational, and historical and archeological resources.

To work closely with neighboring colleges, schools, communities, cooperating Federal agencies, and [illegible] groups, strengthening mutual understanding and [illegible] ating Service policies and philosophy.

To cooperate with and encourage the Rocky Mountain [illegible] Nature Association to make available, either by [illegible] or free distribution, publications pertinent to the resources of the area to aid and assist the Park visitor.

NATIONAL PARK SERVICE

VI. To increase the effectiveness of the National Park Service as a "people serving" organization [illegible] Park conservation, historical preservation and outdoor recreation.

ROCKY MOUNTAIN NATIONAL PARK

To study and distribute work load requirements among all Park employees to facilitate effective management of Park resources and visitor services.

To assure maximum management efficiency, unify closely related functions and give direction and integration within the total management plan by a single coordinating unit of the Park organization.

To achieve maximum results through improved operational procedure, emphasizing consolidation of facilitating services, evaluation and correction of policies, programs, and procedures, simplification of developed program requirements, and to employ new techniques and methods to raise the quality and effectiveness of Park maintenance.

To provide a qualified full-time safety representative, for the benefit of the Park and Shadow Mountain National Recreation Area, to communicate and stress to all employees--Service, Concessioner and Contractor--the importance of safe practices, safe working conditions, and a high level of safety consciousness to insure safe conditions for the visiting public.

MASTER PLAN

FOR THE PRESERVATION AND USE

OF

ROCKY MOUNTAIN NATIONAL PARK

****

Chapter 2, Visitor Use Brief

****

Prepared by: Staff, Rocky Mountain National Park and Region Two Office Staff — Date: February 8, 1962

* *

Recommended: /s/ Allyn F. Banks, Superintendent — Date: February 9, 1962

* *

APPROVED: /s/ Howard W. Baker, Regional Director, Midwest Region — Date: March 6, 1963

January 1963

MASTER PLAN
FOR THE PRESERVATION AND USE OF
ROCKY MOUNTAIN NATIONAL PARK

VOLUME I

Chapter 2. The Visitor Use Brief

The 400 square miles of Rocky Mountain National Park have long been used for recreational purposes, such use predating the establishment of the Park in 1915. Estes Park and the smaller meadows now included within the National Park were homesteaded for working ranches, later developed as guest ranches, and have attracted a clientele from across the nation. The primary attraction within the area was its scenic splendor, its many trout-filled lakes and streams, and the wildlife which was diligently hunted. Estes Park grew and became a tourist mecca over the years. Thus, with the establishment of Rocky Mountain National Park, much of the future use and growth of the area was determined. Since 1915, the visitor facilities in the villages of Estes Park and Grand Lake on the east and west sides of the Park respectively have increased in number and quality as travel to the Park increased year after year.

Rocky Mountain National Park affords opportunities for its visitors to penetrate the craggy mountains and presents rare opportunities to gain, at close range, the experiences and enjoyment which might not otherwise be available to them. A wide range of activities are engaged in by the one and a half million visitors annually--sightseeing, photography, camping, fishing, hiking, and back-country exploration are uppermost.

It is assumed that the existing pattern of visitor use will continue. Two well-defined seasons of use--summer and winter--coincide with the opening and closing of Trail Ridge Road. Normally, this road is open from late May until the latter part of October, this being the summer season. The winter season begins with the closing of Trail Ridge Road. With the opening of Trail Ridge Road, travel climbs steadily upward to the peak months of July and August, and after Labor Day declines until the closing of the Road. Autumn, extending from the late summer into early winter (from mid-September until late October), brings many visitors to enjoy the autumn colors and the mountains in the clear fall air, and to view the wildlife which is more easily seen at this time. Use during this period is mostly on weekends. Spring similarly overlaps the two seasons as defined above and brings heavier weekend attendance from nearby urban areas. The proximity of the Denver metropolitan area

and the numerous valley towns accounts for heavy weekend travel. With increasing growth of these urban areas easily accessible to the Park, it is anticipated that peak days will continue to occur on weekends even in summer when travelers from more distant places arrive in large numbers throughout the week.

Visitors have easy access to the Park from the east over U.S. Highway 34 from Loveland, over Colorado 66 from Denver and Boulder, and over Colorado 7 from the south. Colorado 262 through Estes Park provides direct access to the Beaver Meadows Entrance, while U.S. 34 through Estes Park provides direct access to the Fall River Entrance. From the west, visitors reach the Park over U.S. 34 from transcontinental route U.S. 40 at Granby. All of these routes to the Park are kept open throughout the year and the lower elevations in the Park can be reached by auto in any season. However, to drive from one side of the Park to the other during winter when Trail Ridge Road is closed, it is necessary to travel via Berthoud Pass or through southern Wyoming.

Rocky Mountain is primarily a day-use Park, although increasing numbers of Park visitors are using the several campgrounds which are the only public facilities available for overnight visits inside the Park. All guest ranches, cabins, and concession-operated overnight accommodations inside the Park are being excluded or eliminated. Many visitors for whom Rocky Mountain National Park is a prime objective on their vacations will make repeated trips into the Park on a day-use basis from accommodations available outside the Park.

Points of arrival for most Park visitors will be through the towns of Estes Park and Grand Lake on the east and west sides respectively. If they visit the Longs Peak--Wild Basin area, they also will travel through Estes Park except for the relative few who will enter and leave via Allenspark.

Since U.S. 34 leads directly to the Fall River Entrance, a high percentage of visitors from the east will use this entrance. Here the visitors will find a modern entrance station operated to facilitate their entry into the Park. Immediately west from the entrance station plaza, campers may turn left into the Aspenglen Campground. Here they will find modern facilities for 110 campsites. This campground will be the base of operation for campers who wish to stay in the vicinity of Estes Park to ride horses, fish, hike, and go sightseeing. Here they may also participate in the evening campfire programs conducted by Ranger Naturalists in the amphitheater.

One mile inside of the Fall River Entrance, as the meadows of Horseshoe Park come into view, the Cascade Lake Picnic Area provides facilities for

a picnic lunch in a picturesque setting.

Two miles inside the Fall River Entrance, a visitor orientation station is located where the road, having run along the edge of the Horseshoe Park Meadows, sweeps around the north end of Sheep Lakes to cross Fall River. Here, just ahead of a junction with the Fall River Road and on land sufficiently elevated for an outstanding view of valley and mountains, visitors may learn what the Park has to offer--where to go, what to see, and how to enjoy their Park experience. Here, a few interpretive exhibits will help the visitor understand the surrounding scenery and learn about wild animals in the vicinity--the rare Rocky Mountain bighorn sheep that occasionally come to the salt deposits in this area, the Elk (American Elk) which may be observed in the meadows and nearby aspen groves and on the slopes of the nearby moraines. In the fall the Elk Parking Area with an interpretive sign a short distance up the road, is a popular spot for viewing the elk and hearing them bugle during the mating season.

Turning off the main road at Horseshoe Park Junction on the Fall River Road, many visitors will stop at the Lawn Lake trailhead parking area. From here, hikers may follow the trail to Lawn Lake, where primitive' camp sites are available. Seasonal Rangers on duty at the Lawn Lake Ranger Station will provide assistance to back-country visitors. Ypsilon Lake, the Spectacle Lakes, Lawn Lake, Crystal Lake, and the Roaring River attract fishermen while peaks of the Mummy Range attract hikers and mountain climbers. Others simply enjoy back-country camping, hiking, and exploring. The shelter cabins at Lawn Lake and Ypsilon Lake provide a haven during the inclement weather. A small picnic area near the trailhead parking area serves motorists as well as hikers. From this point the visitor may take the short loop nature trail to Horseshoe Falls and to Fall River Valley Overlook where an exceptionally fine view of Horseshoe Park and the headwaters of the Fall River is obtained. The trail returns along Roaring River to the trailhead and picnic area. The concession-operated Fall River Stables located adjacent to the picnic area will serve horseback riders who wish to ride into the Mummy Range, to Deer Mountain, or to take a leisurely ride through the meadows of Horseshoe Park.

Those who seek primitive surroundings for camping will proceed two miles farther up the Fall River Road to Endovalley Campground. Here, in a superlative setting, they will find their basic camping requirements fulfilled, but with less modern facilities than at Aspenglen.

Chasm Falls will be reached from the parking area west of Endovalley Campground by the one and a half mile loop trail up the valley of the

Fall River and returning by way of the Old Fall River Road (closed to vehicular travel due to its inability to handle two-way travel). The visiters will see in-place exhibits of glacial polish and glacial pot-holes along this trail. Willow Park, five miles above Chasm Falls, will be an objective for hiking farther up historic Fall River Road. It will also be an objective for those who desire an overnight experience in the cool alpine environment where they can "rough it" in a primitive camp site in the vicinity of the public shelter cabin.

Returning to Horseshoe Park Junction, motorists will proceed one and a half miles along the main Park road to Deer Ridge Junction. Here will be found a parking area for the Deer Mountain trailhead. An interpretive panel at the Beaver Meadows Overlook one mile east of the junction will tell the story of this area. This overlook presents a magnificent view of Longs Peak and the Front Range.

Visitors arriving at the Park via State Route 262 from the Village of Estes Park will wish to stop at the Administration Building near the Park Headquarters Area for orientation and information regarding the Park. Lobby exhibit panels clue the visitor on what to see and do. A short illustrated program in the audio-visual room will further assist the visitor in this regard. This audio-visual room can be expanded to seat 300 people for evening programs serving those people staying in Estes Park who do not wish to attend the outdoor campfire programs at more distant locations in the Park. The Administration Building is also headquarters for the permanent interpretive staff and houses the Park scientific and historical collections and library, all of which are available for use of visiting scientists, researchers and students.

Proceeding to Beaver Meadows Junction, visitors may turn on to the Bear Lake Road for a scenically rewarding nine-mile trip to Bear Lake. A glacial moraine separates Beaver Meadows from Moraine Park. Crossing this low ridge into Moraine Park, visitors will see a broad meadow interlaced by the meandering courses of the Big Thompson River. At the east end of Moraine Park, just before reaching the relocated Moraine Junction, they may turn left at the overlook and Wayside Exhibit Shelter, about where the Moraine Park Visitor Center now stands, which will explain the outstanding glacial features forming this setting. A self-guiding nature trail will be available to those who wish to see and understand more of the natural features in this area. The Moraine Park amphitheater provides illustrated evening outdoor programs nightly during the summer season .

At the Moraine Park Junction visitors turn right for a three-mile side trip to the west end of Moraine Park. If they are campers or picnickers, near the end of the first mile they may stop at the Moraine Park Campground and Picnic Area just beyond the former Steads Ranch property

in a scenic setting overlooking the lush meadowland with a view of Longs Peak. The campground will be equipped with modern facilities for about 245 individual camping parties, about 50 of whom will occupy sites of the "walk-in" type.

The campground will include sites for about eight camping groups and an amphitheater having an initial capacity of 150 people. The small picnic area will initially contain some 15-20 sites. Beyond the campground, the Moraine

Park Road extends to the Fern-Odessa Lake trailhead where limited picnic facilities are available beside the Big Thompson River. Here the Moraine Park Livery will serve horseback riders in this area who wish to ride the many trails originating in Moraine Park. Trails lead from this area for an easy hike through an area of natural beauty to the Pool. From there the hikers may continue on the trail to Fern and Odessa Lakes or around the Cub Lake loop. A shelter cabin at Fern Lake will serve overnight hikers. Hardy hikers may continue on to Odessa Lake and to Bear Lake, although the reverse downhill trip may be the more popular. This area will be the objective for many fishermen who wish to try their luck in Fern Creek Gorge or to penetrate Spruce Canyon and Forest Canyon, rugged wilderness areas devoid of trails and developments. En route back to Moraine Park Junction, visitors will see ponds created by numerous beaver dams. Observant visitors may be rewarded by seeing a beaver ambitiously engaged in the construction of a dam or beaver house.

Having returned to Moraine Park Junction, visitors may continue up the Bear Lake Road through Tuxedo Park with its picturesque open stand of mature ponderosa pine. They may stop for lunch at the Tuxedo Park picnic area or to camp in the Glacier Basin Campground, a modern fully developed campground with 190 units for tents and trailers. Accommodations for 300 group campers are also available here. If this popular campground is full, they will be directed to backtrack one and a half miles to the Hallowell Park overflow camping area. From Hallowell Park a fine trail leads to Mill Creek Basin, Bierstadt Lake, and Cub Lake. Although visitors are limited to a 14-day stay in Glacier Basin and other campgrounds in the Park, they will have ample time to explore the many trails and to fish in Glacier Creek and the beaver ponds nearby. A short trail leads from the campground to the summit of Emerald Mountain where the view of the Front Range crest is exceptionally fine. Evening campfire programs are held nightly in the campground's 400-seat amphitheater, and here the visitors will learn the Park story and receive a fuller appreciation of Park values. An interpretive sign near the ranger station indicates the many trails in the vicinity, including those to Emerald Mountain, Bierstadt Lake, Storm Pass, and Glacier Creek.

One mile beyond the campground toward Bear Lake visitors may drive into the Spragues Lake picnic area where they will find facilities and developments for several day-use activities. Parking areas will accommodate picnickers, hikers, fishermen, and those who wish to take advantage of the livery services provided by a concessioner including horseback riding, steak fries, and guided saddle trips. Spragues Lake is a principal feature in this area and will be used by fishermen attracted th the abundant rainbow and brook trout. An interpretive sign will tell about the beaver ponds in the vicinity. Trails from here lead to Storm Pass, Glacier Gorge, and Mill Creek.

Continuing west three miles on the Bear Lake Road, visitors will stop at the Glacier Gorge trailhead, its 75-car parking lot and comfort station. This is the trailhead for one of the most heavily used trail systems in the Park. From here trails radiate into one of the most scenic sections of the Park and one favored by many hikers. Such places as Alberta Falls, Loch Vale, Sky Pond, Lake of Glass, Lake Mills, Andrews Glacier, Black Lake, and Boulderfield are principal objectives.

At Bear Lake visitors will have the opportunity to obtain information and interpretive services at the Bear Lake Wayside Visitor Center. This structure includes interpretive exhibits which explain the geological and biological features of the Glacier Creek Basin and provide guidance and information for the interesting trail trips into the high country nearby. A ranger station and comfort station are included in this facility.

A major objective of visitors at Bear Lake will be the paved nature trail around the lake. Markers along the trail are keyed to a guide booklet which briefly explains the story of the principal plants, rocks, and other features. Those who wish to extend their experience will hike the easy self-guided trail to Nymph and Dream Lakes and perhaps on to Emerald Lake. This area is one of the most scenically famous in the Colorado Rockies. The view across beautiful Emerald Lake to the spectacular sheer faces of Hallett Peak and Flattop Mountain are especially memorable. Returning to Dream Lake, hikers may take a side trip to Lake Haiyaha or return to Bear Lake on the loop trail via Loch Vale and Alberta Falls. From Bear Lake, able hikers may embark upon a trek across Flattop Mountain to the lakes and streams west of the Continental Divide and will emerge near the town of Grand Lake. This trip may be taken via the North Inlet trail with side trips to Lakes Nanita and Nokoni, via the Big Meadows and the Tonahutu Creek trail, or via the Ptarmigan Lake trail with an overnight stop at the timberline camp site. Shelter cabins will be found at strategic locations such as Big Meadows. Other trails lead to Odessa and Fern Lakes and down to Moraine Park and Mill Creek via Bierstadt Lake. Conducted hikes will also take the more experienced hikers above treeline for such rewarding experiences as a visit to Andrews Glacier or Sky Pond.

From Bear Lake at the end of the road, it is necessary for visitors to backtrack to the Beaver Meadows Junction. The return trip will provide vistas as new and rewarding as those seen on the drive up to Bear Lake. Roadside exhibits will help to interpret the scene for the added pleasure of the drive.

Having returned to Beaver Meadows Junction, visitors may leave the Park through the Beaver Meadows Entrance or proceed to Deer Ridge Junction from where they may leave through the Fall River Entrance or continue their trip westward across the Park on Trail Ridge Road. In a mile they will come to the abandoned beaver ponds in Hidden Valley where an interpretive panel explains why beaver are no longer active there. Farther on,

the road runs close to a series of several active beaver ponds where beaver may occasionally be seen at work. These ponds may also provide many hours of fishing enjoyment.

The next point of interest is Lower Hidden Valley where picnic facilities and a comfort station are available during the summer season. A self-guiding nature walk here explains the features of the subalpine forest.

Motoring up grade on Trail Ridge Road from Lower Hidden Valley, novices to Rocky Mountain terrain may commence to experience scenic thrills greater than they have ever known. The first major stopping point is one and a half miles above Lower Hidden Valley at Many Parks Curve where interpretive devices at the parking overlook aid in identifying many points of interest. Birds and small mammals which are so common here may be observed at close range. From this vantage point one may look down into Horseshoe Park in the Fall River drainage and into Beaver Meadows and Moraine Park in the Big Thompson River drainage. Here also is one of the finest views of Longs Peak. Four miles farther, visitors will stop at Rainbow Curve where orientation and interpretive devices explain the view and furnish important road information. From this point they will look into Horseshoe Park far below, across into the Mummy Range, and into the far distance where the high plains disappear into the horizon. Here again they may enjoy several kinds of native birds and small mammals at close range. Proceeding from Rainbow Curve visitors will see the remains of a forest fire that occurred many, many years ago, and may appreciate nature's long and difficult struggle to reforest the denuded slopes. They will soon reach the treeline, at an elevation of approximately 11,000 feet, where they will see the dwarfed and grotesquely shaped limber pine struggling for survival under near arctic-like conditions. Just above the treeline protective services are available at the Rock Cabin Ranger Station.

Visitors travelling above treeline for the first time, as they continue along Trail Ridge Road, will be especially inclined to stop at Forest Canyon Overlook about two and a half miles above Rainbow Curve. A five-minute walk along the overlook path from a parking area will bring them to a spectacular view 2,400 feet down into the wildness of Forest Canyon and across into rugged glacier-carved Hayden Gorge. Interpretive signs and markers at the overlook identify some of the glacial features and explain the unique phenomena of the tundra. The overlook will be a principal vantage point for photographers.

Returning to the road and continuing one mile to an interpretive sign, the visitor may read a description of the active frost boils and solifluction terrace adjacent to the road.

One-half mile beyond the sign, Rock Cut is the next stop. The observation shelter will afford protection from the often cold, windy weather, and from it the magnificent view across Forest Canyon to Gorge Lakes and Mr. Ida may be enjoyed. Here a Ranger Naturalist will interpret the story of glaciated landscape and provide other informational services. The nearby snowfields are always popular in midsummer and are unique to those who are not accustomed to snow at that time of year. A self-guiding nature trail extends from Rock Cut across the tundra to the Toll Memorial, located on a rocky promontory and affording a truly memorable view. The interpretive theme is the story of the unique tundra of Trail Ridge. From Rock Cut, Trail Ridge Road traverses the tundra for the next several miles and affords outstanding vistas to either side of Trail Ridge. The markers identifying the old Ute Indian trail will be of interest.

Iceberg Lake Overlook, two miles beyond Rock Cut, affords an opportunity for a close look into a glacial cirque and the interpretive marker will explain this phenomena as the head of an ancient glacier.

The High Point, 12,183 feet, is the highest point on Trail Ridge Road and a popular spot for visitors to have their pictures taken. The parking area nearby will provide safety and convenience for those wishing to stop.

The Gore Range Overlook, one mile beyond Iceberg Lake, will be used by hardy hikers as a starting point into the rugged Gorge Lake country. It affords a magnificent view of the Gore Range some 60 miles to the southwest.

From this overlook the road drops down into Fall River Pass one mile beyond. Here the Alpine (Wayside) Visitor Center will provide interpretive services and information concerning the arctic-alpine environment which now surrounds the visitors. Ranger services are also available here. The awesome view down Fall River Canyon is a picture which many will cherish.

The concessioner in the area will cater to the needs of the visitors, supplying limited food service and appropriate merchandise. From Fall River Pass visitors may hike down the Old Fall River Road through Willow Park to be met by pre-arranged transportation at Endovalley Campground. For those so inclined, a short hike may be taken to the 12,000 foot unnamed point northeast of Fall River Pass for a pamorama of the seldom-seen north section of the Park and upper reaches of the Cache la Poudre River.

One mile below Fall River Pass, as the visitor descends the road on the western slope, the first point of interest is Medicine Bow Overlook for

a spectacular view toward the Medicine Bow Range some 25 miles northwest in the state of Wyoming. To the west may be seen the summit of Specimen Mountain, one of the few mountains of volcanic origin in the Park. Proceeding from Medicine Bow Curve, one may note the lushness of the subalpine forest where the abundant moisture and less severe winds on the western slope are more encouraging to such growth.

The next point of interest will be at Milner Pass, four miles below Medicine Bow Overlook, where the Continental Divide crosses the road and the Cache la Poudre River originates. A sign interprets the divide and the Atlantic and Pacific drainage systems. A nearby trail leads to the summit of Specimen Mountain. While on the mountain one may catch a glimpse of Rocky Mountain bighorn sheep. Those wishing to picnic in the vicinity will find a developed picnic area adjacent to the road one-fourth mile west of the pass. Across from the picnic area, bighorn sheep are often seen on a pinnacle appropriately named Sheep Rock; they are particularly interesting to those who watch their activities through binoculars.

In another two miles, at Farview Overlook, visitors may obtain a fine view of the Kawuneeche Valley and down the valley of the Colorado River into sage-covered Middle Park. Looking north, the headwaters basin of the Colorado can be seen less than five miles away. Looking directly west, there is a magnificent view of the Never Summer Mountains. Continuing down the western slope for four miles visitors come next to the Phantom Valley trailhead where, after leaving their automobiles in the roadside parking area, they may venture into the abandoned ghost camps of Lulu City and Dutch Town, and on up into the Little Yellowstone or the headwaters of the Colorado River. Here they will see remnants of the gold mining days which made exciting Colorado history. The more venturesome may follow the old stage road trail to Thunder Pass or the trail to Poudre Pass, returning by way of the Grand Ditch Canal, or continuing on down the Cache la Poudre River and returning to the east side of the Park via the Mummy Pass trail. Shelter cabins along this route are located at Hagues Creek and at timberline below Mummy Pass. The route exposes hikers to the wild beauty of the little-visited Never Summer Mountains and the north section of the Park. The Phantom Valley Primative Campground with walk-in sites will provide camping along the shores of the Colorado River for those who wish to use this as an overnight base for their excursions in this section.

At Kawuneeche (Wayside) Visitor Center near Beaver Creek, information and interpretive services will be provided for the understanding of the west side of the Park, including Grand Lake, the Kawuneeche Valley, the Never Summer Mountains, Specimen Mountain complex, the early mining activity, and the Grand Ditch. A self-guiding nature trail will lead

inquisitive visitors up Beaver Creek to a scenic viewpoint overlooking the beaver pond complex. Interested hikers may take trails to Hells Hip Pocket and Timber Lake. Adjacent to the Visitor Center a small picnic area will be equipped with 25 tables. Those wishing to stay over night on the western side of the Park may continue one mile to the Timber Creek Campground with its 77 sites or continue farther to the campground in the vicinity of Haribison Meadows with 150 campsites. Both of these campgrounds will have complete facilities, including an amphitheater for interpretive services, in the large campground. Trails from these campgounds will take hikers along the Colorado River through the Kawuneeche Valley to Lulu City, Dutch Town, and beyond, or directly into the Never Summer Mountains. Hikers heading up the Tonahutu Creek trail to Big Meadows and Haynach Lakes may start from the trailhead three and a half miles south of Baker Gulch. Fishing in nearby streams and lakes will be sufficient incentive for many campers to remain in the area for days at a time.

Visitors leaving the Park on the West Side will pass the Grand Lake Entrance Station. Here they may want to stop at the West Side Administration Building for information-orientation service in the lobby, although the service is primarily for visitors entering the Park through the Grand Lake Entrance. Beyond the entrance and outside the Park, lodge, cottage, and motel accommodations are available in the village of Grand Lake where some may wish to remain for several days in order to hike by trail into the Park and to take advantage of interpretive services in the area. A half-mile self-guiding nature trail to Adams Falls will be particularly rewarding. Longer trails leading from the vicinity of Grand Lake extend into some of the finest wilderness back-country portions of the Park--East Inlet Basin, North Inlet Basin, Tonahutu Creek, and Paradise Park. Several of these trails cross the mountains to the east side of the Park. Back-country assistance will be available at ranger stations along the trans-mountain routes, namely, along the East Inlet trail at Lake Verna and along the North Inlet trail at the junction with the side trail to Lakes Nanita and Nokoni. Shelter cabins will also be located at these stations, and a ranger station shelter cabin in Paradise Park will provide assistance in the vicinity.

The North Inlet Campground will provide facilities for 75 camp sites on the Cairns extension to the Park east of the North Inlet trail. This will serve campers as well as hikers using the trails in the area.

Shorter trails to Shadow Mountain Lookout and Columbine Creek are reached from the Grand Lake-Shadow Mountain area. Fishermen will find this section of the Park particularly appealing. While in the Grand Lake area, they may also want to fish in the waters of the Shadow Mountain National Recreation Area and enjoy other recreational opportunities associated with these waters.

Visitors entering the Park through the Grand Lake Entrance will find the same services, facilities, and experiences awaiting them, except in reverse order, as those who enter from the east.

The Wild Basin Entrance will be used by those who wish to visit a remote section of the Park and who want to camp and fish away from the areas of more intensified use. After entering the Park in the North St. Vrain Valley, visitors will proceed about a mile to the Wild Basin Campground or the trailhead parking area and from there explore the trails, streams, lakes, and mountains. Evening interpretive programs in the amphitheater will be of particular interest. At the trailhead an exhibit shelter describes the area. A self-guided nature walk will lead one mile to Copeland Falls. Since this a particularly scenic back-country section of the Park, they may take trails to such places as Thunder Lake and Sandbeach Lake for fishing and back-country camping. Back-country assistance will be available at the Thunder Lake Ranger Station. A trans-mountain trail is available to the wilderness visitor leading from Wild Basin via Boulder-Grand Pass, Lake Verna, and the East Inlet to Grand Lake. Shelter cabins will be available at Pear Lake, Thunder Lake, and Lake Verna.

Eight miles north of Wild Basin, on Colorado Route 7, the visitors may enter the Longs Peak area just inside the Park. Within that area, near Longs Peak Ranger Station, visitors will find a modern 36-unit campground, a picnic area, and an exhibit shelter. Longs Peak offers several routes to its 14,256 foot summit for both hikers and technical rock climbers. Many miles of other trails lead to various points of interest in the Park such as Eugenia Mine, Jim's Grove, and Bear Lake. The primitive camp site at Jim's Grove will be the base of operations for hikes to the summit of Longs Peak, to Chasm Lake, and Mt. Lady Washington. Climbers will use the shelter cabins at Chasm Lake and Boulderfield and obtain assistance, if required, at the Jim's Grove Ranger Station.

Travelling north from Longs Peak Campground through Tahosa Valley, visitors will enjoy the scenic backdrop of the Longs Peak-Mt. Meeker massif to the west and the craggy pinnacles of Twin Sisters Peak to the east.

Some visitors also will enter the Park by means other than automobile. Just north of the village of Estes Park, rock climbers may test their technical skill on the Twin Owls, reached by side trail from the Gem Lake Trail.

Hikers may wish to make the 3.7 mile hike to Gem Lake and return. Both of these trips originate from the Gem Lake trailhead parking area located outside the Park on the Devils Gulch Road. A self-guided nature trail leaflet, available at the trailhead, will help to tell the story of this area. Visitors may enter the northeastern and northern part of the Park by trail, afoot or on horse, following the North Fork of

the Big Thompson River into such places as Lost Lake and Mummy Pass. This area is reached from the interesting little village of Glen Haven on the Devils Gulch Road northeast of Estes Park. The primary purpose for such trips will be fishing, hiking, and back-country camping. The North Fork Ranger Station and shelter cabin will provide required visitor services and assistance. Entries will also be made from the north through Pingree Park to Mummy Pass and into the relatively isolated northwest corner. Visitors to the northwest section of the Park may be attracted into the general region by U. S. Forest Service developments in Corral Park and the Long Draw Reservoir area. Use of this area will be primarily for fishing, hiking, and back-country camping. The Hague Creek Ranger Station and shelter cabin will serve as a contact station in this isolated area.

That area proposed for extension of the Park in Boulder and Grand Counties astride the Continental Divide will be entered, via trails only, from County Road 280 near Monarch Lake on the west slope and from Colorado Route 160 on the east slope. This wilderness will be maintained for back-country experiences amid the spectacular setting on the Crater Lake-Pawnee Pass-Buchanan Pass area. Fishing, trailside camping, hiking, and exploring will be the activities normally pursued as motivation for the experience.

Autumn visits to the Park will continue to increase, although mostly on a day use basis, particularly during the Aspen color phase and the elk mating season which is the best time for display of wild life.

While most visitors will come in their own cars, a significant number will take advantage of organized bus tours offered by the concessioner. The more popular one includes a three-day circle tour from Denver up the scenic South St. Vrain Canyon, over Trail Ridge Road and Berthoud Pass, and return to Denver, with overnight stops in Estes Park and Grand Lake. Special tours are offered during the fall color season and for organized groups. These special groups are provided with Ranger-Naturalist services.

During the winter season routes of access are kept open so that visitors may enjoy sightseeing and reach points of departure for other appropriate winter activities. Groups of elk and mule deer are seen readily from Park roads in the winter. Some interpretive devices along plowed roads will be maintained for winter visitors. The Beaver Meadows Visiter Center will remain open for those who wish to learn more about the Park.

If visitors desire a unique winter wilderness experience, they may ski or snowshoe from Colorado Route 7 into the Wild Basin area on the east side of the Park and from Trail Ridge Road into the Never Summer and Big Meadows areas on the west side. Opportunities for back-country winter camping, snowshoe touring, and cross-country skiing will attract those

who are properly equipped and experienced. Registration will be required for winter back-country trips.

A mid-winter drive to Bear Lake takes visitors into the heart of the Rockies and provides a unique experience amid mountainous surroundings of snow and frozen lakes. The trail from Bear Lake to Odessa and Fern Lakes affords opportunities for snowshoe hikers and cross-country skiers, as do the trails into Loch Vale and Glacier Gorge. They will find an ideal winter camp site at Fern Lake and may proceed to Moraine Park to connect with pre-arranged transportation. Another winter drive that offers a rare experience in the midst of the Colorado Rockies is on Trail Ridge Road into the Kawuneeche Valley along the Colorado River.

The trail to Lawn Lake, originating in Horseshoe Park, will afford many winter campers an opportunity to test winter camping skill and will challenge showshoe hikers and cross-country skiers alike. At Lawn Lake the camp shelter will afford refuge from the elements.

The Hidden Valley Winter Use Area, in operation from mid-December to mid-April, is the center of activity for winter sports such as downhill skiing, ice skating, and snowshoeing. Visitors may also take advantage of the indoor picnic facilities and the interpretive services at the Lodge. A snowshoe interpretive hike will be a unique feature and a rare experience for many visitors.

Concession operated facilities at Hidden Valley include a cafeteria, skating rink, platter sliding, rope tows on the beginners slope and T-bar town on the intermediate and advanced slopes. Skiing at treeline at Upper Hidden Valley, when snow is adequate, can be as fine as any to be found in the region. The concession-operated ski school offers a variety of ski instruction throughout the season. Concession-operated buses bring skiers from the nearby valley towns.

CHAPTER 3

ROUND COPY

KODAK SAFETY FILM

Needed:

M

Rocky Mountain

May 1965

EXHIBITS (CONT'D)

Existing: (Cont'd.)

Background and Media Patrol

Existing [illegible]

[illegible]

[illegible]

[illegible]

Mergers [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Mary Mountain

May 1965

CHAPTER 4

CHAPTER 5

MASTER PLAN

FOR THE PRESERVATION AND USE

OF

ROCKY MOUNTAIN NATIONAL PARK, COLORADO

Chapter 5, Design Analysis, General Development
Drawing No. NP-RM-2027-D, General Development

Prepared by Ralph Bakewell
Landscape Architect Date December 1961

Drawing Approved [illegible] Date [illegible]

December, 1961
Rev. June, 1962

General Considerations. Rocky Mountain National Park is located about 70 miles northwest of Denver, Colorado, where the Great Plains give way to the mighty Rocky Mountains. The Front Range of the Rockies forms the Continental Divide which splits the Park in a north-south direction. A little more than half of the present Park land lies on the eastern slope of the Continental Divide.

The 405 square miles Park varies in elevation from its lowest point of 7,640 feet, to the towering summit of Longs Peak at 14,256 feet. In this 7,000 foot change of elevation, four of the six life zones existing in the western United States are found in Rocky Mountain National Park, each having its own type of flora and fauna. These life zones are traversed by Trail Ridge Road and may be easily recognized by the observant and informed visitor. The weather varies from over 90° in the summer to as much as 35° to 40° below zero in the winter, with the western slope being slightly cooler in both summer and winter.

Trail Ridge Road links the east and the west side of the Park and follows in general, a trail used by the Utes and the Arapahoes Indian. From this road, many of the 80 named peaks in the Park that are over 11,000 feet in elevation are visible.

Some 250 varieties of birds and mammals are found in the Park as well as numerous flowering plants and trees, which range from microscopic mosses and lichens in the Arctic-Alpine Zone to huge Ponderosa Pine and Douglas Fir in the lower elevations. Aside from its flora and fauna, Rocky Mountain National Park offers the visitor some of the finest geological features to be seen in the western United States. Included in these features is the story of mountain building; examples of volcanism and glacial action. A few living examples of the latter may be seen in the Park today in the form of five small glaciers.

Modern man's existence in the area amounts to very little when compared with geological time. His entry dates back to the late 18th century, but the first written account was in 1820 when an expedition led by Major Stephen H. Long entered the area now known as Rocky Mountain National Park.

Visitors reach the Park from the east over U.S. Highway 34 from Loveland over Colorado 66 from Denver and Boulder and over Colorado 7 from the south. From the west, the visitors leave U.S. 40 at Granby and take U.S. 34 through Grand Lake Entrance.

December, 1961
Rev. June, 1963

Circulation. Three main entrances consistingof Fall River, Beaver Meadows and Grand Lake provide access to the main circulation system of the Park. All entrances feed traffic over Trail Ridge Road (U. S. 34) which crosses the Park in an east-west direction for most of the way climbing over elevation 12,183 just south of Fall River Pass and over the Continental Divide at Milner Pass at elevation 10,758. Trail Ridge Road is open (and free from snow) from the latter part of May until the month of October, which provides a limited season of approximately four months each year the visitor may motor on the higher elevations of the Park. In addition to Trail Ridge, there exists at the present time one major and four minor dead end spurs within the Park opened to the visitor. The major road serves Glacier Basin and terminates at Bear Lake. Four minor roads serve Wild Basin, Longs Peak Campground, Moraine Park and Endovalley. To restore the Moraine Park Meadow to natural conditions, the spur road will be relocated to better advantage after private holdings for which it provides access are acquired. Also, part of the major circulation system is a loop road which connects Fall River Entrance road and the Beaver Meadows Entrance to Trail Ridge Road via Deer Ridge. This loop is used by a great number of winter visitors because it is kept opened year round. The complete primary and secondary road system within the Park comprises a total of 107.7 miles.

The basic road system is complete except for the re-surfacing and widening of Trail Ridge and Bear Lake Roads. Also, the reconstruction of some secondary roads such as those into Wild Basin, Longs Peak Campground and Chasm Falls Trailhead is needed to round out the proposed MISSION 66 program.

The Park's trail system at the present time consists of about 318 miles of horse and foot trails ranging in types from paved walks to primitive back country trails. An additional 18 miles of horse and foot trails are programmed in the future to produce four cross-mountain and interconnected loop routes serving major points of interest.

Visitor Use Facilities. Major interpretive facilities are provided at Moraine Park Visitor Center with secondary facilities existing at Fall River Pass and Hidden Valley. At the Moraine Park Visitor Center, the visitor may hear and see the general story of Rocky Mountain National Park. The secondary center at Fall River Pass is limited to a few interpretive exhibits because of the lack of space and the one at Hidden Valley handles a winter interpretive program as well as a limited summer one.

Other interpretive devices are located in various parts of the Park, each with a specific story to tell.

New Visitor Centers are planned for both the east and west sides of the Park. A secondary Visitor Center is programmed for Fall River Pass where the Alpine story will be told for visitors travelling on Trail Ridge Road.

Rocky Mountain National Park is destined to become a day use Park as all overnight accommodations, except those associated with camping, are being removed. Many private inholdings, several operated as Lodges, cabin camps and restaurants have been acquired during the past several years and dismantled. Many vacationing visitors whose prime objective is the Park will make repeated visits on a day use basis from accommodations available outside the Park.

The emphasis at present and for the future will be directed toward developments for day use and camping to the extent that such installations and resultant uses will serve increasing visitor needs without overtaxing and desecrating those natural resources that the Park has set aside to preserve and protect.

Camping facilities in the Park are inadequate to meet the needs. There are an estimated 430 developed campsites existing in the Park at present and on some weekends and holidays there is need for double that number to serve the crowds. As a result many camping areas have to accommodate double their designed capacity. In the camping study made at Rocky Mountain in the Fall of 1961 between representatives of WODC and the Park, the following additions were proposed for development:

East Side

Moraine Park - capacity 150-200 campsites
Hallowell Park - capacity 120-150 campsites*
Willow Park - 20 campsites (primitive)

West Side

Harbison Meadows - 150-200 campsites
Summerland Park - 50-75 campsites
Phantom Valley - 25 campsites (primitive)

* (Accommodates overflow from Glacier Basin)

Studies will be made of Timber Creek Campground on the west side with present capacity of 77 to see if some expansion can be made into the Done Roaming property recently acquired.

With the development of the above areas, campgrounds will be increased from 6 to 10 areas and facilities expanded from 432 to well over 1,000 campsites. In addition, it is expected that some expansion will take place in nearby Shadow Mountain National Recreation Area and Roosevelt National Forest and relieve the camping pressure at Rocky Mountain.

There are five picnic areas within the Park, with only one (Sprague's Lake, 50 sites) having a sizeable development. All others are minor with each having less than 15 sites. In addition, there are several roadside sites along primary roads within the Park. To serve the increase of day use visitors to the Park, it will be necessary to provide more large picnic areas such as the one at Sprague's Lake and reorganize several of the existing smaller sites and increase their capacity with a better system of circulation and parking. Sites on the eastern side of the Park as potential large picnic sites are as follows: Tuxedo Park, Cascade Lake, the old Fall River Lodge site and Lawn Lake Trailhead in Horseshoe Park and Moraine Park; on the west side of the Park at Beaver Creek, Baker Gulch and Milner Pass areas.

Winter sports in the Park have increased in popularity during the past five years. This is due in part to the development of a winter use area at Hidden Valley approximately nine miles west of Estes Park on Trail Ridge Road. No overnight accommodations are available at this area. All visitors and participants either drive or ride busses to and from the lodge. An ice skating rink and platter slide area are also available for visitor use near the lodge.

Eating facilities are provided at the Fall River Pass Store in the summer and at Hidden Valley Ski Lodge all year. Some concessioner improvements have been made at the Ski Lodge and there is a possibility that some will also be made at Fall River Pass when the new Visitor Center is constructed and in operation there.

There is only one concessioner operated livery within the Park at Sprague's Lake, but several private livery facilities are available to visitors in the vicinity of the Park.

<u>Management Facilities</u>. Management facilities in Rocky Mountain National Park are still inadequate, but some progress on expansion has been made

under MISSION 66 program. There is a critical shortage of buildings for both public use and staff functions in the Park. Office and staff working space is too scattered to function efficiently. Permanent and seasonal housing have been inadequate as far as present living standards are concerned.

The proposed relocation of the present Administrative staff functions from Estes Park to a new site in the Park near the Utility Area will help consolidate and centralize these functions on the east side. Employee housing for both permanent and seasonal personnel have been added to the residential area during the past three years but more is needed to complete the requirements.

On the west side a new entrance station, Administrative building as well as housing for seasonal and permanent employees have been programmed for construction during 1963 - 1966 period at the Grand Lake Entrance.

Various district ranger stations are in need of rehabilitation which will be accomplished as soon as funds are available. Fire lookouts are believed adequate at the present time. With the increased use of back country trails, a number of patrol cabins and shelters will have to be rehabilitated or constructed in order to bring the protective facilities up to date. Maintenance areas will have to be relocated and constructed as proposed developments become a reality. The asphalt mix area in Hallowell Park will be relocated as soon as another suitable area can be found and a new maintenance area will have to be built when Wild Basin is developed.

Utilities. Reconstruction and enlargement of many of the Parks existing water and sewer systems will be necessary to insure adequate fire protection and proper disposal of raw sewage. Adequate utility systems will be included in the design of all further visitor use systems and operating bases to be constructed.

Miscellaneous. Preservation of the natural scenery and eradication of obsolete use areas will be carried out within the Park as funds become available. These operations include; obliteration of the old Thompson River entrance road, the incinerator in Glacier Basin, old ski trails at Hidden Valley, Phantom Valley Ranch and Trading Post sites and the old borrow pit site in Hallowell Park.

DISTRIBUTION OF DEVELOPMENT

DEVELOPED AREAS		TYPES OF FACILITIES																	
		ADMIN. BUILDING	VISITOR CENTER	CAMPGROUND	TRAILER VILL.	PICNICKING	CAMPFIRE CIR.	OVERNIGHT ACC. (PILLOWS)	MEALS, LUNCH	STORE	SOUVENIR, ETC.	EMPLOYEE QUARTERS NPS	EMPLOYEE QUARTERS CON	MAINTENANCE AREA NPS	MAINTENANCE AREA CON	RANGER STATION	PATROL STATION	WINTER USE	PARKING AREA
Summerland Park	EXIST.																		
	PROP.			75															
Grand Lake Entrance	EXIST.											x		x		x			
	PROP.	x										x		x				30	
Harbison Meadows	EXIST.																		
	PROP.			200			x												
Onahu Creek	EXIST.																		
	PROP.				20													30	
Baker Gulch	EXIST.																		
	PROP.				15													30	
Timber Creek	EXIST.			77			x												
	PROP.																		
Beaver Creek	EXIST.																		
	PROP.				25													40	
Phantom Valley	EXIST.																		
	PROP.			25P			x												
Milner Pass Area	EXIST.													x					
	PROP.				6														
Fall River Pass	EXIST.																		
	PROP.				14													40	
Willow Park	EXIST.							x		x						x	x		
	PROP.																	60	
Hidden Valley	EXIST.	x										x							
	PROP.			20P														200	
Horseshoe Park	EXIST.																		
	PROP.				30			x		x				x				x	400
	EXIST.																		
	PROP.				x													x	
	EXIST.																		
	PROP.				x													x	

P = Primitive

DISTRIBUTION [illegible]

TYPES OF FACILITIES

DEVELOPED AREAS	ADMIN BUILDING	VISITOR CENTER	CAMPGROUND	TRAILER VILL	PICNICKING	CAMPFIRE CIR	OVERNIGHT ACC (PILLOWS)	MEALS, LUNCH	STORE	SOUVENIR, ETC	EMPLOYEE QUARTERS		MAINTENANCE AREA		RANGER STATION	PATROL STATION	WINTER USE	PARKING	GROUP CAMPING
											NPS	CON	NPS	CON					
Endovalley			35			x												x	
Fall River Entrance											x				x				
Aspenglen			110			x					x								
Cascade Lake					20													20	
Beaver Meadows Ent.															x				
Headquarters											x		x						
(East Side)	x										x		x						
Moraine Park		x	200		6 15	# x										x		75 30	x
Tuxedo Park					40													40	
Hallowell Park			120																
Glacier Basin			190 225			x					x		x					x	x
Sprague's Lake Livery					50													70	
Bear Lake															x			200 *75	
Longs Peak Area			65		x	x					x				x			x	

\# At Visitor Center

* Glacier Gorge

DISTRIBUTION OF DEVELOPMENT

TYPES OF FACILITIES			
GROUP CAMPING			10
PARKING		x	x
WINTER USE			
PATROL STATION			
RANGER STATION		x	x
MAINTENANCE AREA	CON.		
	NPS	x	x
EMPLOYEE QUARTERS	CON		
	NPS.	x	x
SOUVENIR, ETC			
STORE			
MEALS (LUNCH)			
OVERNIGHT ACC (PILLOWS)			
CAMPFIRE CIR		x	x
PICNICKING		x	x
TRAILER VILL			
CAMPGROUND		10	125
VISITOR CENTER			
ADMIN BUILDING			

DEVELOPED AREAS

ROCKY MOUNTAIN NATIONAL PARK

COLORADO

Developed Area Narrative

To Accompany Drawing No. NP-RM-3126-H *

Timber Creek Campground
(w/Utilities)

Prepared by D. A. Kane, Engineer — Date September 1967

Drawing Approved A. Clark Stratton, Assistant Director — Date December 19, 1963

*The suffix "H" merely indicates that the drawing has been revised to reflect "as constructed" conditions as of September 1967.

DESIGN ANALYSIS

General Considerations

Location - Timber Creek Campground is located in the west side of Rocky Mountain National Park on the North Fork of the Colorado River in the Kawuneeche Valley. The campground is adjacent to Trail Ridge Road, nine miles north of the village of Grand Lake, and forty miles westerly from Estes Park, Colorado, over the Continental Divide. Denver is the nearest large metropolitan center and is approximately 110 miles to the southeast.

Natural Setting - This campground is in a high mountain valley, nearly 9,000 feet above sea level. It is surrounded by mountain peaks of the Continental Divide to the east, and the Never Summer Range on the west. This setting in a cover of mature lodgepole pine creates a scenic and relaxing atmosphere. The North Fork of the Colorado is a swift, cold and clear mountain stream which offers its beauty and interest to the scene. Fishing is reported to be good in the stream.

The topography is ideal for campground use, as it is relatively level with an average slope of 3 percent.

The regular season of heavy use occurs during the three months of June through August. The area is quite cool all summer due to the altitude, and generally rain showers occur in midmorning for about the first half of the use season.

Development was originally made in the early and mid-Thirties. Approximately 77 camping sites were installed and equipped over the years. The intersection of the main campground with Trail Ridge has been relocated and realigned. Ninty-six sites have been provided. The road circulation is a one-way system with loop turnouts and back-in spurs serving the camp pads. The road has been paved.

Circulation - The present campground entrance is located on the inside of a long curve.

The new intersection provides clear visibility for a distance in excess of 1,400 feet southerly, and by cutting back the hill, a visibility of approximately 1,500 feet has been obtained northerly.

The circulation in the campground consists of a main two-way road with four one-way loops. Portions of the campground road paralleling the Trail Ridge have been obliterated and additional sites have been developed on the other side to compensate for the loss. This circulation system simplifies the traffic pattern and improves the appearance of the campground as viewed from Trail Ridge Road

Visitor-Use Facilities

The campground has a total capacity of 96 campsites. New barriers have been installed along with the road work. The area has been rehabilitated and improved, utilizing a majority of the layout and existing facilities. One standard comfort station has been constructed which makes a total of four.

Supplies for the campers can be purchased in the village of Grand Lake, nine miles south of the campground.

A campfire circle has been constructed adjacent to the campground. The location is an elevated position above the campground on a natural bench overlooking a portion of the Kawuneeche Valley.

Several hiking and horse trails exist near the campground. Onahu Creek trailhead is four miles south; Phantom Valley trailhead with trails to Lulu City, La Poudre Pass, and several other branching trails, is two and one-half miles north of Timber Creek. A horse trail parallels the Colorado River and passes between the campground and Trail Ridge Road.

Management Facilities

The seasonal-type campground ranger station includes an office and duplex. A campground ranger in charge of protection and operation, plus a campground caretaker in charge of maintenance and cleanup, will occupy quarters in the duplex. The existing caretaker's shack will be obliterated.

Utilities

The water system consists of a well, pumphouse with chlorinator and 20,000-gallon reservoir with old distribution and drain lines. These lines will have to be replaced eventually.

The sewage disposal system consists of a septic tank and leaching field inadequate for future needs.

Electric Power has been extended by Mountain Parks Electric, Inc. aerially along telephone right-of-way east of Trail Ridge Road to the barn and dormitory units in the maintenance area. The power company has extended underground primary into the campground area to three metering points. The Park Service has extended low voltage distribution underground lines from these metering points to serve the Ranger Station, purphouse, campfire circle and four comfort stations. All electric lines west of Trail Ridge Road are in underground trenches.

Telephone service with rural metallic lines exist along the east side of Trail Ridge Road and their poles have been replaced for joint use with the power company along the route of the power company extension. Additional telephone service will be required in 1968 for the completed Timber Creek Campground Ranger Station.

Rocky Mountain NP
September 1967

[illegible]

[illegible]

[illegible]

DEVELOPED AREA - ASPENGLEN CAMPGROUND

(1) Location.--Aspenglen Campground is at the East boundary of Rocky Mountain National Park near the Fall River Entrance.

(2) Drawing Number of Corresponding Plan.--[illegible]

(3) Principal Features of Interest.--The site of the existing campground is a rather open area along the Fall River with a meadow and scattered groups of trees.

(4) The Development Problem.--The major development problem at Aspenglen is the entrance to the area. It consists of a road almost entirely outside the park boundary and which joins U. S. [illegible] at an extremely hazardous grade and angle. It is proposed to [illegible] the Fall River Entrance to provide [illegible] provide the [illegible] [illegible] and it is proposed to [illegible] the [illegible] [illegible]

(5) Principal Facilities

[illegible]

(6) [illegible]

(c) Service.--With the construction of a new entrance road it is proposed that we build a permanent modern campground manager's residence to replace the existing substandard cabin.

(d) Utilities.--The area is now served by water and sewer systems that are inadequate and both power and telephones are available nearby. The water source is now insufficient during a dry spell. It is proposed to construct a well and to install a pump and chlorinator. The sewer system too, is inadequate and requires immediate improvement to consist of a larger septic tank and a sand filter to replace the present disposal trench crowded along the park boundary.

(e) Miscellaneous Developments.--The existing campfire circle is in poor repair and it is planned for reconstruction. It is proposed too, to construct a bulletin board near the campfire circle which can serve as a meeting place for conducted hikes.

Name of Area Rocky Mountain National Park, Colorado

Prepared by Charles S. Schuster, Park Landscape Architect Date August, 1955
Name and Title

Revised at WODC August, 1956

REVIEWED

WESTERN OFFICE, DESIGN AND CONSTRUCTION

Architect /s/ Lyle E. Bennett Date 8-7-56

Engineer /s/ P. E. Smith Date 8-8-56

Landscape Architect /s/ Chas. E. Krueger, Acting Date 8-6-56

Safety /s/ W. H. Richardson Date 8-7-56

REGIONAL OFFICE

Cooperative Activities Date

Interpretation Date

Operations Date

RECOMMENDED

/s/ James V. Lloyd Date 8-31-56
Superintendent

/s/ Sanford Hill Date 8-8-56
Chief, Western Office, Division of Design & Construction

Date

Regional Director

/s/ Dudley C. Bayliss Date 9-5-56
Acting Chief Landscape Architect

APPROVED

/s/ Thos. C. Vint Date 9-28-56
For The Director

MASTER PLAN

FOR THE PRESERVATION AND USE

OF

Rocky Mountain National Park, Colorado

Chapter 5, Design Analysis Bear Lake Area

DP-BM-3 (A-F), Bear Lake Area, with Utilities

Prepared by: John R. Larson, Landscape Architect Date

Drawings approved: Date

June, 1970

BOUND COPY

[illegible]

[illegible] **r** [illegible] **always** [illegible] **r** [illegible] **ttraction.** [illegible] **or** [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

The parking area serves the optimum number of vehicles at present and additional parking is required to accommodate the increased visitation. The parking situation is compounded by the extended duration of visits in the area for trail use which often is for the entire day.

Road Proposals. The existing parking area cannot be expanded because of the terrain. It is proposed to construct a road to the more gently sloping area above the parking area where additional parking for 115 to 140 automobiles can be developed. This additional parking would serve for hikers and picnickers generally and would allow the lower parking area to be used for the short term visitor.

Several approaches to the upper area were considered. One was through the existing parking area which would have followed the existing access route to the old lodge. This did not seem desirable because the roadway would encroach too closely upon the lake and thus impair the scenic quality of this natural body of water. Extending such a route through the present parking area with one-way traffic would reduce the efficiency of the available parking. An additional route was also considered to by-pass below the parking area. This route below the parking area is possible but it would be very involved in providing suitable turning connections at each end. Grades for the road and encroachment upon the lake area are objectionable from economic and esthetic standpoints. Low water crossing to the upper level on the lake outlet stream and the dam would be a traffic barrier to pedestrians.

The proposed road would start from the parking area and provide a barrier for pedestrian access to the lake from the area to upper area. A feasible construction from the standpoint of grades and impact, suffice to the lake between the upper parking area and the lake. This would be traffic in the upper area the road would be traffic. The road requires an expenditure of a valuable area for the [illegible] to the upper area.

A short hike before reaching the upper [illegible] small [illegible] [illegible] [illegible] [illegible] is inadequate for the purpose. [illegible] serves hikers to park for the day. [illegible] hikers use the [illegible] [illegible] there. It is proposed to [illegible] [illegible] accommodate about 75 automobiles [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] trails. [illegible] by hikers and some by horse riders also.

[illegible] project is however, concerned only with trail circulation within [illegible].

Bear Lake Nature Trail, Number [illegible]. This is a complete trail within the area. It is the trail around the lake and about one mile in length. This trail is not in good repair and must be rebuilt. It needs widening, lessening of grades, and the providing of view points, overlooks and access to the lake for fishermen. In aligning and routing, the existing cut-offs and [illegible] will be obliterated to provide a pleasant, interesting, [illegible] walk for visitors.

Bear Lake to Glacier Gorge Junction Trail, Number 21. This [illegible] of [illegible] trail is to be redesignated as Number [illegible], Bear Lake to [illegible] Park via Glacier Gorge Junction. It is proposed that at Glacier Gorge Junction [illegible] along the road to [illegible] horses away from the protected areas around the lake. A horse hitching area will be developed in the upper area where horses can be left while riders hike around the lake on foot. At Glacier Gorge Junction this and the other trails radiating from there will be developed so that hikers and riders may be oriented [illegible]. Development of space to accommodate groups is necessary, as many hiking parties and groups use this junction point as a [illegible].

Bear Lake to [illegible] Lake via [illegible] Trail, Number [illegible]. [illegible] serves as an auxiliary nature trail in the area; a little more arduous walk but [illegible]. The trail is generally in good condition. Horses are to be excluded from this trail to preserve as much [illegible] condition as possible. [illegible] work will be accomplished at [illegible] Lake to prevent short-cut and [illegible] the return trip via the service trail along the water line to Bear Lake.

Trail [illegible] of Bear Lake. Numerous trails [illegible] the existing trails [illegible] cross-[illegible] circulation, providing a protective [illegible] trail. A trail [illegible] in the upper [illegible] of the numerous trails [illegible].

[illegible] this circulation.

[illegible], the lodge and all of its outlines and out buildings [illegible] removed, eliminating overnight accommodations in the area as well as food and beverage service. The operation has been discontinued since the end of the 1966 season. Further study will be made by the [illegible] to determine if in the expansion of day use activity in the area a concession for food and beverages would be desirable in the upper area.

An exhibit shelter or contact shelter for nature list exhibits and information will serve the interpretive requirements of the lake area. The exhibits will be of the natural history of the area. The naturalist information center will include facilities for the Park Nature Association sales. Public restrooms will replace comfort station No. 1, which is to be obliterated. Around the shelter will be a terrace for circulation and organization of groups for conducted nature walks around Bear Lake or to Bream Lake. At the view points on the nature trail, places will accommodate groups, and the views will be interpreted by in-place exhibits. The trail will be a self-conducting nature trail generally. Tour pamphlets will be available from the naturalists at the exhibit shelter. This will be supplemented by signs along the trail at special points of interest.

Several building locations have been considered. The site selected is most advantageous to serve the visitor and at the same time does not encroach on the lake front. The site at present is well covered and lacks of vegetation. It is well oriented to the existing parking area and access to the lake. It will be at the entrance to the closed nature trail except that it will not be visible from any viewpoint or overlook or detract from the grand grandeur of the lake area. It will be readily accessible to the [illegible] visitor. All old roads and trails not [illegible] will be obliterated. The [illegible] subject to extreme [illegible], [illegible] an advantage [illegible] protection.

[illegible]

[illegible] [illegible] area is a [illegible] operation and maintenance facilities are necessary to serve the protection and [illegible] during the use season. The visitor center will contain office space for a seasonal sub-district ranger station. The exhibits shelter will provide office space for naturalists. Seasonal living quarters will be provided in a multiple unit. The ranger living in the area will provide the necessary off-hour protection control necessary. Key naturalists and maintenance personnel can be quartered in the area but to reduce the housing requirements to a minimum they could be housed at the park headquarters area about 12 miles from Bear Lake. These personnel will commute to the area as required. Necessary supplies and equipment for naturalists and maintenance are available at headquarters.

UTILITIES. Generally the water source is adequate to meet the development needs of the area, but the power, sewer and communication systems are inadequate and obsolete.

Water Supply. The source of water is a spring above the lake at about [illegible] feet elevation. These are [illegible] and the water carried to a 1,500 gallon horizontal steel reservoir nearby [illegible]. If additional water supply is required [illegible] can be made [illegible] branch [illegible] from Bear Lake to a [illegible] supply. Upon the [illegible] water supply to the area [illegible] is available [illegible] the area. [illegible] is chlorinated at the reservoir. [illegible] branch [illegible] new development [illegible] necessary. [illegible] will [illegible] the [illegible] fire hydrants [illegible] the [illegible] water. [illegible] serve [illegible] short [illegible] to serve the water [illegible] the area. [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Power Source. The power for the [illegible] operated by a steam plant. [illegible] distribution was overhead [illegible] as it was inadequate.

Proposed Design. Power will be extended from the local commercial source. A single phase 6,900 volt line can be extended from [illegible] road, followed Park Drive, a distance of about two and a half miles to Star Lake. This extension may be contributed partially by the [illegible], where not in view with [illegible] services to [illegible] lumber. [illegible] capacity [illegible] the [illegible] supply. [illegible] service will be [illegible] overhead service.

Conclusions. [illegible] are the only [illegible] the [illegible]. [illegible] fixed [illegible] the commercial [illegible] the power office [illegible] extension [illegible] to [illegible] service [illegible] extensive [illegible] required [illegible] extensive [illegible] small [illegible] dissimilar.

Preliminary

Master Plan Development Outline

Rocky Mountain National Park, Colorado

MINOR DEVELOPED AREAS - BEAR LAKE DAY USE AREA

(1) Location.--Terminus of Bear Lake Road (Route 3) - 8 miles from the Big Thompson River Entrance, 11 miles from new High Drive Entrance and 13 miles from Fall River Entrance.

(2) Drawing Number of Corresponding Plan.--NP-BM-2503-E, Sheet 2.

(3) Principal Fea[illegible] of Interest.--Picturesque small mountain lak[illegible] he front range with conifer vegetation and boulder rock outcrops. The area is readily accessible by automobile and has heavy visitor use. The area is also a hiking trail center for trips into the frontal range. Most trails are arranged so that trips may be completed in less than a day.

(4) The Development Problem.--Bear Lake Lodge has operated overnight and food service facilities for visitors on a concession contract for a number of years. The concession contract has expired and will not be renewed. The existing facilities are proposed for demolition and obliteration as they do not lend themselves to rehabilitation for any other use. The area will be devoted to day use and to provide for this activity new facilities will have to be installed to accommodate the visitors.

(5) Principal Facilities

(a) Circulation.--There is a 200-car parking at the terminus of the Bear Lake road (Park Route 3) but this is hardly adequate for present use of visitors and hikers. It is proposed to construct a new access road to the day-use area with parking bays and a large terminal parking area for day-use visitors. Many of the "leveled off" spots used in the previous concession operation can be utilized in the new layout.

(b) Visitor Use.--It is proposed to obliterate all existing facilities for overnight and food service, and convert the area to day use only. Picnic tables will be provided throughout the area. A combination building composed of a concession operated restaurant and an exhibit shelter housing NPS displays will be developed for visitors. The Service structure will provide for information, orientation and exhibits related to interpretation of the area. Sanitary facilities will be provided in the picnic area and in the concession building.

(c) Service.--A seasonal ranger station and quarters will be built for two rangers for protection of the area.

(d) Utilities.--Existing utilities will require some overhaul to adapt and serve the limited facilities propoed.

(e) Miscellaneous Development.--A trail and view plaza will be developed in conjunction with the concession and exhibit structure.

The development of a Day Use Area at Bear Lake is considered an NPS obligation in its entirety. The restaurant or snack bar would be leased to a concessioner. Following is the preliminary cost estimate:

New Road and Parking - ½ miles @ 50,000 a mile	$25,000
New Walks and Trails - ½ miles @ 5,000 a mile	2,500
NPS Exhibit Shelter and Ranger Office - 1,200 s.f. @ 15.00	18,000
Restaurant (including equipment) - 1,200 s.f. @ 20.00	24,000
Plaza - 5,000 s.f. @ 1.50	7,500
Seasonal Ranger Quarters (2) - 900 s.f. @ 13.00	11,700
Comfort Station (double the unit building at Glacier Basin)	19,000
Sewer Improvements and Connections	8,000
Water System Improvement and Connections	3,000
Power House Generators (2 - 50 KV) and Distribution	33,000
Picnic Tables and Trash Containers - 100 @ 75.00	7,500
Signs and Markers	1,200
Obliteration - Existing Structures:	
8 Large Structures @ 600	4,800
7 Small Structures @ 300	2,100
TOTAL	$167,300

*Preliminary Cost Estimate, and Contingency and PS&S for Programming Amount.

Rocky Mountain National Park, Colorado
Name of Park

Prepared by Jon R. Larson, Landscape Architect Date January, 1959
Name and Title

REVIEWED

WESTERN OFFICE, DIVISION OF DESIGN AND CONSTRUCTION

Architect /s/ Milton Sadek Date 1-9-59

Engineer /s/ L. E. Smith Date 1-9-59

Landscape Architect /s/ Robert C. Hall Date 1-9-59

Safety _____ Date _____

REGIONAL OFFICE

Recreation Resource Planning _____ Date _____

Interpretation _____ Date _____

Operations _____ Date _____

RECOMMENDED

_____ Date _____
Superintendent

/s/ Orland Hill Date 1-12-59
Chief, Western Office, Division of Design and Construction

_____ Date _____
Regional Director

_____ Date _____
Chief Landscape Architect

APPROVED

_____ Date _____
Per the Director

DEVELOPMENT OUTLINE
ROCKY MOUNTAIN NATIONAL PARK
BEAR LAKE AREA - DEV. AREA

A. GENERAL.

The developed area known as Bear Lake covers approximately 30 acres lying along, and back from the east shoreline of Bear Lake. This lake lies on the east slope of the continental divide at an elevation of 9,486 feet and is one of several lakes forming the headwaters of Glacier Creek.

The area is reached from Estes Park Village by 12 miles of paved highway, of which 4.5 miles are outside the park and 7.5 miles within the park. That portion within the park is a Primary, Class 1 road which has been designated as Park Route 3. This area is an important trail terminus and from here the main trail systems branch out through the eastern section of the park.

Bear Lake is a popular tourist attraction because of its picturesque setting and the fact that it can be reached by car. It is conservatively estimated that a quarter of a million people visited this area during the 1948 travel season. In years past, it has afforded some of the best fishing in the park, and under an intensified program of restocking this activity is again on the increase. Bear Lake is the point of departure from auto travel to foot or horseback for visitors wishing to travel to the higher mountains by trail. Some unrestricted picnicking has been permitted along the shores of the lake with the result that much of the native vegetation has been destroyed. It is planned to set aside an area for this purpose and to provide picnic tables and waste containers. No fires will be permitted, and picnicking will be restricted to this designated area.

Bear Lake Lodge, consisting of about 30 buildings, some temporary and some permanent, is considered as part of the Bear Lake Area. Before establishment of Rocky Mountain National Park, the area was used as a resort by A. E. Brown under annual special use permit from the Forest Service. The permit was continued under the same general terms and conditions by the Interior Department after the park was established. In 1917, Mr. F. W. Byerly bought a half interest in the business, and in 1920, Mr. Byerly became the sole owner of the operation. In 1923, an agreement was made between Mr. Byerly and Mr. F. H. Cheley for the erection by the latter of a boys camp at Bear Lake. Several of the present buildings were constructed for this camp, the Bear Lake Trail School, and following discontinuance of the trail school in 1927, the buildings became a part of the lodge operation. On March 8, 1934, a contract was awarded the Front Range Lodges, Inc., covering the establishment, maintenance, and operation of a permanent camp business for a period of 20 years from January 1, 1934. Soon thereafter Mr. Byerly withdrew from the business, leaving it in the hands of Mrs. Byerly, who resumed her former name of Bishop. On August 17, 1938, the corporation having been dissolved, the assignment of the contract from Front Range Lodges, Inc., to Mrs. E. B. Bishop, was approved by the Department. In 1940, Mrs. Bishop requested extension of her lease in order to obtain a loan from the RFC to permit construction of new cottages. The contract was extended to December 31, 1948, by letter of April 18, 1940, from the Director.

The lodge buildings are scattered about on a hillside which, in addition to overlooking the lake, also provides fine views of several of the Front Range peaks. Except for four modern multi-room cabins, none of the buildings comprising the lodge were located according to any preconceived plan nor with any idea of the tremendous amount of public use which the area now receives. Consequently, there is at present no clear line of demarcation between the area used by the lodge and that used by the general public. Proposed plans call for a buffer strip between the two areas, a new approach road, and a plan of improvement for the entire lodge area. At the present time, the lodge can accommodate approximately 80 persons and operates, on the average, from June 15 to September 15.

B. ROAD SYSTEM.

1. Existing.

a. Approach Road. The Bear Lake Area is located at the terminus of Park Route 3, of the primary road system. Route 3 begins at, and connects with, primary Park Route 2 at the proposed Denver Meadows Junction and extends for a distance of 10 miles, terminating at a large public parking area. Route 3 is a Primary, Class 1 road with a graded width of 22', surfaced with a 16' bituminous mat.

b. Service Roads. An oil treated surfaced road, 14' in width, .4 mile in length, serves the lodge area and extends from the parking area terminus to the operator's utility area. This road was constructed in 1934 and was given a palliative oil treatment in 1940 and again in 1948. Parking areas of a sort are provided by widened places along the road near the office-lounge, cabins, and dining hall.

c. Parking Areas. A large parking area at the terminus of Route 3 serves the Bear Lake Area and will accommodate approximately 200 cars. It was constructed in several sections and was surfaced and sealed in connection with the Bear Lake road contract. The parking area is on two levels, but the present layout is not conducive to regulated parking and the lower plaza is seldom used unless visitors are forced to do so by the rangers on duty in the area. Consequently, the upper plaza carries the entire load most of the time, resulting in a congested condition and indiscriminate parking in any available space.

2. Proposed.

a. Approach Road. Proposed plans call for a revision of the public parking area and construction of a new approach and service road to the lodge area. This will require a change in alignment of approximately 500' of the existing approach road (route 3) where it enters the parking area.

b. Service Roads. The present service road to the lodge area begins at the west end of the large public parking area. This location

requires service trucks and guests to traverse the entire length of the parking area through congested auto and pedestrian traffic to reach the lodge. A considerable number of sightseers also use the road by mistake, adding to the general confusion. It is proposed to provide a new service and access road to the lodge area, taking off from Route 3 just before it enters the public parking area and terminating at the lodge utility area. This road would be a Primary, Class 3 road designated as Route 15, 20' graded width, 16' bituminous surface, .54 miles in length, of which .25 miles would follow roughly the alignment of the existing road. It is estimated that construction of the new service road will cost approximately $30,000 based on very inadequate data. This estimate is subject to revision when surveys are made to determine grades and quantities. All roads in this area will be constructed by the Government.

It is proposed to construct a 10' bituminous surfaced combination administrative service road and public walk approximately 300' in length to provide access from the parking area to the proposed picnic area and public access to Bear Lake and adjacent trails.

c. Parking Areas. It is proposed to reconstruct the present public parking area with a single level parking area accommodating 200 cars and designed in such a way as to make it self-operative. This will require considerable grading, curbs and walks, re-surfacing, and adjustment in the alignment of walks and trails.

A small 5-car parking area is proposed adjacent to the Ranger Station for personal and official cars with access from the service road to the lodge.

A parking area to accommodate approximately 37 cars is proposed adjacent to the proposed lodge in the general lodge area, and six pull-out parking areas accommodating 50 cars are proposed along the new access road to the lodge area to provide parking for guests staying in cabins. The estimated cost of constructing these parking areas is $17,000 including curbs and planting. Construction to be with Government funds.

C. <u>FOOTPATHS AND WALKS</u>.

1. <u>Existing</u>.

a. A system of travel paths and walks of varying width has been constructed to serve the operator's cabin area. These are located along the lines of least resistance and in many locations are above utility lines.

b. An unimproved nature trail, one mile in length, follows the shoreline of Bear Lake and is heavily used by hikers and fishermen. It is very popular also with the traveler who has but a short time to spend at any one place in the park.

c. Bear Lake is the road terminus for a number of trails covering a large area on the east side of the continental divide. From here trails start

to Flattop Mountain and the Thompson River drainage to the north, Glacier Basin to the east, and north Longs Peak trail on the south. These are public horse and foot trails, gravel or earth surface, 4' in width.

2. Proposed.

a. With revision of the Bear Lake Lodge layout, it is proposed to construct a system of 4' and 2' bituminous surfaced walks designed to facilitate circulation in the lodge area. They will provide access from parking areas to cabins and from the cabins to the lodge. These walks will be closed to horse traffic. Existing walks and trails to be abandoned will be obliterated. These walks will be constructed by the Government at an estimated cost of $3,000.

b. A short connecting loop trail 4' wide, gravel surfaced, will be constructed to provide a connection between the revised Bear Lake Lodge area and the existing trail system.

c. It is proposed to construct, in conjunction with the revised parking area, 5' bituminous surfaced walks paralleling the parking area for pedestrian use.

d. A number of old trail scars in the Bear Lake area are in need of further obliteration work.

D. BUILDINGS.

See following charts.

BUILDINGS — EXISTING 1948 — BEAR LAKE AREA — ROCKY MOUNTAIN

NO.	NAME	PLAN NO.	TYPE	PERM. OR TEMP.	UTILS W-S-E	SQ.FT.	CU.FT.	VALUE 1948	CONDITION	YEAR BUILT	BUILT BY	DL OR C	REMARKS
	GOVERNMENT-OWNED												
11	Employees' Residence	31621	Log	T	W-S	576		4,500	Fair	1923		DL	
50	Bunkhouse	None	Frame	T		384		1,000	Fair	Unknown		Unknown	Former PRA Const. shack.
160	Pit Toilet (employee)	None	Frame	T				75	Fair	Unknown		DL	
161	Hose House	None	Frame	P	W			50	Good	1940		DL	
157	Public Comfort Station	2023-B	Masonry & Frame	P	W-S	360		10,000	Good	1940	CCC	DL	
158	Pit Toilet (Public)	None	Frame	T				175	Fair			DL	For post season use only.
159	Pit Toilet (Public)	None	Frame	T				175	Fair			DL	For post season use only.
	GOVERNMENT-OWNED LODGE BUILDINGS												
BL-2	Lounge and Office	3344	Log	P	W-S-E	2,900			Good	1923			1st floor - lobby and office. 2nd floor - cocktail lounge.
BL-5	Employee's Quarters	None	Frame	P		360			Good	1946		DL	
BL-6	Employee's Quarters	None	Frame	T	W-E	168			Fair	Unknown		DL	
BL-7	Employee's Quarters	None	Log & Fr.	P	W-E	270			Fair	Unknown		DL	
BL-8	Employee's Quarters	None	Frame	T	W-E	120			Fair	Unknown		DL	Converted tent frame.
BL-9	Employee's Quarters	None	Frame	T	W-E	280			Poor	Unknown		DL	Converted tent frame.
BL-3	Power House	None	Frame	P	W-E	2,000			Fair	1920		DL	
BL-4	Stable & Livery Service Building	Unnumbered Plan	Frame	P	E	460			Good	1927		DL	Tack room, feed room, and shed.
BL-10	Pit Toilet (employee)	None	Frame	T					Fair			DL	
BL-1	Upper Lodge (Dining hall and kitchen)	33411 33412	Log	P	W-S-E	5,900			Good	Add'n 1923		DL	Laundry and 3 sleeping rooms in basement.
BL-11	2-room Guest Cabin	None	Log	T	W-E	600			Fair	Unknown		DL	
BL-12	4-room Guest Cabin	None	Log	T	W-E	1,900			Fair	Unknown		DL	Operators Quarters on 2nd floor.
BL-15	1-room Guest Cabin	None	Frame	T	W-E	180			Fair	Unknown		DL	Converted tent frame.
BL-16	1-room Guest Cabin	None	Frame	T	W-E	180			Fair	Unknown		DL	Converted tent frame.
BL-17	1-room Guest Cabin	None	Frame	T	W-E	180			Fair	Unknown		DL	Converted tent frame.
BL-18	1-room Guest Cabin	None	Frame	T	W-E	180			Fair	Unknown		DL	Converted tent frame.
BL-19	1-room Guest Cabin	3343	Log	T	W-E	1,200			Fair	1923		DL	
BL-20	4-room Guest Cabin	3342	Log	T	W-E	640			Fair	1923		DL	
BL-21	2-room Guest Cabin	None	Log	T	E	396			Poor			DL	
BL-22	2-room Guest Cabin	2506-B	Frame	P	W-S-E	518			Good	1940		DL	
BL-23	4-room Guest Cabin	2506-B	Frame	P	W-S-E	1,070			Good	1940		DL	
BL-24	4-room Guest Cabin	2506-B	Frame	P	W-S-E	1,070			Good	1940		DL	
BL-25	2-room Guest Cabin	2506-B	Frame	P	W-S-E	809			Good	1940		DL	
BL-13	Comfort Station and Wash house	2091	Frame	T	W-S-E	80			Fair			DL	Addition of showers in 1941.
BL-14	Comfort Station and Wash house	2091	Frame	T	W-S-E	70			Fair			DL	Addition of showers in 1941

Note: Although legal title to the lodge buildings is vested in the United States Government, it is recognized that the Concessioner has an interest in the buildings by reason of its capital investment therein. (See Acting Secretary Chapman's memorandum of June 6, 1941, Solicitor Ickes's memorandum of December 2, 1940, and Opinion M-[illegible]45.)

BUILDINGS — PROPOSED — BEAR LAKE AREA — ROCKY MOUNTAIN

NO.	NAME	PLAN NO.	TYPE	PERM. OR TEMP.	UTILS. AVAIL.	SQ. FT.	CU.FT.	EST. COST	P. C. P. NO.	P. C. P. DATE	PROPOSED WORK
	GOVERNMENT-OWNED										
BL-2	Quarters for NPS employees (Present lounge and office)	None	Log	P	W-S-E	2,400		5,000	None		Convert 1st floor of existing lounge and office to apt. and 2nd floor into dormitory.
270	Contact Station	None	Masonry & Frame	P	None	80		500	None		To provide a small contact station for dispensing information to visitors.
BL-1	Guest House (Present Dining Hall and Upper Lodge)	None	Log	P	W-S-E	5,900		9,000	None		Convert existing dining hall to sleeping rooms for guests.
BL-26	Four-room Guest Cabin	2506-8	Frame	P	W-S-E in gen. area	1,070		12,800	None		To provide adequate accommodations for guests.
BL-27	Four-room Guest Cabin	2506-8	Frame	P	Ditto	1,070		12,800	None		Ditto
BL-28	Two-room Guest Cabin	2506-8	Frame	P	Ditto	518		6,200	None		Ditto
BL-29	Three-room Guest Cabin	2506-8	Frame	P	Ditto	800		9,600	None		Ditto
BL-30	Three-room Guest Cabin	2506-8	Frame	P	Ditto	800		9,600	None		Ditto
BL-31	Three-room Guest Cabin	2506-8	Frame	P	Ditto	800		9,600	None		Ditto
BL-32	Four-room Guest Cabin	2506-8	Frame	P	Ditto	1,070		12,800	None		Ditto
BL-33	Four-room Guest Cabin	2506-8	Frame	P	Ditto	1,070		12,800	None		Ditto
BL-34	Four-room Guest Cabin	2506-8	Frame	P	Ditto	1,070		12,800	None		Ditto
BL-35	Three-room Guest Cabin	2506-8	Frame	P	Ditto	800		9,600	None		Ditto
BL-36	Four-room Guest Cabin	2506-8	Frame	P	Ditto	1,070		12,800	None		Ditto
BL-37	Four-room Guest Cabin	2506-8	Frame	P	Ditto	1,070		12,800	None		Ditto
BL-38	Two-room Guest Cabin	2506-8	Frame	P	Ditto	518		6,200	None		Ditto
BL-39	Lodge, Dining Room and Office	None	Masonry & Frame	P	Ditto	8,000		100,000	None		To replace existing inadequate structures and centralize various functions under one roof.
BL-40	Staff's Quarters	None	Frame	P	Ditto	360		2,700	None		To provide adequate quarters for help.
BL-41	Staff's Quarters	None	Frame	P	Ditto	360		2,700	None		Ditto
BL-42	Laundry and Staff Quarters	None	Frame	P	Ditto	650		6,500	None		To provide adequate laundry facilities, help's quarters on 2nd floor.

Note: Cost of converting BL-1 to sleeping rooms is a pure guess.
Cost of Guest Cabins based on $12.00 square foot.
Cost of Lodge based on $12.50 square foot.
Cost of Staff's Quarters based on $9.00 square foot.
Cost of Laundry based on $10.00 square foot.

E. TOURIST FACILITIES.

1. Existing.

a. Public Picnic Area. The east shore of Bear Lake has been used for picnicking in past years, resulting in almost complete destruction of all vegetation. No camping is permitted in the vicinity of Bear Lake.

b. Hitching Rack. A hitching rack 20 feet long is now located near the west end of the main parking area for use by persons riding through the area and by liveries that deliver horses to the end of the road for hire. An unsightly and unsanitary condition has developed from this facility.

2. Proposed.

a. It is proposed to develop a picnic area west of the present Ranger station to accommodate about 25 or 30 tables and waste containers. Water hydrants will be provided from a water main which runs through the area. No campfires will be permitted in this picnic area which will be primarily for daytime use. When this area is put into operation, it is hoped to control and eventually eliminate picnicking immediately along the shores of the lake.

b. It is proposed to construct a new hitching rack north of the parking area in a location which is at least partially screened from general view by trees and a rock outcrop.

F. UTILITIES.

1. Water System.

a. Water Supply.

(1) Source.

(a) Existing.

The present water supply for the Bear Lake area is derived from three springs and a collection line. Small concrete collection basins have been constructed at each spring and pipe lines run from each spring to a collection line. In addition, there is about 700' of open 6" tile line which, during the spring months only, furnishes a limited amount of surface water. These four sources feed into a 8" collection main which flows into a 1,000 gallon collection reservoir. From the collection reservoir a 6" line feeds into the main storage reservoir by gravity.

(b) Proposed.

The present source of water is inadequate to meet peak summer demand and it has been necessary to haul water by tank truck to supplement the normal flow. Proposed developments planned for this area will require an increased water supply, and it is therefore proposed to increase the

present supply by running a 3" line from the present storage reservoir up to a point of diversion on the Dream Lake outlet stream, a distance of approximately 1600'. It is estimated that the cost of this improvement will be $3,500.

(2) Storage facilities.

(a) Existing.

There is at present a 20,000 gallon steel reservoir located on a bench between Bear and Nymph Lakes. This reservoir is at sufficient elevation to furnish approximately 50 pounds pressure at the lodge.

(b) Proposed.

The existing reservoir is considered adequate for present and future needs.

(3) Distribution.

(a) Existing.

Water Treatment. At present, the water is untreated.

Distribution. A 4" line runs from the main reservoir for a distance of 1200' to a manhole. From here, a 2" line feeds the comfort station and a second line of 1½" diameter feeds into the lodge distribution system. This system is inadequate and in a very poor state of repair. Most of these lines are 1/2" and 3/4" and there is no fire protection.

(b) Proposed.

Water Treatment. It is proposed to install a chlorinator on this system at an estimated cost of $2,000.

Distribution. It is proposed to replace the entire distribution system in the lodge area to provide adequate water supply and fire protection. The cost of this system is estimated at $20,000.

(4) Use.

(a) Existing.

Approximately 600,000 gallons per month are used at present during the travel season.

(b) Proposed.

When all improvements are completed, it is estimated that 1,000,000 gallons per month will be used.

2. Power System.

a. Existing.

Power for the area is at present furnished from a steam plant run by the operator with overhead transmission and distribution. The present system is inadequate and unreliable and it is doubtful if any but the present operator would be burdened with the operation.

b. Proposed.

In order to provide an adequate and dependable source of power, it is proposed to run an overhead power line, single phase, 6,900 volts, from the Mill Creek CCC Camp over to Bear Lake, a distance of approximately 2½ miles. The distribution system would provide overhead primaries and underground secondaries. The estimated cost of the transmission line is $5,000 and the distribution system approximately $4,000.

3. Sewerage System.

a. Site Factors.

The Bear Lake Area is very rugged in topography, and the soil is glacial moraine, combining two difficult situations so far as disposal of sewage is concerned.

b. Collecting System.

(1) Existing.

The present collection system is composed of only 4" tile and some sections of 8" flue pipe, poorly laid and poorly planned. The system is totally inadequate and subject to frequent breaks.

(2) Proposed.

It is proposed to construct an entirely new collecting system to serve both the existing and proposed development, using 6" mains and 4" laterals. In this terrain the construction of an adequate system will be very costly, and it is estimated that $20,000 will be required.

c. Sewage Treatment.

(1) Existing.

At present, there is a small masonry septic tank which leaks badly and is inadequate to serve the area.

(2) Proposed.

It is proposed to construct a concrete septic tank of approximately 8,000 gallons capacity to serve the entire area at an estimated cost of $4,000. PCP U-51-1.

d. Sewage Disposal.

(1) Existing.

Effluent is at present disposed of through a leaching trench and since the terrain and character of the soil are not suitable for a disposal field, it is planned to continue this method of disposal.

e. Sludge.

(1) Existing.

Sludge is drained from the present septic tank once a year by a valve into sludge beds where it is allowed to dry. The same system will be used on the proposed tank.

Prepared by Charles E. Krueger Date 3/19/49
Resident Landscape Architect

Recommended David D. Canfield Date 3/25/49
Superintendent

Recommended (SGD.) LAWRENCE C MERRIAM Date APR 1 1949
Regional Director

Approved _____ Date _____
Director

Preliminary

Master Plan Development Outline

Rocky Mountain National Park, Colorado

DEVELOPED AREAS - BRINWOOD LODGE

(1) Location.--Brinwood Lodge is on Moraine Park Road, Route 4, four miles from new High Drive Entrance, six miles from the Big Thompson River Entrance and eleven miles from the Fall River Entrance.

(2) Drawing Number of Corresponding Plan.--NP-RM-3119-E.

(3) Principal Features of Interest.--Brinwood Lodge is located on the north side of Moraine Park on the sloping hillside above the Big Thompson River.

(4) The Development Problem.--The Lodge and cabins were an inholding acquired by the Service in 1932 and has been operated as a Park concession. The present contract expired December 31, 1958. The structures and area were developed initially in 1908 to 1938, most work being completed before Government acquisition. Since the initial 20-year operation contract expired in 1951 the operation has been continued on short-term extensions. Improvements during the late years of the initial contract and the seven years of extensions have been negligible. As it is proposed to extend the operation on a 20-year basis certain improvements and replacements are required. Structures will have to be rehabilitated to meet health and safety standards. Regrouping of concessioner service structures should be made to improve operations. Road and walks must be improved and extended to provide for better parking and circulation. Removal of some of the structures below the main road will improve general appearances and allow for some needed realignment of the main road. Regrouping of these structures at the rear of the Lodge will consolidate the concessioner's service structures. Terrain and existing structures set the pattern of circulation and the layout is limited to improvement of existing roads and grouping of structures.

(5) Principal Facilities

(a) Circulation.--Existing roads are narrow and parking is unorganized and inadequate; circulation generally is inconvenient. Roads will be improved, parking organized for convenience of guests and for building servicing and operation of areas. The main road and lodge drive junction will be improved for safety by realignment of a section of the main road and the relocation of the Lodge drive.

(b) Visitor Use.--The Lodge, Lodge annex and guest cabins provide accommodations for 90 overnight guests. Food service and sundry facilities are located in the Lodge area while the saddle and livery operations will be directly across the road to serve guests and other Park visitors as well.

(c) Service.--A service and employee area will be developed for concession operations in rear of the Lodge. In this area will be quarters, utility buildings, parking and service court. Saddle and livery barns, corrals and quarters will be across the road from the Lodge.

(d) Utilities.--The water source is adequate but the system will have to be rehabilitated to adequately serve the domestic and fire protection needs. The installation of a new reservoir and supply lines and distribution system are required.

The sewage system, collection and disposal, will have to be rebuilt.

The power system will require improvement and extension.

(e) Miscellaneous Development.--Fences will be allowed for a paddock and corral in conjunction with the saddle and livery operation but all other fences in this general area will be removed. The concessioner will be permitted to develop such guest recreation facilities as picnic barbecue pits, horseshoe courts, etc.

Following are WODC recommendations for revision of estimates of Brinwood Lodge in addition to estimates in Region Two Report dated September 30, 1958 and Supplemental Report by Rocky Mountain National Park dated November 4, 1958 for Brinwood Lodge:

1. National Park Service Construction

Roads, walks and parking areas: The estimate of $9,000 should be increased $3,000 to a total construction cost of $12,000 for work as proposed on the attached drawings.

The estimates for other Service work appear to be adequate as preliminary construction cost estimates:

Water System - $19,000 plus $500 for pump and pumhouse as per Park Supplement Report
Sewer System - $24,000
Electric Distribution System - $2,400

All estimates must have contingency and P&S added to reflect total amounts for programming.

2. Concessioner Construction.--Building rehabilitation work by the concessioner should be increased as it concerns the cost of additional work involved in moving and relocating the following four structures:

		Additional WODC Estimate	Total
Building B-5 - Employee Quarters			
Region Two Report	1,350		
Park Supplement	30		
Move and relocate		520	
Total			1,900
Building B-19 - Garage			
Region Two Report	1,410		
Park Supplement	125		
Move and relocate		567	
Total			2,100

Building B-20 - Employee Dormitory		Additional WODC Estimate	Total
Region Two Report	1,695		
Park Supplement	75		
Move and relocate		530	
Total			2,300

Building B-21 - Shop			
Region Two Report	550		
Park Supplement	100		
Move and relocate		350	
Total			1,000

3. Summary of Estimated Costs for Rehabilitation of Brinwood Lodge Area (Includes all estimates and revisions made by Region Two, Rocky Mountain National Park and WODC).

Concessioner Structures			
Region Two Report	30,315		
Park Supplement	3,315		
WODC Additions		2,165	
Total Concessioner Cost			35,795

NPS Work			
Water			
Region Two Report	12,000		
Park Supplement	500		
Total			12,500
Sewer			
Region Two Report			[illegible],000
Electric Power System			
Region Two Report			2,400
Road, Parking, Walks, Etc.			
Region Two Report	9,000		
WODC Increase		3,000	
Total			12,000
Total NPS Cost			[illegible]*
TOTAL REHABILITATION COST			[illegible]

*Preliminary Construction Cost Estimate; Contingency and PE&S must be added for programming amount.

Rocky Mountain National Park, Colorado
Name of Park

Prepared by Jon R. Larson, Landscape Architect — Date January, 1959
Name and Title

REVIEWED

WESTERN OFFICE, DIVISION OF DESIGN AND CONSTRUCTION

Architect /s/ Milton Swatek, Acting — Date 1-9-59

Engineer /s/ P. E. Smith — Date 1-9-59

Landscape Architect /s/ Robert G. Hall — Date 1-9-59

Safety _____ Date _____

REGIONAL OFFICE

Recreation Resource Planning _____ Date _____

Interpretation _____ Date _____

Operations _____ Date _____

RECOMMENDED

_____ Date _____
Superintendent

/s/ Lanford Hill — Date 1-7-59
Chief, Western Office, Division of Design and Construction

_____ Date _____
Regional Director

_____ Date _____
Chief Landscape Architect

APPROVED

_____ Date _____
Per the Director

Master Plan Development Outline

Rocky Mountain National Park, Colorado

DEVELOPED AREAS - EAST SIDE INTERPRETATION

(Visitor Center at Deer Ridge)

(1) Location.--This site lies in a saddle of Trail Ridge and Deer Ridge, at an elevation of 9,200 feet. Drainage to the north is to Horseshoe Park and Fall River and to the south to Moraine Park and the Big Thompson River.

The site is at the intersection of Trail Ridge Road (U.S. 34) and High Drive Entrance Road. The junction is 4 miles from the Fall River Entrance and 8 miles from the town of Estes Park via U.S. 34. By way of the High Drive Road and State Route 129 it is also 8 miles from Estes Park and 4.5 miles from the Residential-Utility Area. Trail Ridge Road (U.S. 34) proceeds west from this junction over Fall River Pass and on to Grand Lake, a distance of 38.7 miles.

Westbound visitors from U.S. 34 and Colorado 7 and 66 pass through the Village of Estes Park, causing traffic congestion during a major part of the summer season with heavy jams occurring on weekends and holidays. The State has already made studies and selected a tentative alignment for Highway 34 bypass which would skirt north of the town. It is reported that this line is ready for construction as soon as land acquisition and other problems can be solved. The Bureau of Public Roads advised the State that studies would have to be made also to bypass the Village with State 129 to the south and that Federal aid funds would not be available for either until plans were firmed up for both. The State is now making studies and estimates on the alignment of a 4-lane divided highway extending from a traffic circle proposed at the east end of the town to Beaver Point. Based on

the assumption this 4-lane highway will be built in the very near future FPR has made studies of a proposed intersection at Beaver Point, taking this possibility into account. From this point the new High Drive Road with an overall width of 30 feet will extend to Beaver Meadows junction. The present Big Thompson entrance station will be moved to a selected point on the new High Drive as soon as the new cut-off is made at Camp Woods and the old connection to the East Portal road is abandoned.

(2) Drawing Number of Corresponding Plan.--NP-RS-[illegible]22, Sheet 1 (Plan A) - Deer Ridge Visitor Center.

(3) Principal Features of Interest.--Glimpses may be had southward into Moraine Park with its backdrop of rugged peaks in the Continental Divide including Longs Peak, 14,255 feet. This major panorama will provide opportunity to interpret the glacier story of Rocky Mountain National Park; however, a better vantage point for this story would be from Moraine Park. Also from this site extensive views can be had northward to distant peaks in the Mummy Range.

(4) The Development Problem.--To locate a visitor center on the east side of Rocky Mountain National Park, strategically situated so it will best serve the greatest number of inbound visitors. From the standpoint of providing orientation and information for the visitor this facility should be located as near as practical to the point or points of entry into the Park. Rocky Mountain National Park will operate two entrance stations - one on the Fall River Road (U.S. 34) and the other on the proposed new High Drive taking off from Colorado 128 at Beaver Point. Both of these entrance roads converge at Deer Ridge.

The travel pattern at Rocky Mountain consists of two distinct classes of visitors. First, the through westbound traffic which is largely composed of first entry visitors who use the Fall River Entrance. Including the re-entry visitors this entrance enjoys the highest travel at present. Second, local traffic made up largely from the 10,000 summer vacation population of Estes Park and vicinity comprise the majority of re-entry

visitors who use both entrances extensively for day use purposes. No records are available as to which entrance serves the majority of this re-entry travel.

In the future when U.S. 34 and Colorado 129 bypass the Village of Estes Park the travel pattern may change. However, with a great majority of motels, vacation residences and organizational camps adjacent to the Big Thompson Road the majority re-entry travel may patronize the High Drive Entrance.

The site proposed for the visitor center at Deer Ridge is now in private ownership. It is part of the 231.21 acre inholding owned by the Schuberts as a corporation who operate the Deer Ridge Chalet comprised of restaurant, souvenir shop, cabins, gas and oil station and other miscellaneous services. Superintendent Lloyd reports that Mr. Schubert is asking $600,000 for this establishment plus the land and, in addition, would require five years of operation after the sale was consummated. It would be desirable also to acquire the contiguous Henry Lynch property consisting of 160.00 acres carrying an asking price tag of $35,000 with lifetime tenure and the Joe Bechtel holding of one acre valued at $350.

Acquisition of the Schubert property under the above conditions would delay completion and operation of a visitor center at Deer Ridge beyond the VISION 66 period.

This site, although strategically located at the convergence of two main entrance roads, has topographical limitations and restrictions.

( ) Principal Facilities

(a) Circulation.--The site is served by the intersection of two entrance roads, namely, U.S. 34 entering at Fall River and the new High Drive entering the Park at Beaver Point on the Big Thompson River. The present Y will have to be realigned to provide

for automobile parking. On Drawing NP-RM-3422 space is available for 165 cars but it is felt that 200 cars could be provided for if such expansion was necessary.

(b) Visitor Center Building.--This unit is located on a bench about 20 feet higher than the parking area. Space should be provided in this building to accommodate a lobby for reception and information services, exhibits for geographic orientation and for interpretation of the basic geological and ecological themes of the Park, an audio-visual room of 150-200 capacity, and public rest rooms. The building should be of sufficient size to handle a simultaneous use load of up to 500-600 people. With an average visit duration of 30 minutes a daily capacity of 10,000 to 12,000 visitors is anticipated.

In order to better utilize the view southward toward Longs Peak and the Continental Divide for interpretation of glacial geology it may be necessary to provide an elevated penthouse. Paved terraces should also be developed on the north and on the south side of this building for general viewing purposes.

(c) Service.--If quarters for a custodian are desired they should be in a building separate from the visitor center. Perhaps one of the existing buildings could be used for this purpose.

(d) Utilities.--The current project extending power from Headquarters to Hidden Valley will cross Deer Ridge northeast of the visitor center site and will be available to serve this development.

The existing water system now serving the chalet development would be replaced. The present wells and springs as a water supply source would in all probability be abandoned and a new source developed at Hidden Valley Creek. Storage reservoir would be at a selected location on Deer Ridge.

Initial field surveys indicate sewage disposal facilities could be simplified by use of a lagoon located to the northeast of the visitor center site.

(e) Cost Estimate - Visitor Center Development

Demolition of existing buildings	11,000	
Visitor Center Bldg., 10,500 sq.ft.	189,500	
Custodian qtrs. (incl. site devel.)	22,000	
Water	35,000	
Sewer	12,000	
Power	1,500	
		271,800
Grading and planting		15,000
B&U Construction		286,800
Plans Supervision & Contingencies		49,200
TOTAL B&U		336,000
Roads, walks & parking areas (165 cap.)	67,000	
Plans, Supervision & Contingencies	17,000	
TOTAL R&T		84,000
TOTAL COST OF CONSTRUCTION		420,000
Land Acquisition		
Schubert property, 2,[illegible].21 acres		600,000
Lynch property, 162.56 acres		35,000
Bechtel property, 1 acre		350
TOTAL COST OF ACQUISITION		635,350

(f) Other Related Interpretive Facilities

Interim Contact-Information Station - Fall River Entrance.

Interim Contact-Information Station - New High Drive Entrance.--Several years may elapse before the Deer Ridge property is acquired and the visitor center development is completed. Interim provisions will be necessary. Either a trailer or readily portable building is recommended for use at each entrance until such time it can be determined whether they should be made permanent or abandoned in favor of the permanent installation at Deer Ridge.

Alpine Museum - Fall River Pass.--A focal point museum is needed in place of the present alpine exhibits in the Fall River Pass building, jointly owned by the concessioner and the Government. Legislation is anticipated in this session of Congress transferring the Government interests in this building to the concessioner. This makes it urgent to include in the construction program at the very earliest time an item for a new Alpine Museum. The Regional Chief of Interpretation urges that, in the transfer, use of space now housing the Alpine Exhibits be reserved by the Government until completion of the new Alpine Museum.

Wild Gardens - Bear Lake.--As a focal point museum, an interpretive center at Bear Lake should be provided for in the plans for future development of this area. Description of this facility should be included in the Park Museum Prospectus and a PCP and statement of requirements should be prepared.

East Side Lecture Facility.--During the summer there is a static population estimated at 30,000 to 40,000 people residing in and around the Village of Estes Park. Here is an excellent opportunity for the National Park Service to tell the Park story.

Buck Creek Amphitheater.--This site is located about one-half mile above headquarters on the new High Drive entrance and approximately four miles from Estes Park. Initial amphitheater capacity of 500 is recommended with room for expansion to 1,200 if the demand develops. A parking area accommodating 150 cars can be developed off road at this point.

Auditorium (Alternate).--Although an amphitheater is proposed the climate is adverse much of the time so that a closed structure in the form of an auditorium would be much more satisfactory. This building would be located at Buck Creek or it might better be situated across the new High Drive

north of the Headquarters Area so joint use of utilities could be effected. Another advantage to such a structure at this site would be its adaptability for use as a training center, major conference hall and recreation building for official Park use. There is also the possibility that the Park Naturalist operating headquarters, if not situated in Park Headquarters, could be located as part of, or in conjunction with, this building.

Moraine Park Museum.--This existing facility will continue to operate as the principal east side point for interpretive phases of museum service until the Deer Ridge Visitor Center is completed. It should be pointed out, however, that this is the most strategic location to interpret glacial geology and it may be desirable to keep this function at this site either by rehabilitating the present building or by providing a new structure. In this case, this element of public service would be removed from consideration at Deer Ridge Visitor Center.

Park Headquarters.--The new Administration Building would be located south of the the High Drive Entrance Road in conjunction with the present utility-residential area. It would house administrative, protective, interpretive and maintenance staff functions not concerned with direct service to the public. If visitor contact is required on the new High Drive entrance road prior to Deer Ridge, it might be incorporated in the unit suggested above under Auditorium (Alternate).

Rocky Mountain National Park, Colorado
Name of Park

Prepared by Harvey P. Benson, Supervising Landscape Architect Date March, 1958
Name and Title

REVIEWED

WESTERN OFFICE, DIVISION OF DESIGN AND CONSTRUCTION

Architect _____ Date _____

Engineer _____ Date _____

Landscape Architect _____ Date _____

Safety _____ Date _____

REGIONAL OFFICE

Recreation Resource Planning _____ Date _____

Interpretation _____ Date _____

Operations _____ Date _____

RECOMMENDED

_____ Date _____
Superintendent

_____ Date _____
Chief, Western Office, Division of Design and Construction

_____ Date _____
Regional Director

_____ Date _____
Chief Landscape Architect

APPROVED

_____ Date _____
Per the Director

Master Plan Development Outline

Rocky Mountain National Park, Colorado

DEVELOPED AREAS - EAST SIDE INTERPRETATION

(Visitor Center at Lone Pine)

(1) Location.--The site is appoximately two miles west of Beaver Point on the proposed High Drive Entrance Road and about 4 miles west of the Village of Estes Park. It lies between elevations 8,150' and 8,200' on the south slope of Deer Mountain just south of the old High Drive. The terrain slopes gently to the south and is generally quite open with occasional groupings of pine.

The majority of westbound passengers entering the Park now utilize the Fall River Entrance (U.S. 34) instead of the Big Thompson Entrance. This may be due in part to the fact that it is easier to follow U.S. 34 through the traffic congested Estes Park than to make a left turn on to State 129 and enter via Thompson River route.

Studies have been made by the State to bypass the Village of Estes Park to the north for Route 34. It is reported that this line is ready for construction as soon as land acquisition problems can be solved. The Bureau of Public Roads has advised the State that studies would also have to be made for a similar bypass to the south of town for State Route 129 and that Federal funds would be withheld until plans are firmed up for both. The south bypass will be a four-lane divided highway taking off a traffic circle east of Estes Park and would extend to Beaver Point and connect with the new High Drive Entrance Road, which serves the proposed Lone Pine visitor center.

(2) Drawing Number of Corresponding Plan.--NP-RM-3422, Sheet 2 (Plan F) - Lone Pine Visitor Center.

(3) Principal Features of Interest.--The dominant view from Lone Pine is to the south with meadows in the immediate foreground while beyond in the background rises the majestic Front Range. This is the first and perhaps one of the most intimate and striking views of the Rockies the inbound visitor encounters on his trip westward. The view takes in a good representative section of high ranges and peaks of the Continental Divide, including Longs Peak. From this site, however, it is not possible to observe the moraines and melting basins close at hand such as those in evidence in Moraine Park and Glacier Basin. The story of glacial geology might better be told at Moraine Park or possibly Deer Ridge, as pointed out later.

(4) The Development Problem.--To select a visitor center site on the east side of Rocky Mountain National Park so it will be situated to best orient and inform the greatest number of inbound visitors. The Lone Pine site will not serve both entrances from the standpoint of orientation as the Deer Ridge site described in Plan A will do since it is somewhat removed from the Fall River route. If the Lone Pine site is developed as the major east side visitor center a supplementary permanent information and orientation center will have to be provided at the Fall River Entrance which now serves the highest number of inbound visitors of any Park entrance. Construction of the new High Drive Entrance Road combined with the completion by the State of a four-lane connecting bypass around the south edge of Estes Park Village may reverse the present trend and bring a sufficiently high percentage of incoming westbound travel via this route to justify installation of a visitor center at Lone Pine. It will, however, be in a better position to serve the summer population of Estes Park and vicinity as a visitor center than Deer Ridge, which is some 8 miles from the Village. There is sufficient Federally owned land for immediate development and future expansion at Lone Pine; while at Deer Ridge, because of private holdings, the site will not be available within the foreseeable future.

(5) Principal Facilities

(a) Circulation.--The site is served by the new High Drive Entrance Road which extends from Beaver Point, passes by the Park Headquarters and joins with the Bear Lake Road at Beaver Junction. There is sufficient room north of the road and east of the building site to provide parking for 230 autos with possibilities for 100-car expansion. By locating the parking area east of the building site it does not encroach on the views from the visitor center to the Front Range. A large viewing terrace on the south side of the building and connecting walks to the parking area are essential.

(b) Visitor Center Building.--This unit is located just above elevation 8,190', which is slightly higher than the parking area. Views of the Front Range are enhanced by keeping this building at a relatively high position. Space should be provided in this building to accommodate a lobby for reception and information, room of 150-200 capacity for audio-visual aids, and public rest-rooms. The building should be of such size as to handle a simultaneous use load of 300-400 people. With an average visit duration of less than 30 minutes a daily capacity of 6,000 to 8,000 visitors is anticipated.

Provision should be made elsewhere for the treatment of glacial geology where moraines, melting basins and other evidences of the glacier story can be observed. Such proposals include Moraine Park Museum or one at Deer Ridge when land acquisition is completed.

(c) Service.--None.

(d) Utilities.--The Hidden Valley power line will traverse this area approximately 1,000 feet north of the visitor center site. Service to this area can be

readily provided. For water a connection can be made to the existing Utility Area supply line in the vicinity of Beaver Creek. A booster pump will be needed to feed a 50,000-gallon storage reservoir proposed on the slope northeast of the visitor center.

Field studies indicate sewage disposal would consist of a septic tank and sand filter located to the south below the High Drive Road.

(e) Cost Estimate - Visitor Center Development

Visitor Center Building - 10,200 sq.ft.	168,500
Alternate Addition* - Auditorium, 4,200 sq.ft.	67,000
Added Facility - Naturalist's operating headquarters & workshop	50,000
Water	23,000
Sewer	24,000
Power	4,500
Total for Building	220,000
Grading and Planting	18,000
B&U Construction	238,000
Plans supervision & Contingencies	42,000
TOTAL B&U	280,000
Roads, Walks & Parking Area (150 cap.)	45,000
TOTAL COST OF CONSTRUCTION	325,000
Amphitheater* - 600 capacity	25,000

* See description, page 5, under East Side Lecture Facility.

(f) Other Related Interpretive Facilities

Contact-Information Station - Fall River Entrance.-- A permanent facility will be needed on the Fall River Pass Entrance Road (U.S. 34) to serve the inbound visitor. At present more visitors enter at this point than any other in the Park.

The layout shown on approved Master Plan NP-RM-2503-E should be accomplished as promptly as possible. In the interim a portable building or a trailer should be set up to provide information for the inbound visitor.

Alpine Museum - Fall River Pass.--A focal point museum is needed in place of the present alpine exhibits in the Fall River Pass building, jointly owned by the concessioner and the Government. Legislation is anticipated in this session of Congress transferring the Government interests in this building to the concessioner. This makes it urgent to include in the construction program at the very earliest time an item for a new Alpine Museum. The Regional Chief of Interpretation urges that, in the transfer, use of space now housing the Alpine Exhibits be reserved by the Government until completion of the new Alpine Museum.

Wild Gardens - Bear Lake.--As a focal point museum, an interpretive center at Bear Lake should be provided for in the plans for future development of this area. Description of this facility should be included in the Park Museum Prospectus and a MCP and statement of requirements should be prepared.

Glacial Museum - Moraine Park or Deer Ridge.--Since glacial landscape will not be available at Lone Pine visitor center to properly tell the story of the glaciers it is recommended the Moraine Park Museum be rehabilitated or replaced with a more modern and adequate structure to continue this function.

Deer Ridge is less advantageous than Moraine Park for the purpose but a museum would undoubtedly serve more people, being at the most heavily travelled point in the Park. If it becomes apparent that it may take ten to fifteen years to acquire Deer Ridge, there may be justification at that time for replacing the present Moraine Museum with a smaller, more modern structure at this superb location at the junction of the two Park roads.

East Side Lecture Facility --There should be a central east-side lecture facility located at a point along the High Drive Entrance. This could be either an outdoor amphitheater or an auditorium. Under Plan A the amphitheater is proposed at Buck Creek with the alternate possibility of an auditorium on the north side of the High Drive across from Headquarters.

With the Lone Pine visitor center up the road only one-quarter mile from Buck Creek and about a mile from Park Headquarters it would seem logical to combine this facility with the visitor center, where joint use could be made of the parking area. It is possible to provide an amphitheater at this site accommodating 600-1,200 people. If it was decided to build an auditorium in place of the amphitheater the visitor center should be designed with this in mind.

An auditorium of 300-400 capacity is recommended. This room would also serve for the anticipated daytime orientation program audiences of 150-200, thus replacing the audio-visual room.

Park Headquarters.--The operating center for the Park, i.e., the new Administration Building, should be located south of the new High Drive entrance road where it will function closely with the residential and utility areas. It will serve as the major center for administrative, protective, interpretive and maintenance functions of the Park and should not be combined with facilities to serve the public in the way of information or reception. Such activities should be located at the Lone Pine visitor center.

Naturalist's Operating Headquarters.--This facility is normally incorporated as part of the Administration Building and it is recommended that it be incorporated in, or located adjacent to, it. If it is considered necessary to locate it elsewhere where it would serve for public contact, it might be incorporated either as part of the

visitor center at Lone Pine or as a separate building located near the parking area. In either case it would house Park collections, audio-visual equipment and supplies, storage and working space for seasonal interpretive personnel. It would have to be equipped for winter operations.

Entrance Station.--The entrance station for the new High Drive is located at Lone Pine area. It is situated so that visitors may utilize the visitor center first before paying the entrance fee. Its location here will also provide a certain amount of protection for this development at times when the building is not in operation.

Developed Areas
East Side Interpretation
(Lone Pine)
Page 8
March 1958

Rocky Mountain National Park, Colorado
Name of Park

Prepared by Harvey P. Benson, Supervising Landscape Architect Date March, 1958
Name and Title

REVIEWED

WESTERN OFFICE, DIVISION OF DESIGN AND CONSTRUCTION

Architect /s/ Lyle E. Bennett Date 3-20-58

Engineer /s/ Homer L. Crowley, Acting Date 3-19-58

Landscape Architect /s/ Robert C. Hall Date 3-19-58

Safety /s/ William H. Richardson Date 3-19-58

REGIONAL OFFICE

Recreation Resource Planning _____ Date _____

Interpretation _____ Date _____

Operations _____ Date _____

RECOMMENDED

/s/ James V. Floyd Date 3-28-58 ~~3-31-58~~
Superintendent

/s/ Sanford Hill Date 3-20-58
Chief, Western Office, Division of Design and Construction

_____ Date _____
Regional Director

_____ Date _____
Chief Landscape Architect

APPROVED

_____ Date _____
Per the Director

Volume I, Chapter 5
Design Analysis
Fall River Entrance Area
with Utilities

MASTER PLAN

FOR THE PRESERVATION AND USE

OF

Rocky Mountain National Park, Colorado

Chapter 5, Design Analysis, Fall River Entrance Area

NP-RM-3445-A, Fall River Entrance Area with Utilities

Prepared by: Don R. Larson, Landscape Architect Date April, 1960

Drawing Approved: Conrad L. Wirth, Director Date May 2, 1960

April, 1960

General Considerations. Fall River Entrance is the heaviest used entrance to the Park. It is four miles west of the town of Estes Park, Colorado, on U. S. Highway 34 which is "Trail Ridge Road" through the Park. The entrance station is immediately inside the Park boundary in Hondius Park adjacent to Fall River. Across the river is Aspenglen Campground. Between the entrance and the campground are several developed inholdings. Adjacent to the entrance station is the "Big Horn" Ranger Station. This is a district ranger headquarters for the north east portion of the Park and is responsible for protection and patrol of Trail Ridge road to Fall River Pass, old Fall River Road, Hidden Valley, Endovalley and Aspenglen Campgrounds, the entrance station and numerous other minor developments in the district.

The entrance station and ranger station are year around operating facilities. Aspenglen Campground is a seasonal area open for camping generally from May to October. The entrance road and station and the residential area are on a moderately sloping hillside with a southern exposure, and is wooded with pine on the slopes and along the water course of Bighorn Creek. Aspenglen Campground area across Fall River has a northern exposure. The area is wooded with pine and aspen but because of heavy use over a number of years no new growth has occurred to replace the vanishing aspen and there are some areas practically devoid of tree cover except for an occasional hardy suvivor from the past.

Circulation. The major road through the area is "Trail Ridge Road" Park Route No. 1. This road is the Park link in U. S. Highway 34. The entrance station checking area was rebuilt in 1959 and 1960 and provides three in--bound lanes for checking and a single out-bound lane separated by a planted median strip. At the west end of the entrance plaza is the spur road providing access to the ranger station, residence, and an old barn utilized for storage. The old roadway will be widened for two-way traffic extended beyond the barn to provide access to three proposed residences for permanent personnel. A spur road to a twenty-car parking area is proposed to serve a seasonal employee housing area.

The entrance road to Aspenglen Campground was constructed during 1959 and 1960 replacing access to the area from a point outside the Park. Control of the area had been a problem as it was possible to reach the area without passing through the checking station. This circulation problem has been corrected with the construction of the new entrance road to the camping area taking off the entrance plaza with an intersection just west of the entrance station. The campground

circulatory roads and campsite parking spurs and loops were rebuilt along with reconstruction of the new entrance road and the camping area roads during 1959. They will be completed and surfaced by the fall of 1960. Generally the interior roads are minimum width for two-way traffic excepting a few points where restrictions are caused by terrain, the water ditch extending through the area, or where a large tree limits passage to only one car at a time.

Trails. Trail No. 47 from the Park boundary at the old campground entrance to Deer Mountain is the only one terminating in the area. This trail route requires realignment in the vicinity of the campgrounds to by-pass horses around the camping area. The horse traffic originates outside of the Park at the various guest ranches between the Park and Estes Park. This trail also serves the campground visitor interested in hiking as it provides connections to other Park trails. Some interior trails or circulatory paths are proposed to provide access to comfort stations and include a walk from the upper to lower camping areas along the river which also provides access to the campfire circle site.

Inside the Facilities. The new entrance station checking plaza providing three in-lanes and a divided out-lane will greatly facilitate the visitor entrance and exit traffic flow. The only service provided visitors at the entrance is brief information and the issuance of the Park brochure. No other information or orientation is to be provided because of the limited space and congestion that would be created if orienting visitors were delayed for this purpose.

Aspenglen Campground across the river from the entrance station is one of the three camping areas in the central portion of the east side of the Park. It is the second largest having about one hundred campsites which accommodate between three hundred fifty and five hundred visiting campers. There are two existing comfort stations supplemented by pit toilets, until three additional comfort stations can be constructed. These are programmed for the 1961 F. Y. A campfire circle is proposed where it will conveniently serve the camp visitor for interpretative programs. It will have a seating capacity of at least 300 persons and be equipped with the various up to date devices for presenting interesting and informative programs.

Considerations and study have been made of several proposals for providing picnicking in the area. The site considered most adaptable for a picnic area is just south of the bridge on the entrance road. It was determined that a picnic area was not desirable or justified so close to the Park boundary. Roadside picnic areas are provided along the highway from town to the Park by the Estes Park Recreation District. These are convenient and adequate and therefore, it is not considered necessary to duplicate facilities immediately inside the Park.

It was likewise determined that this site was not large enough for reasonable camping expansion. The existing water and sewer system could not be expected to serve the area and the additional camping which could be provided is not great enough to justify duplicating the utilities.

Management Facilities. Existing facilities are very limited for the service operation management and protection of the area. The existing entrance checking station is a small log structure supplemented by a box kiosk on wheels that doubles as an attendant wind shelter at Hidden Valley during the winter. Proposed for construction in the 1961 F.Y. is an entrance station, two movable kiosks and one permanent kiosk for servicing the three in-bound lanes of traffic during the collection of Park fees.

The small housing development is located at the entrance so that both seasonal and permanent personnel who are concerned with activities at this point will be located nearby, thereby eliminating transportation problems. The present housing in the area is one two-bedroom permanent residence (No. 44) which is scheduled to remain in service. The seasonal personnel assigned to the area have been quartered in cottages acquired by acquisition of inholdings in the area. These have been obliterated to allow construction of the campground entrance road. No seasonal personnel can be quartered in the area until new housing is provided. To properly house the service personnel in this area, three additional permanent residences are proposed. For seasonal use two six-unit apartments are proposed in a separate area to the northwest. South of the entrance area a duplex unit is proposed at the campground where the occupants can be available at all times.

The ranger in charge of the area has an office in the garage structure (109) adjacent to his residence. It is proposed to add to this building to provide garage storage space for four Government vehicles assigned to the area as well as storage of tools and equipment for rescue and fire suppression. The office area can then be expanded to accommodate the area personnel. The storage will compensate for loss of the barn which will be razed to make room for the residences. One residence and the two apartments are programmed for the 1962 F.Y. and will alleviate the housing need to a degree for the area.

Utilities.

Power and Telephone. These services are provided and maintained to the area by the local power and telephone companies. The proposed construction will require an analysis to routine and emergency distribution. Main routes are shown on the plan and are

generally in accord with proposals verified with the utility company personnel during field investigation for development.

Water. Fall River Entrance: The existing system is obsolete. The source is Bighorn Creek, the intake is subject to fouling and contamination. Storage is a 6,000-gallon reservoir and the supply is a 2-inch line which is inadequate for fire protection or any domestic expansion. A new system is proposed which will be adequate for the development contemplated and allows for some expansion. The source will be Bighorn Creek. A new intake structure will be placed higher up the Creek at a more desirable site. A 2-inch gravity line will supply a new 60,000-gallon reservoir. From the reservoir a new 6-inch supply line will serve the area. Five fire hydrants will be installed and services branched and stubbed out for existing and future buildings. These lines will all be operable for winter use. The system will be drained through a 2-inch line in a 6-inch sleeve under the entrance road. This is a precautionary measure for future use if it is ever necessary to develop a well near the river for supply. Water could be pumped back to the system through this line from a well without tearing up the road. This work is programmed in the 1961 F.Y. and should be completed in the fall of 1960.

Aspenglen Campground. This system was constructed in 1958 and 1959. The source is a well near Fall River which supplies a 25,000-gallon reservoir. The major distribution system is a four-inch line which reduces and branches to 2-inch to serve the water hydrants and comfort stations. The only additional distribution line proposed is to serve the site of the proposed duplex. The old system is still operable and serves some additional hydrants in the area. As long as it operates it can be utilized, when it develops leaks or stoppages, several additional hydrants can be tapped into the new system to serve the area.

Sewer. Fall River Entrance: The existing system is adequate for the present residence and checking station, but cannot be expanded or incorporated in a system to serve the expanded development. A new collection and disposal system is required to serve the expansion proposed. The collection system will be a 6-inch line with concrete manholes. That portion under the entrance road will be cast iron. The disposal system will be a 4,000-gallon septic tank and a 4,000 sq. ft. sand filter for there is not adequate percolation for a leaching field. This work is programmed in the 1961 F.Y. and should be completed in the fall of 1960.

Aspenglen Campground: This system was constructed in 1958 and 1959. A new collection system with six inch sewers and concrete manholes was installed to serve the existing comfort stations as well as the sites of the three proposed comfort stations. The only additional collection line proposed is an extension to serve the proposed duplex. The disposal system is a 7,500 gallon septic tank and a 6,000 sq. ft. sand filter bed with a chlorinator on the discharge line near Fall River. The old septic tank and drainfield was abandoned as being too small for the added load of the proposed three additional comfort stations.

Miscellaneous. New fencing of the boundary is proposed along the campground to "Trail Ridge Road". A horse pass-through gate will be required where the Trail will cross the boundary.

As inholdings are acquired the cottages and fences will be removed and the developed areas obliterated.

Preliminary

Master Plan Development Outline

Rocky Mountain National Park, Colorado

DEVELOPED AREAS - FALL RIVER LODGE

(1) Location.--Fall River Lodge is on Fall River Road, Route 6, three miles from Fall River Entrance, four miles from new High Drive Entrance and ten miles from the Big Thompson River Entrance.

(2) Drawing Number of Corresponding Plan.--NP-RM-3439.

(3) Principal Features of Interest.--Fall River Lodge is located on Fall River at the upper end of Horseshoe Park in a setting of pine and aspen with an artificial pond enhancing the view of and from the Lodge.

(4) The Development Problem.--The Lodge was constructed in 1915. Other guest cabins and service building were built during the period 1921 to 1941. This establishment was acquired by the Government in 1954, with payments spreading over a 5-year period. The contract of sale and operation terminates December 31, 1959, when ownership is vested in the Government. The area of development is bisected by Fall River Road Route 6, and all Park traffic to Endovalley campground and Chasm Falls travels between the Lodge and guest cabin area. Many buildings are in poor condition and lack sanitary facilities, especially employee and operation structures. Regrouping, obliteration and replacement is required for safety and orderly operation. Fall River Road will require rerouting to avoid traffic congestion to give some seclusion to the Lodge and its surroundings.

(5) Principal Facilities

(a) Circulation.--Fall River Road provides access to this area. It divides the Lodge from the guest cabins, thereby creating congestion and hazards for guests as well as the motorist. Parking and circulation in the area is poor and ill conceived for orderly operation. Roads and parking will be redone in a pattern to serve the Lodge and cabins; and a bypass is to be constructed to divert the Fall River Road traffic from this area.

(b) Visitor Use.--The Lodge and cabins provide overnight accommodations for 90 guests. Food service and saddle and livery operations are also provided. These are to be rehabilitated by the concessioner.

(c) Service.--Quarters in dormitory and cottages are necessary for employees and management. Other buildings are required for service and utility purposes. The existing horse barn is to be rehabilitated and a new tack room and corral provided.

(d) Utilities.--The water system will require reconstruction at the source and additional storage and distribution facilities will be needed to adequately provide for domestic and fire protection uses.

The sewage system will require reconstruction of collection and disposal system to meet sanitary requirements.

Electric power will have to be brought in to replace present power plants and the distribution system will have to be extended.

(e) Miscellaneous Development.--Fencing will be allowed for paddock and corral in conjunction with the saddle livery operation but all other fencing will be removed. The concessioner will be permitted to develop such guest recreation facilities as barbecue pits, horseshoe courts, etc.

Following are WODC recommendations for additions to estimates of the Region Two Report dated September 30, 1958 and the Park Supplement dated November 4, 1958 for Fall River Lodge.

1. National Park Service Construction

Roads, Walks and Parking Areas.--The estimate of $2,000 should be increased $3,000 to a total of $5,000 for preliminary estimate of construction cost for work as proposed on the attached drawing NP-RM-3439. An additional item for construction of the Bypass of Route 6 should be added to the cost summary, and our preliminary estimate of construction cost for 1,700 feet is $13,600*. This figure should be added to PCP 118-2 - Improvement of Route 6, Fall River Road to Chasm Falls, which is presently in the 1961 Fiscal Year Program.

Electrical Supply and Distribution System.--WODC recommends that commercial service be extended to Fall River Lodge as a joint use three-phase line on the present telephones right-of-way by the Power and Telephone Companies. The estimate in the Park Supplement for this work is $7,700*, plus the Region Two estimate of $1,500* for secondary poles and lines in the area, and is listed as an NPS responsibility. WODC is of the opinion that costs of the secondary power system (estimated at $1,500 by Region Two) should be the responsibility of the concessioner since NPS stands the cost of the primary installation. However, no change has been made in the cost estimates to affect this change.

The estimates for other Service work appear to be adequate preliminary construction cost estimates:

Water System - $22,000*
Sewer System - 30,000*

Preparatory to further study and construction planning, this area must be surveyed for topography and building locations and should include sufficient area to take in the bypass road area. This amounts to approximately 30 acres, for which we estimate a cost of $1,200*.

*All estimates must have contingency and P&W added to reflect total amounts for programming.

2. Concessioner Construction

WODC studies indicate that a reasonable arrangement of buildings cannot be made retaining Building 21, "Bungalow K" and Building 29, "Bellboy Shack" in their present locations. Their use and service can better be served by regrouping new facilities on the site west of the Lodge. This will allow for a more spacious relation of drive and parking for guests to the Lodge and saddle and livery operation. The open area created inside the loop drive around the Lodge can then be landscaped to provide a much more pleasing setting for the Lodge and allow for an outdoor living area for guest relaxation adjacent to the Lodge.

From description of the amount of work proposed to rehabilitate the Bellboy Shack, Building 29, we question the value it would possess after moving and feel that other facilities for bellboys could more readily and economically be provided in the dormitory or Lodge. We did not indicate a site for relocation and recommend razing this structure.

In the Park Supplement Report an employee residence is proposed which this office feels is a necessity to provide flexibility in housing. There is, we feel, need for two such residences in addition to the Wrangler's quarters and a men and women's dormitory. Generally one couple, in addition to the manager, would require housing. The scheme proposed has included two sites for residences in addition to the Wrangler's quarters.

We have also provided a Tack Room structure at the corral area for use in connection with the saddle and livery operation. It was felt that this is a better arrangement than incorporating such facilities in the utility area.

The concessioner cost will have to be adjusted to correspond to the proposed scheme and we recommend use of the square footage replacement costs of $14.50 for structures as shown in the Brinwood Appendix I, pages 5 and 6 of Region Two Report in place of those at $8.00 per square foot in the Fall River Appendix II, pages 6 and 7 of the Report. The comparative unit cost per square foot for replacement in the Brinwood Appendix appears more realistic than the Fall River Appendix.

The following additions or deletions should be made:

Building 23 - Wrangler Cabin
Region Two Report - Raze $400 (see lump sum item)
Park Supplement - Replacement $3,500
WODC - Replace. 480 s.f. @ $15 $7,200 Add 3,700

Building 29 - Bellboy Shack
Region Two Report - Rehabilitate $1,230
WODC - Raze (see lump sum item) Less 1,230

Building 21 - Bungalow "K" - Employee Quarters
Region Two Report $1,225
WODC - Move and Add $4,500 Add 4,500

Buildings 39-40 - Duplex Cabin (New)
Region Two Report - 348 s.f. @ 8.00 $2,780
WODC - 348 s.f. @ 14.50 $5,046 Add 2,270*

Buildings 41-42 - Duplex Cabin (New)
Region Two Report - 348 s.f. @ 8.00 $2,780
WODC - 348 s.f. @ 14.50 $5,046 Add 2,270*

Buildings Added by WODC
Tack Room - 240 s.f. @ 7.00 Add 1,680
Employee Residence - 600 s.f. @ 15.00 Add 9,000
Employee Residence - 600 s.f. @ 15.00 Add 9,000

Lump Sum Estimate RAZE Buildings (Region Two Report)

18 Wash	200
20 Dormitory	250
22 Shop	300
23 Wrangler Cabin	400
24, 25, 27, 30, 31 Miscellaneous	320
32, 33 Power	100
29 Bellboy Shack (WODC)	0
Total Region Two Report	$1,570
(WODC Estimates $800 adequate)	Less 770

TOTAL 32,420 - [illegible],000 = [illegible]

*Round figure.

3. Summary of Estimated Costs for Rehabilitation of Fall River Lodge (includes all estimates and revisions made by Region Two, Rocky Mountain National Park and WODC).

Concessioner				
Region Two Report (Corrected Total)	$77,845			
Park Supplement Additional	2,950			
WODC Changes Additional		30,420		
Total Concessioner Cost Estimate				$111,215
NPS Costs				
Roads, Parking Walks, Etc.				
Region Two Report	2,000			
Park Supplement	5,000			
WODC Additions		11,600		
Total			18,600	
Electric Supply				
Region Two Report	12,000			
Park Supplement	Less 2,800			
Total			9,200	
Water System				
Region Two Report			28,000	
Sewer System				
Region Two Report			30,000	
Survey				
WODC Addition			1,200	
NPS Total Preliminary Cost Estimate				$ 87,000*
				$198,215

*Preliminary Cost Estimate; and contingency and Fees for programming amount.

Rocky Mountain National Park, Colorado
Name of Park

Prepared by Jon R. Larson, Landscape Architect Date January, 1959
Name and Title

REVIEWED

WESTERN OFFICE, DIVISION OF DESIGN AND CONSTRUCTION

Architect /s/ Milton Swanek Date 1-9-59

Engineer /s/ F. E. Smith Date 1-9-59

Landscape Architect /s/ Robert G. Hall Date 1-9-59

Safety Date

REGIONAL OFFICE

Recreation Resources
Planning Date

Interpretation Date

Operations Date

RECOMMENDED

Date

Superintendent

Date 1-9-59

Chief, Western Office, Division of Design and Construction

Date

Regional Director

Date

Chief Landscape Architect

APPROVED

Date

Director

MASTER PLAN

FOR THE PRESERVATION AND USE

OF

ROCKY MOUNTAIN NATIONAL PARK, COLORADO

Chapter 5, Design Analysis, Fall River Pass Area

Drawing No. NP-RM-3506-A, Fall River Pass Area

Prepared by Jon R. Larson, Landscape Architect — Date March, 1960

Revised by Rolfe P. Kellor, Landscape Architect — Date March, 1962

Drawing Approved: A. Clark Stratton, Assistant Director — Date April 11, 1962

March, 1962

General Considerations. Fall River Pass is above the "treeline" at a mean elevation of 11,790 feet in the alpine life zone. The area is barren, the slopes are covered with turf-like vegetation known as Tundra, but a dramatic view of the peaks of the Mummy Range and the head of the Fall River make this an attractive site. During the short summer season, there is a profusion of blooms across the Tundra.

Fall River Pass is about midway on Trail Ridge Road between the two eastern Park entrances, Fall River Entrance and Beaver Meadow Entrance, and the Grand Lake Entrance on the west. The area is accessible only during the summer when the road is open to through traffic. The road is usually open from May 30 until closed by snow, usually about mid-October. These four months are the Park's heaviest visitor use period, accounting for better than ninety percent of the annual visitation. The facilities at Fall River Pass, although seasonal, provide a much needed visitor service for the vast majority of the Park visitors since the scenic drive afforded by Trail Ridge Road provides a major attraction and many visitors limit their Park visit to this scenic auto trip.

The geographic location of the area, about midway of the Trail Ridge Road trip, establishes it as an ideal contact and rest stop for visitors. The concession facilities available include food service, souvenir and an information counter and small exhibit room in existing Building No. 170.

Visitor Use. Park Management and Concession Facilities must be expanded and enlarged to accommodate the increased visitation which has occurred, as well as additional use expected now that other visitor facilities, on Trail Ridge Road, such as Deer Ridge Chalet on the east side and Phantom Valley Trading Post on the west side have been removed.

The Service presently shares the existing structure, Building No. 170, with the concessioner. The Service has had a twenty percent interest consisting of a 16' x 27' room of exhibits and information counter. The effectiveness of this Service operation is impaired by its close association with the concession operation since access is available only through the commercial portion of the building controlled by the concessioner. The Government's interest in the building was transferred to the concessioner as part of the land exchange worked out in the Grand Lake Lodge Exclusion. The rarified atmosphere and climatic conditions at the altitude of this area limits activities of some visitors, but many choose to exercise their legs by taking a short walk. The trail which leads to a 12,000 foot summit, about one-third of a mile northeast

of the pass, provides for this activity as well as affording a glimpse into some of the Chapin Pass, La Poudre River Valley and Willow Park area.

A trail leading south connects with the historic Ute trail which alternately crosses, parallels and short-cuts the path of Trail Ridge Road. This permits the visitor to hike any portion of this high country trail that suits his interest and endurance. An increasingly popular all-day hike with visitors is the downhill trip to Chasm Falls and Endovalley following the old Fall River Road.

Circulation. All visitors to the area arrive via Trail Ridge Road (U. S. Highway 34). The vast majority of visitors drive their own automobiles to this point but many small groups arrive in busses on conducted tours. The area is about 21 miles from either the eastern or western Park entrance.

The old Fall River Road (Park Route 6), an early route through the Park, crossed the pass at this point. The portion west of the pass had been obliterated, while the eastern road still exists, but it is closed to public vehicle use. It is used only for administrative purposes. The small existing parking area will accommodate a maximum of 60 automobiles but is presently overcrowded causing numerous visitors to bypass the area because of this condition. Temporary expansion of this parking area for autos and busses has been completed by grading beyond the stone barriers defining the parking area, raising the capacity to over 100, but it is still inadequate for present travel.

It is proposed to realign a portion of Trail Ridge Road at the junction and to expand the parking area to a capacity of 162 automobiles. This should adequately serve the proposed development. In addition to accommodations for visitors automobiles, space has been planned for the parking of 10 tour busses, with additional space in front of the buildings for the convenient loading and unloading of passengers.

Visitor Use Facilities. Present facilities are in a joint-use with the concessioner in Building No. 170. A visitor Center for information, orientation, and exhibits is urgently needed to replace the existing inadequate facilities now that the Government's interest in Building No. 170 has been conveyed to the concessioner. An observation area has been shown to take advantage of the views into the Willow Park area below. The geologic and ecologic story of the "Alpine Life Zone," in which this area is situated, will be part of the program.

The concessioner will have complete use of the existing structure after the Service facilities are relocated and may enlarge it when the need warrants expansion. The concessioner will continue to provide food service, curio and souvenir sales.

Management Facilities. On-site seasonal quarters for necessary Service employees are proposed. This will be provided by seasonal apartments attached to the southwest end of the Visitor Center. Separate building was not considered feasible at this location because of the climate and openness of the area. These quarters are required to provide off-hour protection for the area.

The Visitor Center will incorporate office space for protection and interpretive personnel assigned to operation of the facilities in the area. These seasonal personnel may be quartered at Milner Pass, four miles west.

The concessioner has operated this facility by providing transportation for employees from the Estes Park area. Because of the remoteness of the area, the concessioner will have to continue this means of operation, as no housing is available for proposed in the area for concession personnel.

Utilities. An analysis of the utility system will be submitted at a later date as a separate drawing.

Miscellaneous. Entrance directional signs are proposed for the entrance to the parking area. Several other signs and markers will be required for interpretation and information in the area. Some snow fencing may be appropriate to control drifting, to facilitate cleaning, and opening the area every spring. This will be temporary fencing that can be removed during the heavy visitor-use season.

Obliteration of construction scars, new and old, will require patient care for a number of years to establish a cover of tundra vegetation in these areas. During this period, some temporary protective fencing may be required of the areas planted.

Safety hand-railings are proposed along the open view terrace and walks between buildings to protect visitors from falls over the rim. These railings will also discourage climbing and protect the natural limited tundra cover on the banks.

ROCKY MOUNTAIN NATIONAL PARK

COLORADO

Developed Area Narrative

* To Accompany Drawing No. NP-RM-3084-J

Glacier Basin Campground

Prepared by Jim O'Shea Date February 1968
Park Landscape Architect

Drawing Approved Conrad L. Wirth Date October 30, 1957
Director

*Revised to show current conditions as of February 1968

DEVELOPMENT OUTLINE

Name and Location - Glacier Basin Campground is located seven miles west of the Park Headquarters on the Bear Lake Road. It occupies a flat wooded area around an open meadow along Glacier Creek.

Principal Features of Interest - This area is a comparatively large and nearly level area in the basin formed by Glacier Creek. Over a foreground of an open mountain meadow there is a superb view of the Front Range.

The Development Problem - Although this area is quite large, it is somewhat restricted as a camping space by the intrusion of two gravel pits and an incinerator that, in effect, surrounds the existing campground.

Principal Facilities

1. Circulation - This area is reached by a 16' paved spur road. It is one-fourth of a mile long and leaves the Bear Lake Road approximately seven miles west of the Park Headquarters in Estes Park. Within Glacier Basin Campground itself there are more than a mile and half of paved roads, and there are parking spaces (parallel, loop, and head-in) for 170 campsites.

The campfire circle is in need of reconstruction and enlargement.

Proposed, too, is an exhibit panel near the campground caretaker's residence to interpret the view of the Front Range and its geological features.

2. Service - At present, there is a small and inadequate ranger station in this campground. It is proposed that this building be enlarged into a duplex for use as residences for the caretaker and ranger.

3. Utilities - Glacier Basin, at present, has a water supply above Sprague's Lodge that is shared with Sprague's and Mountainside Lodges.

4. Miscellaneous Development - In the vicinity of the campground there are some extraneous uses that should be modified. Across the Bear Lake Road is a powder house. This is well removed from the area so it presents no problem.

This is not so in the case of the incinerator and the old gravel pit. The gravel pit is no longer used as a gravel source, being replaced by the new gravel pit to the north of the campground. This pit should be obliterated.

Rocky Mountain NP
February 1968

ROCKY MOUNTAIN NATIONAL PARK

COLORADO

Developed Area Narrative

To Accompany Drawing No. NP-RM-3415-E

Grand Lake Entrance

Prepared by John S. Adams, Landscape Architect — Date December 1968

Drawing Approved Charles E. Krueger, Assistant Director, DPC — Date February 6, 1969

BASIC INFORMATION

The Grand Lake Entrance is located approximately two miles north of the town of Grand Lake, Colorado. The new checking station is located 1,200 feet north of the Public Information Building, Utility and Residential area on the Trail Ridge Road which traverses the park from east to west.

With the Trail Ridge closed by snow seven or eight months each year, the west side of Rocky Mountain National Park and the Shadow Mountain Recreation Area become extremely difficult to administer from Park Headquarters near Estes Park, Colorado, on the east side of the park.

FUNCTIONS OF THE AREA

This development is to function primarily as an operating base for the west side of the park, as well as Shadow Mountain Recreation Area. Information and orientation for park visitors will also be available at the Public Information Building, which will house all administrative and operational functions for this portion of the park.

CHARACTER OF DEVELOPMENT

The development is located in a dense stand of lodgepole pine and outcropping rock formations. The Harbison Ditch, a water diversion dating back to the time of the original Harbison homestead, runs through the area and will be utilized in landscaping the grounds around the Public Information Building.

Winter seasons are long with heavy snowfall since the area is located at an elevation of about 8,700 feet above sea level.

DEVELOPMENT ANALYSIS

The existing small development located approximately one-half mile south of this site did not provide adequate space for location of the Public Information Building, housing, and utility functions, hence, the selection of the area shown on this plan. The building will include space for administrative, maintenance, interpretive and protection personnel and functions. It will also serve as the District Park Ranger Headquarters.

The road providing access to the residential and utility area also serves as an access to private property outside the west park boundary. This road junction is located opposite the access to the Public Information Building.

Rocky Mountain NP
December 1968

Space for storage of equipment, gas and oil and for shops and limited warehousing is provided in one building in the utility area. This building has been located as an island in this area to facilitate snow removal for winter use. Twelve single-family residences are proposed and two units have been constructed to date. Space is also available for three apartment buildings (24 units) to house seasonal employees.

UTILITIES

Water for the development is obtained from two sources. A well and chlorinator house is located approximately one-half mile west of the area and the second source is a sand filter, gallery and chlorinator in the Harbison Ditch. Water is pumped from both locations to a 100,000-gallon storage tank about one-quarter mile east of the Public Information Building. The sewage is disposed of through several individual septic tanks and leaching field installations. Power from the local REA has been extended from the Harbison Ranch to the developed area on overhead lines.

Oil-fired heating units have been used throughout the development.

MASTER PLAN

ROCKY MOUNTAIN NATIONAL PARK

COLORADO

Developed Area Narrative

To Accompany Drawing No. HP-RM-2[illegible]-H

Headquarters Area

Prepared by: Jon R. Larson, Landscape Architect — Date May, 1960

Revised by: Garry C. Switzer, Landscape Architect — Date December, 1964

Drawing Approved: [redacted] JOSEPH E. JENSEN — Date JAN 12 1965

May, 1960
Rev. April, 1963
Rev. July, 1963
Rev. January, 1964
Rev. May, 1964
Rev. December, 1964

General Considerations. The Park Headquarters Area is on the East edge of the Park, approximately two miles from the town of Estes Park, Colorado. The area is immediately adjacent to the Beaver Meadows Entrance Road which is one of the two principal entrances on the east side of the Park. Generally the views are east toward Prospect Mountain. There are scattered pines throughout the area; some are intermingled with aspen near the water courses of Beaver Brook and Buck Creek. There are some decomposed granite outcrops in the steeper portions of the area. The shallow topsoil covering the granite supports, for the most part, only grasses in the open areas.

The area was selected as the site for Headquarters more than 30 years ago and, progressively over the years, housing and maintenance shops and service utilities have been developed. The latest addition included 9 permanent residences and utility extensions, including a sewage disposal plant and improvements on the water supply, all completed in 1959. Temporary facilities added for interim use have remained in operation longer than originally intended, as the demands for housing, storage and workroom space have increased faster than the new permanent facilities could be developed. The permanent facilities are for year-round use and must be designed structurally sound and well-insulated because the snow and cold weather with strong winds are normal to the area. (See Volume III, Basic Data, for weather condition summary and Building Requirements.)

The present Administration Building is located in the town of Estes Park, Colorado, and is too small for the staff. Other scattered buildings within the Headquarters Area have been used to relieve space requirements for Park administration. It has been long planned to build an East Side Administration Building to accommodate Park needs within the Park. The site selected for a new Administration Building with public space for displays, lobby, restrooms and auditorium is proposed north of the maintenance area adjacent to the Beaver Meadows Entrance Road.

Circulation. The Beaver Meadows Entrance Road completed in 1959 is immediately north of the Headquarters Area and will replace and carry the traffic which had used the Thompson River Entrance to the Park, located 1 miles south of the area. The Thompson River Entrance was permanently closed when the Bear Lake Cutoff and the Thompson River Bridge was completed in 1960.

May, 1960
Rev. April, 1963
Rev. January, 1964
Rev. May, 1964
Rev. December, 1964

Present access from this area to the Park proper is out the south tradesman entrance to State Route No. 262 and back into the Park on Beaver Meadows entrance road at Beaver Point. It is presently proposed to realign the area circulation and provide a new service entrance connecting directly with the Beaver Meadows road just east of the Administration Building. This modification will entail about 2,600 feet of new road including connections with the housing areas, "A" and "B", the Duplex Residential Area and the Maintenance Area.

The entrance road will also serve the staff parking area south of the new Administration Building.

The road circulation (as well as the buildings) in the old temporary housing area will be removed and replaced with 5 duplex residences and new roads serving these sites that will fit the terrain better than the old system. The space eastward to the Maintenance Shop Complex was kept free from housing units as it is in the foreground of a desirable southern view from the Visitor Center portion of the Administration Building.

The Loop Road in the seasonal housing area is under contract for realigning, surfacing and for provision of parking to accommodate occupants of existing and proposed housing. Adjacent to this area on the east, space is defined for pit storage of road chips and cinders, logs and poles, wood scraps and the Park's trailers which are used seasonally for information stations and/or shelters. Access to the barn and sewage disposal plant will be through the auxiliary work yard.

Other proposed work involves parking in the northwest corner of the maintenance area for the Conference Training and Community Center and some widening of the maintenance area for employee parking.

The direction of traffic flow in Residential Area "B" will be reversed by connection to the new service road. The old connection to the South Entrance Road is scheduled for obliteration.

<u>Visitor Use Facilities</u>. The public portion of the Administration Building will contain an information desk in the lobby, exhibit display space, viewing balcony and restroom facilities on the second floor and below this on first floor a 300-seat auditorium is proposed. Public parking for approximately 80 vehicles is shown in front of the building. Included in this parking layout is space for parking buses and car-trailers.

May, 1960
Rev. April, 1963
Rev. January, 1964
Rev. May, 1964
Rev. December, 1964

Since there are no motels or hotels in the Park, many visitors staying in the town of Estes Park and vicinity, and in surrounding dude ranches, will have the opportunity to hear talks and view slides provided by the Park staff in the auditorium. This auditorium will also serve visitor needs when cold or rainy weather prohibits programs in the Park amphitheaters.

Management Facilities. Presently the administration of the Park is conducted from three small buildings (#151, #152, and #400) in the town of Estes Park, Colorado. These buildings are not shown on the accompanying drawings. Administration is also carried on in buildings #24 and #80 in the Maintenance Area.

1. The Administration Building is proposed on the south side of the Beaver Meadows Entrance Road in a very desirable setting among several stands of pine trees. Studies were made of the site north of the road but space was too limited to accommodate the necessary requirements. The new Administration Building will have adequate office, storage and work space for all permanent and pertinent seasonal employees, except those stationed on the west side. Being on a fairly steep slope, the building will have two stories on the south side. A separate employee parking area for 40 cars is proposed.

2. Maintenance and Shop Area. Maintenance supervisors' offices and operations will remain in the Maintenance Shop Area. Several functions now assigned to buildings in the Maintenance Area will be transferred to the new Administration Building when it is completed. One obsolete storage building, #136, is to be replaced with two buildings for equipment and storage, #448 and #449. Adjacent to the Maintenance Area is a large multi-use structure, #24, which provides office space for the Administration Officer and Finance, Personnel and Procurement Sections, and two meeting rooms. When the administration section moves to the new building, it is proposed to remodel this building, #24, increasing its size to provide facilities required for a Conference Training Hall which can double as a Service Community Hall for the Park employees in lieu of a new structure. The fire cache building, #87, will be converted to serve the service station. This is well-located adjacent to operations near the entrance to the area. A new shop and storage building is proposed adjacent to #83 and will be equipped with new shop equipment and heated storage stalls.

3. Auxiliary Storage and Work Yard is principally for outdoor storage of bulky items like information trailers, road chips, cinders, logs, poles, scraps and the like, which are not desirable in the regular yard. Three storage buildings (roofed with open sides) #440, #441, and #442, are proposed for items requiring undercover storage. These are

located in the center of the area to facilitate snow removal away from the buildings with push plows. This area is adjacent to barn #97, stable #98, sewage disposal plant - all of which are used and serviced by the maintenance section.

4. Housing. The major housing for the Park, both permanent and seasonal, will be provided in the Headquarters Area. It is well-located with respect to Park areas and to the nearby town of Estes Park. Space is adequate for reasonable expansion and adequate utility service is available. The Park Housing Requirements Report, memorandum dated January 6, 1959 (D-22) to Regional Director, Midwest Region, established the following housing schedule for the area:

Permanent Employee Residences	28
Permanent Employee Apartment Units	12
Permanent Total	40
Seasonal Employee Apartment Units	38

Residential Area "A". Five residences (two 3-bedroom and three 2-bedroom) existed in this area prior to 1959. In 1959 nine 3-bedroom houses were constructed. To meet the requirements in the above-mentioned housing schedule, sites are designated for six additional permanent residences: #143, #145, #146, #147, #148 and #427. These sites are located around the existing road loop where utility service can be readily provided by extension of the existing system. Any further expansion north would be too conspicuous from the Beaver Meadows Entrance Road. Any spread to the west would be restricted to elevation 7,000 feet as this is the limit in elevation for adequate water supply for fire and domestic use based on the existing water reservoir serving the area.

Residential Area "B". This is the older housing area and the residences have several years of life left. Structures bearing numbers 456, 458 and 490 are temporary units acquired with the right-of-way acquisition of the Beaver Meadows Entrance Road. These units are too near the road and will have to be removed when the Service Entrance Road is constructed. Residence #458 is in good condition and would be moved to the south end of Residential Area "B".

Duplex Housing. Ten permanent employee units are proposed in five 2-unit structures. The sites for the duplexes are presently occupied by temporary housing units of CCC vintage which are to be obliterated. The duplexes will provide housing for small family permanent employees who now occupy the temporary units. Duplexes were chosen for this housing rather than large apartments because of the site topography which is quite steep and limited in size.

May, 1960
Rev. April, 1963
Rev. May, 1964
Rev. December, 1964

Seasonal Housing Area. The seasonal housing area is separated from the permanent housing area by Beaver Brook. The existing quarters in this area are a collection of salvaged cabins of various vintages and are, for the most part, greatly inadequate. The five cottages shown in the center of the loop plus #495 will be retained. The dormitory will accommodate single men, but due to the lack of mess facilities, has only limited use for extended occupancy. It is proposed to provide seasonal housing in 6-unit apartment buildings. Three 6-unit structures (#431, #430, #429) were completed in 1962. For the next phase, buildings #432, #433 and #438 should be built. Two future sites, #492 and #493, are indicated for expansion should the need arise.

Rather than provide laundry rooms in each of the proposed apartment buildings, a separate community laundry facility was built. The existing shower and laundry building, #119, has been converted for this use.

Utilities.

Water. The water source is provided by two wells located at Moraine Park, 1½ miles southwest of Headquarters. A regulating reservoir is located at Moraine Park while the principal storage is at Headquarters. The service to Headquarters is 6-inch size to provide for adequate fire protection and expansion. The 6-inch service is proposed to be extended south of Beaver Brook to serve the new seasonal housing area, replacing the existing 2-inch water service.

Sewers. The sewer collection system for the area is adequate. Disposal is through the sewage treatment plant just completed in 1959. The old septic tanks and drainfields will be retained for emergency use. Proposed development will not overload the disposal plant, as it will readily handle 45,000 gallons per day, sufficient for considerable expansion.

Power. The Service has its own system in the area. Power is generated by the Bureau of Reclamation at the Mary's Lake Power Plant, a facility of the Colorado-Big Thompson Project. A block of this power is furnished free to the Service for its use. The Service has constructed and maintained its own distribution system with the high line extending from the Mary's Lake Power Plant to Moraine Park, serving Headquarters and Beaver Meadows Entrance Road. This power is distributed overhead throughout the area, with some lines underground where a pole system would be obtrusive. The nine residences completed in 1959 are heated with electric heaters. Adequate power is available for considerable expansion in these or other areas in the Park if distribution is provided.

May, 1960
Rev. April, 1963
Rev. July, 1963

Telephone. Telephone service is furnished by the Mountain States Telephone Company. Distribution is on the service poles of the power distribution system in the area, with some underground where the overhead would be obtrusive.

Miscellaneous. Because the area abuts the Park boundary, with private developments adjacent thereto, the boundary and property lines are fenced for protection.

Master Plan Development Guideline

Rocky Mountain National Park, Colorado

DEVELOPED AREAS - HIDDEN VALLEY

(1) Name and Location. Hidden Valley Winter Use Area is located on the Trail Ridge Road (Route No. 11) approximately [illegible] miles from Estes Park, Colorado.

(2) Brief Review of Conservation Plan. [illegible]

(3) Brief of Features of Interest. Alpine meadows and [illegible] [illegible].

(4) Implementation Plan. Although Hidden Valley [illegible] for many years, the lack of facilities [illegible] use and enjoyment by the visitors. The overwhelming interest in [illegible] winter [illegible] necessary to enjoy the winter [illegible]. The proposed [illegible] will [illegible] in [illegible].

[illegible]

[illegible]

(5) Principal Facilities.

(a) Circulation. Route 1, Trail Ridge Road (U. S. Highway No. 34), runs through the area. An existing trail, Route [illegible] runs from Upper to Lower Hidden Valley. It is proposed to construct a 500-car parking area at the ski lodge with possible future expansion of [illegible]00 cars. Approximately 75[illegible] feet of access road will be required to connect the parking area with Route [illegible].

(b) Visitor Use. Proposed ski lodge at Lower Hidden Valley will provide facilities for hot meals, warming room, first aid, ski rental and sales, [illegible] stations, [illegible] offices. [illegible] are the only existing visitor facilities. [illegible] summer use might consist of light lunch service, souvenir sales, and public use of lounge and toilet facilities.

A warming shelter, first aid room, [illegible] and ski lift terminals are proposed for Upper Hidden Valley, adjacent to the Trail Ridge Road. [illegible] summer, the use of this shelter is to [illegible] toilet facilities.

(c) Service. The small [illegible] building [illegible] for [illegible] equipment [illegible] attached to ski lodge. [illegible] quarters will be provided in the utility building.

(d) Utilities. [illegible] are [illegible] at present. [illegible] developed, [illegible] will be used for sewage treatment. [illegible] of a [illegible] from the proposed utility building [illegible] provide power. It may be desirable in the future to extend commercial power to Hidden Valley.

(e) Miscellaneous Development. None.

Rocky Mountain National Park
Charles G. Schaster, Landscape Architect
Harold G. Fowler, Landscape Architect Date [illegible]

REVIEWED

[illegible]

[illegible] W. Bennett Date [illegible]

[illegible] Crowell Date [illegible]

[illegible] Robert G. [illegible] Date [illegible]

[illegible] W. P. Hammerson Date [illegible]

[illegible]

[illegible] Date [illegible]

[illegible] Date [illegible]

[illegible] Date [illegible]

[illegible]

[illegible] Date [illegible]

[illegible] Date [illegible]

[illegible] Date [illegible]

[illegible] Date [illegible]

[illegible] Date [illegible]

[illegible] Date [illegible]

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
Rocky Mountain National Park
and
Lindsay Mountain National Recreation Area
P. O. Box 1086, Estes Park, Colorado

July 2[illegible], 1957

Hidden Valley Winter Use Area
Rocky Mountain National Park

The skiing and general winter use in Rocky Mountain National Park has a very early history dating back to 19[illegible] in the Deer Mountain and Fern Lake-Odessa Lake vicinity. Hidden Valley has had considerable use since 19[illegible]. This is evidence that skiing and winter use in general in the Rocky Mountains is not a recreational activity of a temporary nature, but is an established outdoor winter recreation of many years standing. Hidden Valley in Rocky Mountain National Park is within [illegible] miles or a maximum of one and one-half hours driving time for 775,000 residents of Colorado. Considering the towns of Cheyenne and Laramie, Wyoming, to the north, an additional 4[illegible],000 people could be added to that total with only an increase of 25 more miles, or a total of 100 miles.

The means of access to Rocky Mountain National Park and Hidden Valley are excellent at all times of the year and under all weather conditions. This is not true of several of the other winter use areas in Colorado. The entire road system serving the Hidden Valley Area is of modern construction and is not a difficult mountain drive. The roads leading to Hidden Valley are rarely closed. When they are, it is for not more than a few hours. In short, many favorable factors make this the most accessible winter use area in northern Colorado.

The wide range of accommodations, facilities, and services offered by the Town of Estes Park further enhances the attractiveness of Hidden Valley as a winter use area. This is especially significant since no overnight accommodations have been provided for at Hidden Valley.

The very fact that Hidden Valley is noted as a family area is borne out by the types of uses along the lines of winter recreation that are presently available to the visiting family groups throughout the winter and spring period. For example, it has been determined that although excellent winter and spring skiing is to be found here, that skiers at present make up only about 30 percent of those using the Hidden Valley Winter Use Area facilities; the balance taking part in the many other types of use--ice-skating, platter sliding, spectator sports, and playing in the snow.

The last census figures indicate that well over 28,000,000 people living in the seven neighboring states are within an overnight plane, train, or bus ride of the Hidden Valley Winter Use Area. Also, it has been variously estimated that interest and participation in the skiing and other winter sports has reached, probably, only one-fourth of its ultimate potential. Additionally, the National Park Service is developing the Hidden Valley Area as a day-use area of year-around availability and not limiting it to a winter-use area only. By reason of this fact, the potential visitation to the area on a year-around basis has been boosted tremendously.

Following is a chronological listing of developments in the Hidden Valley Area, showing how by careful planning and a considerable governmental monetary and concessioner expenditure, the Hidden Valley Area has been developed from a relatively minor winter use area to that of a major year-around visitor facility.

1954-1955

1. Construction of 400 car parking area.

2. Provision of an enlarged temporary warming house (old barn).

3. Initiation by the Colorado Transportation Company (the Concessioner) of shuttle bus service to Upper Hidden Valley and to Timberline Terminus.

4. Ski trail improvement work began.

1955-1956

1. Day use lodge was constructed by the National Park Service at a cost of about $100,000.00.

2. Platter-type ski tows were installed by the Concessioner at both Upper and Lower Hidden Valley.

3. A skating pond was provided in close proximity to the lodge.

4. Platter slides and slide areas were added to the winter use picture.

5. Ranger-Naturalist services were provided.

6. Shuttle buses were equipped by the Concessioner with cat [illegible] for additional comfort.

1956-1957

1. The parking area at Lower Hidden Valley was surfaced. [illegible] and sidewalks were laid.

2. The skating pond was enlarged and enriched.

3. A warming trailer and [illegible] platform were provided at the ice skating pond.

4. The Concessioner constructed a building to house cafeteria, and ski and skate rental services.

5. Shuttle buses were equipped by the Concessioner with plexiglass tops.

6. Ranger-Naturalist services were expanded.

A narrative development summary of the Hidden Valley Area within Rocky Mountain National Park follows:

From the relatively limited facilities available prior to the 1954-1955 winter season, the Hidden Valley Winter Use Area within Rocky Mountain National Park has been expanded to its present high quality of development under the administration of the National Park Service of the Department of the Interior.

The early winter facilities [illegible] with no provisions being made for [illegible]

The Upper Hidden Valley [illegible] on the [illegible] small [illegible] and [illegible] line [illegible]

In Lower Hidden Valley, [illegible] Hidden Valley.

[illegible]

[illegible] Company.

Shuttle bus service furnished by the Concessioner between Lower and Upper Hidden Valley was brought into operation. This service allowed visitors to utilize the convenient parking area at Lower Hidden Valley and yet have ready access to Big Drift skiing and sight-seeing.

Ski trail development began with clearing work done at Lower Hidden Valley and along three main trails.

The 1955-1956 season brought additional physical improvements to the Hidden Valley Winter Use Area.

A steam heated lodge building was constructed by the National Park Service at a cost of about $100,000.00. This building contained two lounges, a cafeteria seating approximately 30 persons, first aid room, rest rooms, and office space.

Platter type ski tows were installed at both Upper and Lower Hidden Valley. The Upper Hidden Valley tow of [illegible] feet in length opened [illegible] of the Big Drift which previously had been unavailable to [illegible]. The Lower Hidden Valley tow is 1,200 feet in length and serves ski trails in the vicinity of the lodge.

A skating pond was developed in close proximity to the lodge, giving the area added attraction to the winter visitor.

Platter slide facilities were initiated with provision of platter sleds and slides. The platter slide area was enlarged and additional slides were acquired as use of this facility became increasingly popular.

Ranger-Naturalist services were provided in the main lounge of the Hidden Valley Lodge. Illustrated talks were conducted on weekends and [illegible] the winter months.

The 1956-1957 winter season found continuation of improvements in the physical standard of the Hidden Valley Winter Use Area.

Surfacing of the parking area, installation of concrete curbings, and sidewalks were accomplished.

The ice skating pond was enlarged, and a light application of an asphalt-type base material was placed on the pond area to prevent seepage and to present a level surface for the flooding. A skater and spectator platform was constructed along one side of the pond, and a warming trailer placed nearby. A new warming trailer was provided at Upper Hidden Valley by the National Park Service at a cost of $4,500.

The Concessioner constructed and furnished a building, costing $52,000 $40,000 to construct and $12,000 to furnish, to house ski and skate rental facilities and a cafeteria which provided seating capacity for approximately 100 persons. Shuttle buses were equipped with plastic tops.

The Ranger-Naturalist interpretive program was moved from the main lounge to the room in the government building previously occupied as the cafeteria. This permitted a more extensive program under improved circumstances.

The orderly development of the Hidden Valley Winter Use Area and the resulting interest show by the Park visitors is possibly best expressed by the travel during the period of development.

Season	Cars	Visitors
1953-1954 (Dec. through April)	13,496	49,740
1954-1955	17,494	61,135
1955-1956	28,479	129,209
1956-1957	15,741	75,646

The only swing from the upward movement of the travel picture occurred this past season when, it is felt, several factors resulted in the decrease. Snow conditions were very poor over the early part of the winter and then heavy snows and poor weather conditions were experienced as late winter and early spring approached. Also, difficulty encountered with the ski tow operation brought a decrease in the numbers of skiers visiting the area.

Improvements to physical facilities, including ski lifts, food services, interpretive services, and in many other ways should prove to make the winter season of 1957-1958 the biggest and best yet experienced, as the project shall be considered completed from the standpoint of further major development by the National Park Service.2/

James V. Lloyd
Superintendent

1/ Construction and furnishing totals $52,000. Entire financial involvement by the Colorado Transportation Company, including shuttle busses, ski lifts, etc., is $110,000.

2/ Additional B&U developments programmed in MISSION 66 prospectus, not yet approved by the Director, were purposely omitted.

MASTER PLAN

FOR THE PRESERVATION AND USE

OF

Rocky Mountain National Park, Colorado

Chapter 5, Design Analysis, Moraine Park

Drawing NP-RM-3507, Moraine Park with Utilities

Prepared by: Jon R. Larson, Landscape Architect Date May, 1960

Drawing Approved: _____ Date _____

May, 1960

GENERAL CONSIDERATIONS. The Moraine Park Museum is located on the east side of the Park on a major park road about two miles from the headquarters area and five miles from the town of Estes Park. The whole Moraine Park area is a large mountain valley meadow through which the Big Thompson River flows. The museum site is at the east of this large Park with views west for several miles. The view is into "The Pool" where Forest Canyon and Spruce Canyon join. The site is ideal for interpretation by direct observation of the glacial story of the surrounding mountains as well as other outstanding geological phenomena. The museum is the center of the existing interpretive facilities for the Park visitors.

Within Moraine Park general are numerous private cottages and one large guest ranch. Three parcels of improved private property are adjacent to the museum and early acquisition is necessary for expansion of the site. The guest ranch and other cottages will be acquired as early as possible to permit their removal as intrusions from the great natural setting of Moraine Park, including the fences, power and telephone lines and roads.

CIRCULATION. The Moraine Park museum is located adjacent to the Beaver Meadows Bear Lake road, Park Route 3. The site is about one mile from the Beaver Meadow entrance and five miles from the town of Estes Park via the High Drive Entrance Road. It is about eight miles from the Fall River entrance via Deer Ridge Junction and twelve miles from Estes Park over this route. 1960 construction has obliterated the Thompson River entrance and Eaton Hill section of the Bear Lake Road.

Bear Lake and Glacier Basin traffic must now enter either of the other Park entrances. All traffic for these very popular areas will now have to go through Moraine Park. Replacing the Eaton Hill and Tuxedo Park section of the old road is a new bridge and cut-off road between Moraine Park and Tuxedo Park.

Access to the existing museum is a short spur road which terminates in a 70-car parking area adjacent to the museum. This spur road is serpentine in alignment and combined with grade of 7 % and more is not adaptable to snow removal and winter use. The junction is located on a curve with aspen crowding the roadway and restricting sight distances.

In expanding the development it is proposed to widen the Bear Lake Road through the curve at the junction to permit turning lanes for traffic entering or leaving the site. The grade and alignment of the spur road to the parking area will be improved to permit winter use. The parking area will be relocated to orient to the new building site and expanded to accommodate at least 150 cars. To accommodate as many cars as possible in the parking area a one way circulation in proposed in the parking bays.

In conjunction with the museum there is a nature trail north

and east of the building. This trail will be extended to the new building site.

VISITOR USE FACILITIES. The existing Moraine Park Museum is a building converted to this use during the 1930's. It was formerly a private lodge and it has never been too functional as an exhibit and display structure. It has served the Park visitors for more than 25 years as the major interpretive center for the Park. The adjacent amphitheater has decayed and has not been in useable condition for more than ten years.

Proposed Visitor Center. A new structure is proposed on a site several hundred feet south of the existing structure. This site has a better setting as viewed from the road and less restricted views of Moraine Park. The new Visitor Center will be a major interpretive center on the east side of the Park. By direct observation the glacial story and other geological phenomena will be interpreted. This will be augmented by exhibits and audio-visual interpretation of the history and natural history of the Park and include information and orientation for visitors. The Visitor Center will incorporate an auditorium to replace the outdoor amphitheater. This will permit holding regular scheduled programs regardless of the weather. The programs will be conducted regularly during the day for day-use visitors. Evening programs are a part of the interpretive plan for campgrounds. The frequent mountain showers and cool windy evenings have always limited the effectual use of the outdoor amphitheater. Removal of guest accommodations from within the Park reduces the need for general evening programs. An existing nature trail will be extended to the new building site as a part of the visitor interpretation program.

MANAGEMENT FACILITIES.

Interpretation. The existing museum building has limited work space for exhibit preparation and storage of collections. This important phase of interpretive work is to be moved to the Headquarters Area, Maintenance Shop, Interpretive Workroom. Here work space will be available for exhibit preparation, storage of collections and other interpretive work on a year around basis. The shop will serve this and other Park interpretive centers. At Moraine Park only storage and work space for seasonal supplies will have to be provided. Sales and storage space for Nature Association publications will be provided for at the Visitor Center.

Protection. The Moraine Park Ranger Station is at the junction of the Bear Lake Road and Moraine Park Road, a half mile south of the Visitor Center. Two miles south is the Mill Creek Ranger Station. These provide the protection and control for the Bear Lake Road and Moraine Park Road areas of the Park. Both of the existing stations are temporary. They are composed of buildings acquired in the private inholding acquisitions within the Park. None of the structures can be classed as standard for year around use or occupancy.

It is proposed to provide two permanent Ranger residences in conjunction with the Visitor Center development and provide the necessary office space for the Ranger Station in the Visitor Center. This will permit obliteration of the existing Ranger facilities at Moraine Park and Mill Creek. The closing of the Thompson River entrance eliminates the need for a Ranger Station on each road. The new site will provide protection for the Visitor Center in the off-hours and the off-season. The location is readily accessible to visitors in need of help. The location is ideal as a control point for protection, being between the Park Entrance and any visitor use areas to be protected. The sites have good visual surveillance of a large area, yet are not prominent to visitor views of Moraine Park. Centralization of facilities will be more economical for operations.

UTILITIES.

Water. Moraine Park is the source of water that serves this development, Beaver Meadows Entrance, and the Headquarters area. Two wells are used. The supply was improved by addition of the second well near the Big Thompson River in 1959. Adequate water is available. Four-inch supply and distribution lines from a 10,000 gallon concrete reservoir serve this development. The water is chlorinated at the reservoir. The reservoir capacity will have to be increased to provide adequate domestic and fire protection storage for the expanded development. Building services will require extension to the new sites. Additional fire hydrants will be required.

Sewers. The existing collection and disposal system will have to be enlarged and expanded. Two manholes and about 250 feet of 6 inch line will be utilized from the existing system. A new larger septic tank is necessary as well as a new larger drain field. The proposed buildings will be connected into the existing manhole by new collection lines. The existing line and the crossing under the road will be utilized to connect to the new septic tank and drain field.

Electric Power. The Park has its own 7200-volt distribution system serving this area. This power is generated by the Bureau of Reclamation at the Mary's Lake Power Plant, a part of the Colorado-Big Thompson Project. This power is furnished free to the Service for its use. The Park Headquarters Area and Beaver Meadow Entrance are also on this power line. The power line from the Power Plant to Moraine Park is about four miles. The aerial line terminates about 200 feet east of the Museum and all service to the area is underground. Service to the proposed developments will also be underground. The transformers at the terminal pole will have to be increased in size for the added development.

Telephone. The route of the existing telephone lines also serves

the private property adjacent to the site and this line routing is proposed for obliteration. The Telephone Company has installed service to Beaver Meadows Entrance on the Park power line poles and will extend service the additional half mile to serve this development.

Radio. The Park radio network service in the area is restricted to portable and mobile units. It is proposed to have a fixed unit in the Ranger Office in the Visitor Center.

MISCELLANEOUS. No other unnatural development is proposed. Considerable obliteration of buildings, roads, fences, power and telephone lines throughout Moraine Park will be necessary as the private inholdings are acquired. Eventually the great natural setting of this area will be restored with the elk replacing the cows and horses in the meadow.

Preliminary

Master Plan Development Outline

Rocky Mountain National Park, Colorado

MINOR DEVELOPED AREAS - SPRAGUES LAKE SADDLE AND LIVERY

(1) Location.--East side of Park on Bear Lake Road, Route 3, 2 miles from Bear Lake and 9 miles from new High Drive Entrance and 16 miles from Fall River Entrance.

(2) Drawing Number of Corresponding Plan.--NP-RM-2503-E, Sheet 2.

(3) Principal Features of Interest.--The area comprises Sprague's Lake, several beaver pounds and is wooded with pine and aspen. It borders Glacier Creek and the Bear Lake Road. It is the site of Sprague's Lodge, a discontinued overnight accommodation acquired by the Service.

(4) The Development Problem.--The existing Lodge and buildings and utility system are in poor condition and not considered for rehabilitation under the recent activation of overnight accommodations in the Park. The site is adaptable to a saddle livery operation and is conveniently situated to serve a large system of trails on the east side of the Park. It has been suggested that the saddle livery operation should be located between the road and creek at the entrance and develop the old Lodge area into a day-use picnic area. This has not been shown in the layout as it was felt the area is not large enough for multiple use of a picnic area and saddle livery concessions. Cross traffi of horses and riders and picnickers would result in a general conflict of interest and operations. As propose the area will be devoted to saddle livery operations and equestrian uses only.

(5) Principal Facilities

(a) Circulation.--The existing entrance road to the area is narrow and is served by a dangerous "Y" junction at the road. It is proposed to reconstruct the entrance road with a "T" junction and terminate the access road in a loop parking area to serve the saddle livery operation.

(b) Visitor Use.--It is proposed that the concessioner develop saddle and livery facilities, making use of the existing stable and providing a new stable, paddock, corral, and install sanitary facilities for visitors. Short riding trails will be developed and interconnections made with trails to other Park areas so as to provide a variety of trips for riders and hikers.

(c) Service.--The concessioner will be required to remodel or rehabilitate three existing guest cottages for use of seasonal employees.

(d) Utilities.--Existing utilities will be adequate for the use of the area. They will require inspection and some improvement but no extensive construction. Water supply is available from the Glacier Basin Campground System and is adequate for the proposed development.

(e) Miscellaneous Development.--Fences for paddock and corral will have to be developed for control of horses but no other fencing will be allowed.

The preliminary cost estimate for development of a saddle and livery operation at Sprague's Lake is divided into Concessioner Costs and National Park Service Costs as follows:

1. Concessioner Construction Costs

New Stable - 1,000 square feet @ 7.00	$ 7,000
New Tack Room - 240 square feet @ 12.00	2,880
Rehabilitation - 3 quarters	1,120
Fencing	1,000
Total	[illegible],000

2. National Park Service Construction Costs

Entrance Road, Bridge, Parking and Walks	2[illegible],000
Horse Trails, 8 miles @ 5,000 a mile	40,000
Improvements - Sewer System	4,000
Improvements - Water System	2,000
Improvements - Power System	2,500
Demolition and Obliteration	
Buildings S-1, S-5, S-6, S-7, S-8, S-9 and Miscellaneous Structures	3,000
Signs and Markers	1,400
Comfort Station	2,600
	$[illegible],500

*Preliminary Cost Estimate; add contingency and P&D for programming amount.

Rocky Mountain National Park, Colorado
Name of Park

Prepared by Jon H. Larson, Landscape Architect Date January, 1959
Name and Title

REVIEWED

WESTERN OFFICE, DIVISION OF DESIGN AND CONSTRUCTION

Architect /s/ Milton Swatek Date 1-9-59

Engineer /s/ F. E. Smith Date 1-9-59

Landscape Architect /s/ Robert L. Paul Date 1-9-59

Safety _____ Date _____

REGIONAL OFFICE

Recreation Resources Planning _____ Date _____

Interpretation _____ Date _____

Operations _____ Date _____

RECOMMENDED

_____ Date _____
Superintendent

/s/ [illegible] Date 1-9-59
Chief, Western Office, Division of Design and Construction

_____ Date _____
Regional Director

_____ Date _____
Chief Landscape Architect

APPROVED

_____ Date _____
Per the Director

MASTER PLAN

FOR THE PRESERVATION AND USE

OF

ROCKY MOUNTAIN NATIONAL PARK, COLORADO

* * * * *

[illegible]

April [illegible]

BOUND

Master Plan Development Outline

Rocky Mountain National Park, Colorado

DEVELOPED AREAS - FALL RIVER ENTRANCE AND VICINITY

(1) Location.--The area is on Trail Ridge Road, Park Route 1, near the eastern boundary of the Park. Trail Ridge Road is U.S. Highway 34 and the major entrance route into the Park. The area is 4 miles west of Estes Park, Colorado. It is 9 miles to the Park Maintenance Area on year around Park roads.

(2) Drawing Number of Corresponding Plan.--NP-RM-3445.

(3) Principal Features of Interest.--The area is wooded with pine and aspen in scattered groupings with moraine meadows in between. The site is just north of Fall River from which the area derives its name. Big Horn Creek flows through the site to its confluence with Fall River.

(4) The Development Problem.--Fall River Entrance and vicinity consists of:

Big Horn Ranger Station, ranger residence and some miscellaneous outbuildings
Fall River Entrance Station
Aspenglen Campground

The development problem is to enlarge the operations and expand the visitor and service facilities in the area. The area has topographic limitations as well as several inholdings. The Aspenglen Campground expansion began in 1958 with the installation of a new sewer and water system. The major road work for Fall River Entrance is programmed for 1960 F.Y. to provide three in-lanes, 36 feet of roadway, a 25-foot divider strip and one 12-foot out-bound lane. A new entrance station is proposed and the existing entrance station is to be razed.

A new road will be constructed between the entrance road and Aspenglen Campground. It is proposed to make this connection inside the Park from near the entrance station and to obliterate the present road extending along the boundary as well as other entrances now entering the campground from outside the Park. The proposed road will extend

south, cross Fall River and turn east to the campground. The area of construction in the vicinity of the Smith property may require removal of some boggy overburden and replacement with a stable sub-base material.

A future picnic area could be included along the new campground road between the new Entrance Plaza and the river. It may be possible also to expand the campground in the pocket between the proposed bridge and present campground, providing a more detailed study shows that it is topographically feasible. Providing water and sewage disposal to this potential expansion site also will be one of the decisive development factors.

Residential development for permanent and seasonal Park staff has been thoroughly discussed and several proposals considered. MISSION 66 prospectus and the current Rocky Mountain National Park "Housing Requirements Report" transmitted January 6, 1959 schedule three new residences and twelve seasonal units. These are shown in a grouping above the present residence and miscellaneous outbuildings. This has the advantage of a tight grouping. All utilities will be required to be replaced as the system for the existing residence and entrance station is obsolete.

(5) Principal Facilities

(a) Circulation

Fall River Entrance, Route 1, Trail Ridge Road.--The present roadway of two in-lanes and one out-lane will be rebuilt into three in-lanes, a divided strip of 25 feet, and one out-lane with several cross-over connections between the in- and out-lanes.

Fall River Entrance Residential Area, Route 54.--The existing 1/10-mile road will be widened and extended to serve the proposed residential development. The road will terminate in a cul-de-sac as there is no possible way to loop it back without excessive grades that would create cut and fill scars.

Aspenglen Campground, Route 7.--Roads are narrow loop roads with parking stalls and loops for campsites defined with stone barriers. It is proposed to construct a new campground entrance road from Route 1-A at Fall River Entrance. Access will be from inside the Park and after passing through the entrance station. The old entrance roads now serving the campground will be obliterated as far as the exterior boundary of the Park. The campground roads will be re-done with some realignment and obliteration to provide maximum spaces for campsites. Surfacing is necessary to control dust in the campground.

(b) Visitor Use

Fall River

Entrance Station.--A new entrance station with three in-lanes is proposed to facilitate visitor entrance to the Park with minimum delay and inconvenience.

Entrance Information Station.--The existing entrance station, Building 20, with comfort station, will be raze[illegible] Parking for twenty autos will be available adjacent to the present location of the station.

Aspenglen Campground.--The present 55 campsites will be expanded to approximately 90 campsites. The two existing comfort stations will be supplemented with three additional comfort stations to provide adequate convenience for all campsites. At such time as any development occurs in the campground expansion area, an additional comfort station will be required.

(c) Service

Fall River Entrance.--The Big Horn Ranger Station, Residence 44 and office/garage unit 169 will be supplemented with three additional ranger residences, and two six-unit seasonal apartments. This housing is required for the staff of the Fall River sub-district of the Eastern Park Ranger District. There is an existing barn storage building, Unit 168, which will be enlarged and remodeled into a maintenance structure for the sub-district use.

Aspenglen Campground.--For the care and protection of the area a seasonal duplex unit will be constructed for the campground ranger and campground caretaker.

(d) Utilities

Fall River Entrance.--The existing water and sewer system is inadequate for the area and must be replaced with a new system to accommodate the expansion.

Sewers.--Six-inch vitrified clay lines serve the residence and existing Entrance Station. Disposal is with a cesspool. The existing lines will be connected to a new collection system. Disposal will be through a septic tank with leach field or sand filter with chlorinator. The Public Health Service is very cautious concerning this development because of possible contamination to Fall River.

Water.--The present source is Big Horn Creek which is subject to contamination. The intake is subject to fouling by sand and debris carried by the stream. Storage is only 6,000 gallons, which is inadequate for domestic needs and fire protection. For the expansion and continued year-around use a new system is required. A source may be developed with a well in the vicinity of Fall River, elevation 8,200 feet, which will be pumped to a 50,000-gallon storage reservoir about elevation 8,450 feet with 6" distribution lines to the developed area at elevation 8,250 to 8,300 feet. There also will be further field study toward the possibility of developing an improved collection system on Big Horn Creek to permit a gravity system.

Power.--Electric power is available at the site from the distribution system of the town of Estes Park.

Telephone.--Telephone service is available at the site from the distribution system of the town of Estes Park.

Aspenglen Campground

Water and Sewer.--Major expansion of both the water and sewer systems has been accomplished recently. Increased capacity features of both systems are designed to supply the domestic use of the campground. Water supplies for fire protection are limited to seasonal availability with limited capacity and pressure features. The proposed seasonal residential duplex is located near the Fall River where flow is available for supplying fire pump equipment available five miles distant. Design of the residential duplex shall reflect cognisance of fire protection and seasonal use limitations.

Power.--Electric power is available at the site from the distribution system of the town of Estes Park.

Telephone.--Telephone service is available at the site from the distribution system of the town of Estes Park.

(e) Miscellaneous Development.--Aspenglen Campground. The campfire circle is beyond rehabilitation and with the proposed expansion a new and larger site is required. One is proposed in a setting below the bluff and near the river convenient to camp area.

Rocky Mountain National Park, Colorado
Name of Park

Prepared by Jon Larson, Landscape Architect Date April, 1959
Name and Title

REVIEWED

WESTERN OFFICE, DIVISION OF DESIGN AND CONSTRUCTION

Architect /s/ Lyle E. Bennett Date 4-30-59

Engineer /s/ P. E. Smith Date 5- 1-59

Landscape Architect /s/ Robert G. Hall Date 4-30-59

Safety /s/ Wm. H. Richardson Date 5- 1-59

REGIONAL OFFICE

Recreation Resource
Planning Date

Interpretation /s/ H. R. Gregg Date 5-27-59

Operations /s/ George F. Baggley Date 5-27-59

RECOMMENDED

/s/ James V. Lloyd Date 5-6-59
Superintendent

/s/ Sanford Hill Date 5-5-59
Chief, Western Office, Division of Design and Construction

/s/ Chester C. Brown, Acting Date 5-27-59
Regional Director

/s/ Dudley C. Bayliss, Acting Date 6-11-59
Chief Landscape Architect

APPROVED

/s/ Merel S. Sager Date 6-11-59
For the Director

[illegible]

with a [illegible] comfort [illegible] to be [illegible] [illegible] and [illegible] area. It is also proposed that a [illegible] number of [illegible] tables be [illegible] around the parking area for picnic use.

(c) Services.—A [illegible] Ranger Station and a bulletin board and register for climbers are in use at present. It is proposed that a new Ranger Station, an improved interpretive display (consisting of two phases: (1) [illegible], and (2) [illegible]), and a new bulletin board and register be built.

(d) Utilities.—A water system [illegible] area of [illegible] from the [illegible]. With the construction of [illegible] Ranger Station [illegible] the water [illegible] will [illegible] and extended, and [illegible] system [illegible]. Power for plants will soon be available near the Park boundary.

(e) [illegible] Development.—None.

Name of Area Rocky Mountain National Park, Colorado

Prepared by Charles E. [illegible], Park Landscape Architect, Name and Title Date April, [illegible]
(Minor revisions by WODC June, [illegible])

REVIEWED

WESTERN OFFICE, DESIGN AND CONSTRUCTION

Architect /s/ [illegible] Date [illegible]

Engineer /s/ [illegible] Date [illegible]

Landscape Arch. /s/ Charles [illegible] Date [illegible]

Safety /s/ [illegible] Date [illegible]

REGIONAL OFFICE

Cooperative Activities Date

Interpretation Date

Operations Date

RECOMMENDED

/s/ [illegible]
Superintendent Date [illegible]

/s/ Sanford Hill
Chief, Western Office, Div. of Design and Construction Date 8/18/59

/s/ Howard W. Baker
Regional Director Date 8/3/59

/s/ Dudley G. Rawlins
Assistant Chief of Design and Construction Date [illegible]

APPROVED

/s/ Eugene E. Wiot
Director Date [illegible]
Pursuant to delegation of authority

MASTER PLAN

FOR THE PRESERVATION AND USE

OF

ROCKY MOUNTAIN NATIONAL PARK, COLORADO

* * *

Chapter 5, Design Analysis, Moraine Park Campground

Drawing NP-RM-3605, Moraine Park Campground

Prepared by: James M. O'Shea, Jr. Date Sept. 1962
Landscape Architect

Drawing Approved _____ Date _____

September 1962
Rev. Nov. 1962

General Considerations. The location of this development within the Park is 1½ miles south and west of the Beaver Meadows Entrance Station. This places Moraine Park Campground parallel to Moraine Park, north of the Steads Ranch and the late Brinwood Lodge sites. The campground is approximately 3 miles from the Park Maintenance Area, which is located adjacent to the Beaver Meadows Entrance Road and Colorado Highway No. 262 - 2½ miles south from downtown Estes Park, Colorado.

The natural setting consists of rock outcrops and earth ridges containing large boulders. These land formations run in an east and west direction, and had a definite influence on the location of the circulation routes. The land formation will provide natural barriers and screening between most circulation roads and afford the campers a separation, thus a feeling of privacy. The campground will not be viewed from any major road or trail within the Park Vegetative cover consists of mature and young Ponderosa Pine, Juniper, a few scattered Colorado Blue Spruce, Antelope Brush, and - in the meadows - Aspen, Potentilla, and perennial flowers. The open areas are covered by grasses. The trees are thick enough to provide shade for nearly all camp sites.

The campground is protected from the strong winds on the west, north, and south sides, thus creating a warm micro-climate whenever the sun is shining. There is always a cooling breeze circulating the air on the hot days, producing almost ideal camping conditions. The warm and protected conditions make the campground usable for both early and late camping.

A spectacular view of Longs Peak, the South Lateral Moraine, Moraine Park, and part of the Front Range of the Rockies can be seen to the south of the campground. A view to the northeast offers Deer Mountain; to the east, Eagle Cliff Mountain; to the west, Beaver Mountain; and at the end of Moraine Park, looking west, Spruce Canyon. The view of Longs Peak is most spectacular, especially in the early morning sunrise and evening sunset and twilight.

Circulation. The campground circulation system consists of a single two-way road loop with three one-way roads looping from it. The vehicular traffic on the one-way roads will flow in a down-hill direction to ease any steep grades. The determining factors for road locations are existing topography, rock outcrops, large trees, and avoidance of areas that are swampy in the early summer. Most of the roads are

located in draws between ridges where the grade is not excessive and where there is ample room on both sides of the roads for camp sites and vehicle parking.

The campground entrance road will take off from the Bear Lake Road just below the Moraine Park Museum and will extend westward for approximately 3/4 mile to the first campground loop.

With the acquisition of Steads Ranch property and the eventual razing of the Ranch buildings the eastern portion of the Moraine Park Road will be abandoned and obliterated as this section creates an undesirable intrusion on the meadow. The new intersection for the Moraine Park Road will occur on the proposed campground Entrance road near the northwest corner of Steads Ranch property and the route will extend southward generally following an old road until it ties in with the existing route.

A study was made on the possibility of locating the intersection of the new Moraine Park Road on the "Big Turn", on the Bear Lake Road, above the Moraine Park Museum. This possibility was eliminated because it is a dangerous spot for an intersection due to the sharp curve, grade and very limited sight distance.

The campground site is well located for trail hiking use. Cub Lake, Fern Lake, Spruce Lake, Deer Mountain, and Moraine Park with its Big Thompson River, are all within easy access to the campground.

Visitor Use Facilities. The Moraine Park Museum and Amphitheater are approximately one mile east of the campground and will be directly accessible from the proposed relocated Moraine Park Road. Other campgrounds on the east side of Rocky Mountain National Park and the distances from Moraine Park Campground are as follows: Glacier Basin 6 miles, Aspenglen 9 miles, Endovalley 8 miles, and Hallowell Park overflow campground 3½ miles. All existing Park campgrounds were usually filled by late Friday afternoon and generally remained full until Monday morning through much of the entire 1962 camping season. Hallowell Park overflow area contains 80 sites, but had 200 plus camping units in it nearly every week end this summer.

The only concession service that will be offered near Moraine Park Campground when Steads Ranch is closed this year, will be the Glacier Creek Livery at Sprague's Lake Picnic Area. This horse livery service is located 5½ miles from Moraine Park Campground. There are other liveries, stores, etc. in Estes Park where campers may obtain supplies.

This campground will adequately accommodate the camper with a trailer, tent or any form of camper. A number of spaces have been designated as walk-in sites. A total of 245 sites have been estimated for this area of which approximately 50 are the walk-in type. Loop B will be winterized for early and late season use. Water hydrants will be frostproofed and some heat will be provided in the comfort stations.

An amphitheater with an initial capacity for 400 people is proposed on the south edge near the center of the campground. It is assumed that practically all the use will be from Moraine Campground, as nightly programs are held at the Moraine Visitor Center for other visitors in this vicinity. This quiet site offers a natural concave shape with a good slope for the amphitheater seats. The view from the amphitheater site is overlooking Moraine Park and up Spruce Canyon, with a spectacular view of Longs Peak in the setting sun and twilight. All of these factors make an ideal location for a serene campground amphitheater.

There are 9 proposed comfort stations located within the main campground area and 1 in the group camping area.

In the picnic area facilities are proposed for 15 to 20 sites in the initial development. One comfort station and water station are also proposed.

Management Facilities. A campground Entrance Station for ranger contact has been located near the intersection with Moraine Park Road to maintain such controls as are necessary for proper campground use.

Utilities. Sewer and Sewage Treatment - The sewer lines will be installed near the road edge to keep the construction scar at a minimum through rock outcroppings and to save as many mature Ponderosa Pine trees as possible. There are places, however, where the sewer lines will have to be located away from the road edge due to grade, but extreme care will be taken to do as little damage as possible to the natural features of the area.

There is a problem of sewage flow from the west end of the campground to the disposal system on the east end due to a "ridge line", or high point, near the center of the campground. The proposed sewer line location will go around the south side of the campground and will be on a steep, exposed side hill for short distances. Extreme care through specifications and supervision would have to be exercised to insure protection against an excessive scar which would be noticeable from most of the Moraine Park area.

Water. An adequate water supply is available through two sources. The first source is the springs at Steads Ranch, and the second source is through the Park water rights on the Big Thompson River. If the water is obtained from the Big Thompson River, an infiltration gallery will be employed.

The water system will contain two storage reservoirs: a small one at the west end of the campground, and a large one at the east end. The westerly reservoir will more economically maintain adequate pressure to the comfort stations on the west end of the campground without resorting to large lines from the easterly reservoir. The reservoir on the east end of the campground will offer economical fire protection for the entrance ranger station. The water system will be designed so that the mains and laterals in Loop B can be drained separately to allow early and late seasonal use in this section of the campground. Water for the use of the campers will be in hydrant clusters (or water stations) at each of the comfort stations. ~~Each water station will consist of 3 water hydrants and [illegible] housed in a masonry block~~. If additional water stations are required they will be located at points other than at comfort stations if the need warrants such installations.

Electricity. The proposed source of electricity is from a 3-phase power line extending to the Moraine Park Museum. This is a Park-owned line feeding from the Marys Lake Power Plant. Electricity is furnished to the Park free of charge through an agreement with Bureau of Reclamation. There is an existing single-phase power line running parallel to the Moraine Park Road extending approximately one-half mile west of the Steads Ranch buildings. This commercial line now serves a few seasonal employees residences on the Moraine Park Road, but it is slated for removal when those seasonal quarters are removed. The removal of these structures is desirable to free the meadows of existing fence, telephone and power poles.

Miscellaneous. A planting screen around the sewage treatment plant would be very desirable.

Barriers. Many parking spaces will have been arranged to take full advantage of existing boulders and rock outcroppings for barriers. Some parking spaces and road edges will retain vehicles by the use of a cut or fill. Rock barriers will be used wherever needed to retain vehicles. Sufficient barrier rock of proper size can be obtained within the Park. The use of wood posts will be employed

to separate every third parking stall in multi-car parking spaces. These posts will help discourage trailer occupancy of these stalls.

Signs. One-way roads will be identified by the proper signs. Each parking or turnout for a camp site will be marked by a site number and a symbol of use for the camp site. There would have to be some signs pointing the direction to the nearest comfort stations and water stations since some are not in sight from some camp sites.

MASTER PLAN

FOR THE PRESERVATION AND USE

OF

ROCKY MOUNTAIN NATIONAL PARK, COLORADO

* * *

Chapter 5, Design Analysis, Moraine Park Campground

Drawing NP-RM-3605, Moraine Park Campground

Prepared by: James M. O Shea, Jr. Date Sept. 1962
Landscape Architect

Drawing Approved _____ Date _____

September 1962

General Considerations. The location of this development within the Park is 1½ miles south and west of the Beaver Meadows Entrance Station. This places Moraine Park Campground parallel to Moraine Park, north of the Steads Ranch and the late Brinwood Lodge sites. The campground is approximately 3 miles from the Park Maintenance Area, which is located adjacent to the Beaver Meadows Entrance Road and Colorado Highway No. 262 - 2½ miles south from downtown Estes Park, Colorado.

The natural setting consists of rock outcrops and earth ridges containing large boulders. These land formations run in an east and west direction, and had a definite influence on the location of the circulation routes. The land formation will provide natural barriers and screening between most circulation roads and afford the campers a separation, thus a feeling of privacy. The campground will not be viewed from any major road or trail within the Park Vegetative cover consists of mature and young Ponderosa Pine, Juniper, a few scattered Colorado Blue Spruce, Antelope Brush, and - in the meadows - Aspen, Potentilla, and perennial flowers. The open areas are covered by grasses. The trees are thick enough to provide shade for nearly all camp sites.

The campground is protected from the strong winds on the west, north, and south sides, thus creating a warm micro-climate whenever the sun is shining. There is always a cooling breeze circulating the air on the hot days, producing almost ideal camping conditions. The warm and protected conditions make the campground usable for both early and late camping.

A spectacular view of Longs Peak, the South Lateral Moraine, Moraine Park, and part of the Front Range of the Rockies can be seen to the south of the campground. A view to the northeast offers Deer Mountain; to the east, Eagle Cliff Mountain; to the west, Beaver Mountain; and at the end of Moraine Park, looking west, Spruce Canyon. The view of Longs Peak is most spectacular, especially in the early morning sunrise and evening sunset and twilight.

Circulation. The campground circulation system consists of a single two-way road loop with three one-way roads looping from it. The vehicular traffic on the one-way roads will flow in a down-hill direction to ease any steep grades. The determining factors for road locations are existing topography, rock outcrops, large trees, and avoidance of areas that are swampy in the early summer. Most of the roads are

located in draws between ridges where the grade is not excessive and where there is ample room on both sides of the roads for camp sites and vehicle parking.

With the acquisition of Steads Ranch property, which is currently underway, it is planned to relocate the Moraine Park Road northward, as it is presently an intrusion on the Meadow. The campground entrance will take off from the proposed new Moraine Park Road in the vicinity of Steads Ranch. The new Moraine Park Road will intersect the Bear Lake Road near the Moraine Park Museum and will rejoin the old route approximately one-half mile west of the Steads Ranch buildings. A temporary campground entrance will be provided from the Steads Ranch drive up the Workman Subdivision drive to the point where that drive meets the campground entrance road.

A study was made on the possibility of locating the intersection of the new Moraine Park Road on the "Big Turn", on the Bear Lake Road, above the Moraine Park Museum. This possibility was eliminated because it is a dangerous spot for an intersection due to the sharp curve, grade and very limited sight distance.

The campground site is well located for trail hiking use. Cub Lake, Fern Lake, Spruce Lake, Deer Mountain, and Moraine Park with its Big Thompson River, are all within easy access to the campground.

Visitor Use Facilities. The Moraine Park Museum and Amphitheater are approximately one mile east of the campground and will be directly accessible from the proposed relocated Moraine Park Road. Other campgrounds on the east side of Rocky Mountain National Park and the distances from Moraine Park Campground are as follows: Glacier Basin 6 miles, Aspenglen 9 miles, Endovalley 8 miles, and Hallowell Park overflow campground 3½ miles. All existing Park campgrounds were usually filled by late Friday afternoon and generally remained full until Monday morning through much of the entire 1962 camping season. Hallowell Park overflow area contains 80 sites, but had 200 plus camping units in it nearly every week end this summer.

The only concession service that will be offered near Moraine Park Campground when Steads Ranch is closed this year, will be the Glacier Creek Livery at Sprague's Lake Picnic Area. This horse livery service is located 5½ miles from Moraine Park Campground. There are other liveries, stores, etc. in Estes Park where campers may obtain supplies.

This campground will adequately accommodate the camper with a trailer, tent or some form of camper. A number of spaces have been designated as walk-in sites. A total of 245 sites have been estimated for this area of which approximately 50 are the walk-in type.

Management Facilities. Presently there are no facilities in or near the proposed campground that will remain for management use. There are several seasonal employee residences (known as the Faulkner Cabins) just south of the campground which will be removed when other housing is made available. A campground Entrance Station for ranger contact has been located near the intersection with Moraine Park Road. If another ranger is required to manage the campground he could be stationed at the east end of Loop C in a trailer or permanent station.

An amphitheater with an initial capacity for 400 people is proposed on the south edge near the center of the campground. It is assumed that practically all the use will be from Moraine Campground, as nightly programs are held at the Moraine Visitor Center for visitors in this vicinity. This quiet site offers a natural concave shape with a good slope for the amphitheater seats. The view from the amphitheater site is overlooking Moraine Park and up Spruce Canyon, with a spectacular view of Longs Peak in the setting sun and twilight. All of these factors make an ideal location for a serene campground amphitheater.

There are 9 proposed comfort stations located within the main campground area and 1 in the group camping area. The small type WODC typical comfort stations will fill the needs of the campground adequately.

Utilities. Sewer and Sewage Treatment - The sewer lines will be installed near the road edge to keep the construction scar at a minimum through rock outcroppings and to save as many mature Ponderosa Pine trees as possible. There are places, however, where the sewer lines will have to be located away from the road edge due to grade, but extreme care will be taken to do as little damage as possible to the natural features of the area.

There is a problem of sewage flow from the west end of the campground to the disposal system on the east end due to a "ridge line", or high point, near the center of the campground. The proposed sewer line location will go around the south side of the campground and will be on a steep, exposed side hill for short distances. Extreme care through

specifications and supervision would have to be exercised to insure protection against an excessive scar which would be noticeable from most of the Moraine Park area.

Water. An adequate water supply is available through two sources. The first source is the springs at Steads Ranch, and the second source is through the Park water rights on the Big Thompson River, If the water is obtained from the Big Thompson River, an infiltration gallery will be employed.

The water system will contain two storage reservoirs: a small one at the west end of the campground, and a large one at the east end. The westerly reservoir will more economically maintain adequate pressure to the comfort stations on the west end of the campground without resorting to large lines from the easterly reservoir. The reservoir on the east end of the campground will offer economical fire protection for the entrance ranger station.

Water for the use of the campers will be in hydrant clusters (or water stations) at each of the comfort stations.

Electricity. The proposed source of electricity is from a 3-phase power line extending to the Moraine Park Museum. This is a Park-owned line feeding from the Marys Lake Power Plant. Electricity is furnished to the Park free of charge through an agreement with Bureau of Reclamation. There is an existing single-phase power line running parallel to the Moraine Park Road extending approximately one-half mile west of the Steads Ranch buildings. This commercial line now serves a few seasonal employees residences on the Moraine Park Road, but it is slated for removal when those seasonal quarters are removed. The removal of these structures is desirable to free the meadows of existing fence, telephone and power poles.

Miscellaneous. A planting screen around the sewage treatment plant would be very desirable.

Barriers. Many parking spaces will have been arranged to take full advantage of existing boulders and rock outcroppings for barriers. Some parking spaces and road edges will retain vehicles by the use of a cut or fill. Rock barriers will be used where ever needed to retain vehicles. Sufficient barrier rock of proper size can be obtained within the Park. The use of wood posts will be employed

to separate every third parking stall in multi-car parking spaces. These posts will help discourage trailer occupancy of these stalls.

Signs. One-way roads will be identified by the proper signs. Each parking or turnout for a camp site will be marked by a site number and a symbol of use for the camp site. There would have to be some signs pointing the direction to the nearest comfort stations and water stations since some are not in sight from some camp sites.

MASTER PLAN

FOR

ROCKY MOUNTAIN NATIONAL PARK, COLORADO

Developed Area Narrative

To Accompany Drawing No. SP-RM-3022-A

Chasm Falls Trailhead & Endovalley Campground

Prepared by: James M. Gibbea, Jr. Date: October 1965
Landscape Architect

Drawing Approved: (SGN) HOWARD W BAKER Date:

BASIC INFORMATION

Endovalley is located in the north central portion of Rocky Mountain National Park at the intersection of the Chiquita Creek and the Fall River. Endovalley Campground is east of the river's intersection along the banks of the Fall River and is four miles from the Fall River Entrance. Denver is the nearest metropolitan area. The campground is in a high mountain valley at an elevation of 8,600 feet. The setting is a mountain stream. The dense stand of spruce and aspen in the area provides an excellent camping atmosphere.

FUNCTIONS

The general campground area is to be rehabilitated and converted to a walk-in type campground. Parking for 60 cars is provided with graveled campsites and trails located among the spruce and aspen.

A campfire circle is proposed on a natural sloping grade.

CHARACTER OF DEVELOPMENT

It is intended to preserve the alpine atmosphere with minimum development in order to provide only the essentials for visitor-use walk-in camping with maximum opportunity to enjoy the natural setting.

DEVELOPMENT ANALYSIS

The present entrance road to Endovalley leaves the "old Fall River Road" on a steep side hill portion. This entrance will be maintained and in addition a turn around should be provided as shown. Traffic will move about the camping loop in a one-way fashion with multi-car head-in parking areas. Nearly all proposed parking areas to be

developed in existing scars. A trail leaves the loop from the west end and winds its way to beautiful Chasm Falls. A trailhead parking area for 20 cars is proposed.

The existing campground ranger station will remain to be used for this purpose.

UTILITIES

The existing vault toilets will be utilized. Water supply is drawn from the nearby stream and should be updated. No power is existing nor is any deemed necessary.

MASTER PLAN

FOR THE PRESERVATION AND USE

OF

ROCKY MOUNTAIN NATIONAL PARK, COLORADO

Chapter 5, Design Analysis

Drawing No. NP-RM-3622, Endovalley Day Use Area

Prepared by: Craig W. Johnson
Landscape Architect Date July, 1964

Drawing Approved: [illegible] Date [illegible]

July, 1964

General Considerations. Endovalley is located in the north central portion of Rocky Mountain National Park at the intersection of the Chiquita Creek and the Fall River. Endovalley picnic area is east of the river's intersection along the banks of the Fall River and is two miles from the Fall River Entrance. Denver is the nearest metropolitan area. The picnic area is in a high mountain valley at an elevation of 8,600 feet. The setting is in a mountain marsh. The dense stand of spruce and aspen in the area provide an excellent picnic atmosphere.

Circulation. The present entrance road to Endovalley leaves the "old Fall River road" on a steep side hill portion. This entrance will be maintained and in addition a turnaround will be provided as shown. Traffic will move about the picnic loop in a one-way fashion and five head-in parking areas for 10 cars each, plus or minus, are proposed. A trail leaves the loop from the west end and winds its way to beautiful chasm falls. A trailhead parking area for 20 cars is proposed.

Visitor Use Facilities. The general campground area is to be rehabilitated and converted to day use picnicking. Parking for about 60-70 cars is provided with picnic facilities located among the spruce and aspen.

Management Facilities. No management facilities will be provided in the immediate area since none are deemed necessary.

Utilities. The existing pit type comfort stations will be renovated and utilized. Water supply is drawn from the nearby stream and will be sufficient for picnicking activities. No power is existing nor is any deemed necessary.

Miscellaneous. Because of swamp conditions south of Fall River, no picnic facilities will be provided in this area.

MASTER PLAN

ROCKY MOUNTAIN NATIONAL PARK

COLORADO

Developed Area Narrative

To Accompany Drawing No. NP-RM-2503-G

Minor Developed Areas

Prepared By: Garry C. Switzer
Landscape Architect

Date March, 1965

Drawing Approved: (SGD) JOSEPH F. JENSEN *

Date May 25, 1965

* This approval covers
Zone 1 & 2 Developed Areas only

March, 1965

Included on this drawing are Master Plans for the following developed areas: Glacier Creek Saddle Livery and Picnic Area; Administrative Area, Estes Park; Rock Cut Interpretive Center: LaPoudre Pass Sub-District Ranger Station.

Glacier Creek Saddle Livery and Picnic Area.

Located on the east side of the park on Bear Lake Road (Park Route 3) this developed area is 2 miles NE of Bear Lake and 9 miles from Estes Park. Glacier Creek traverses the area to the west with Sprague Lake lying to the east. Several beaver ponds and swamp area are within the site. Aspen and pine trees constitute the major plant cover.

Development and reconstruction of this area was completed in 1961 and include utilities, relocation of a building for wranglers quarters, pit toilets and a comfort station. No new additions are currently proposed.

The site is qu[illegible] for the saddle livery operation and is conveniently [illegible]rve a large system of trails on this side of the park.

This development functions strictly as a day-use area. Available to the visitor are a well equipped 50 site picnic area, a saddle livery concession, and trails for hiking, horseback riding, and shoreline fishing.

Administrative Area, Estes Park.

The present Administration complex is located in the town of Estes Park which is near the eastern border of the Park. These facilities have become inadequate due to increases in staffing. During recent years the Park has had to decentralize its operation and staff and station only a portion of the Administrative personnel here. Relocation of the present Administrative staff functions to the new Headquarters will be made after completion of the new Administration Building scheduled for 1966. This will be located above the Maintenance area on High Drive Road.

The land and present Administration buildings are leased from the Estes Park Womens' Club and will revert back to them when the Park no longer has need for them.

March, 1965

Rock Cut Interpretive Center.

BASIC INFORMATION

Rock Cut Area, named for a large rock outcropping at an elevation of 12,100 feet bisected by trail Ridge Road (US 34) is located 27 miles northeast from Grand Lake and 22 miles west of Estes Park. Spectacular views of Forest Canyon, a sweeping and unobstructed panorama of Front Range from Estes Cone to the east and Specimen Mountain to the west as well as of the Never Summer Range are a feature of this overlook. Nearby snow fields are a popular early to midsummer tourist attraction.

Cool windy weather prevails much of the time. Vegetation consists of alpine plants or tundra growing among fields of rock. From the existing parking area near the rock cut a trail of approximate one-half mile leads to Toll Memorial. This self-guiding nature trail extends across the tundra to a rocky promontory with an outstanding view.

CHARACTER OF DEVELOPMENT

All facilities will be designed and constructed to blend into the landscape with very little disturbance to the natural features.

FUNCTION OF THE AREA

The Rock Cut area will serve several functions as follows:

1. Scenic and photo overlook
2. Nature trail
3. Shelter for interpreting, observing scenery and glacial features including exhibits
4. Parking
5. Information

DEVELOPMENT ANALYSIS

The Rock Cut developed area with its scenic overlook values will be served by a structure situated above the rock cut. This shelter will afford protection from the weather and from it a magnificient view

March, 1965

of the surrounding mountains and scenery can be had. A Ranger Naturalist is to be assigned to the building to interpret the glacial landscape and provide informational services. Lack of water will preclude the installation of public rest rooms or drinking fountains.

The existing parking area is to be enlarged to handle 10 additional cars making the capacity about 33 on this side of Trail Ridge road. Parallel parking along the existing wall on the other side of the road will provide space for some 17 cars and serve for auto-trailer combinations and buses.

The existing trail to Toll Memorial will be reconstructed and a new trail will be added for access to the proposed interpretive shelter and connect with the existing trail.

La Poudre Pass Sub-District Ranger Station.

BASIC INFORMATION

La Poudre Pass development lying near the Continental Divide at elevation 10,180 is located in the remote northwest regions of the Park near the boundary. The valley floor is swampy with groves of willows surrounded by pine covered slopes. The Pass provides the only access into this region, and because of this and its remoteness it has been maintained only as a patrol-ranger station. Seasonal personnel have over the years been assigned to the area for protection during summer months and fall hunting season. Access to this area has been recently provided by a graded U.S. Forest Service road through Roosevelt National Forest extending from the Fort Collins area terminating near the Park boundary. An existing unimproved road for access to the Grand Canal is maintained by the Irrigation Company.

Access about 13 miles in length over an old road can be made from Trail Ridge Road near Timber Creek Campground.

The Grand Canal, a man made ditch, traverses the site terminating in Long Draw Reservoir on Roosevelt National Forest Land.

Power or telephone service is not available within the area.

CHARACTER OF DEVELOPMENT

All facilities should be so designed and constructed as to fit the terrain with very little disturbance to the natural features.

FUNCTION OF THE AREA

Provide facilities for:

a. Protection

b. Information

c. Fire Control

d. Housing

e. Radio Control

f. First Aid

DEVELOPMENT ANALYSIS

La Poudre Pass developed area because of its remoteness, location to Forest Service road and facilities, will continue to serve as a back country sub-district-ranger station. It is understood that the Forest Service plans to construct a back country campground near the Park boundary at this point. The improved Forest Service road affords easy access for hunters and the Forest Service campground will allow many visitors to occupy this remote area during the summer and fall seasons.

There is need for Service protection against encroachment here. A Ranger office and duplex living quarters, barn and garage combination with corral and fenced area are all necessary facilities.

Convenient access to the NPS complex can be accomplished by construction of a spur road and manual draw-bridge over the Canal on Park property. The draw-bridge is necessary to allow the Irrigation Company to clean and keep the ditch open. A gate now exists at the existing crossing on Forest Service lands. Gates are proposed near the new draw-bridge and for closing off the old dirt road at the boundary.

Due to the high elevation and the shallow swamp area within the development site a well is improbable. Possible water source is from the Grand Canal, intercepting water from the Little Ditch with storage in a reservoir or possibly from Bennett Creek to the northwest.

Installation of power and telephone service to the area appears quite remote and it may be necessary to use portable generating unit and a radio system of communication during the initial phases of operations.

VOLUME III

Master Plan Development Outline

Rocky Mountain National Park, Colorado

G E N E R A L I N F O R M A T I O N

2. General Information

a. Park Origin. The first inhabitants of Rocky Mountain National Park were Indians. Although they made occasional encampments in the area, they used it primarily as a hunting ground. Some evidences of their inhabitance are found in the Park in the form of arrow points, hand hammers, and crude pottery fragments. A part of the Park collection of Indian relics is to be found on display at Moraine Museum. Traces of once well-worn Ute and Arapaho Indian trails still remain in Rocky Mountain. The old Ute or Child's Trail winds over Trail Ridge, and is so-called because of its use by the squaws and children, while the warriors chose a steeper route over the Continental Divide, going by way of Flattop Mountain.

Although it is probable that trappers along the Platte River penetrated the mountains of northern Colorado, the first written record of such a venture was by Major Stephen H. Long's expedition in 1820. It was not until 1859 that Joel Estes and his party discovered the open, park-like area that was later to be named Estes Park. Impressed by the region's scenic grandeur and its untouched beauty, he and his family became the first settlers in 1860. A marker commemorating his pioneer spirit has been erected near Estes Park Village.

By 1867 the Estes' claim was acquired by Griff Evans, who later transferred his rights to a British noble, the Earl of Dunraven. Although Dunraven's motives were in his own interest, it was through his efforts to retain a large section of the country as a private hunting and fishing domain that the preservation of the area in its relatively natural state was ensured.

Many colorful stories are told about the settlers, trappers, miners and prospectors who infiltrated the area in the early days. A mining boom in the Colorado River Valley in the late 1870's and early 1880's left in its wake many old prospectors' diggings and the remnants of Lulu City and Dutchtown. Grand Lake was an important outfitting point for the mines, although it was transformed into a vacation resort following the decline in mining activities on the western slope.

Little thought was given to the creation of a Park prior to 1900. Early in the twentieth century, however, automobiles proved to be a practical means of transportation, and visitation to what is now Rocky Mountain National Park increased. There were many supporters of the national park idea throughout the country, although Enos A. Mills is generally given most of the credit for the success of the Park movement. He wrote, lectured, and worked energetically for the establishment of a national park. Conservation leaders and legislators rallied around his dynamic personality. His long campaign was brought to fruition when Rocky Mountain National Park was established by Act of Congress on January 26, 1915. Exclusive jurisdiction of Rocky Mountain National Park was accepted by Act of Congress of March 2, 1929.

b. Vicinity Data

(1) Relation to other Parks. The Rocky Mountain National Park is the only national park in the central Rocky Mountain area, and does not compete with any other national park within a radius of 300 miles. National monuments within a 200 mile radius are Dinosaur, Great Sand Dunes, Colorado, and Black Canyon of the Gunnison, which are located west and south of Rocky Mountain National Park in Colorado. Fort Laramie and Scotts Bluff National Monuments in Wyoming and Nebraska, respectively, are located to the north and east of the Park.

Rocky Mountain National Park is completely surrounded by national forests, with Roosevelt National Forest on the north and east, Arapaho on the south and west, and Routt on the northwest corner. These national forests afford recreational facilities in the way of developed campgrounds, picnic areas, resorts, winter sports areas, cabins and summer home areas.

Although there are no state parks in Colorado the Denver Mountain Parks are a highly developed group of areas offering recreation facilities both summer and winter. They relieve Rocky Mountain National Park's recreational load to a great extent.

Shadow Mountain National Recreation Area lies to the west of Rocky Mountain National Park. It assists in assuming part of the burden of Rocky's heavy visitor load through the use given its campgrounds, picnic areas, boating, water sports and other recreational activities.

(2) Accessibility. The park is not directly accessible by railroad. Visitation is almost entirely by means of motor vehicle.

The Rocky Mountain Motor Company of Denver, Colorado is the official transportation concessioner for trips by common carrier through Rocky Mountain National Park. This company furnishes transportation not only through the park, but also from Denver, Greeley, Loveland, Boulder, Longmont and Grand Lake to the park.

Highways

Rocky Mountain National Park lies between the year round east-west highways US 30 and US 40 and to the west of north-south highways US 85, US 87, and US 287. Transcontinental highway US 34 passes through the park; from Estes Park to Grand Lake it covers a distance of 49.6 miles, reaching an elevation of 12,183 feet. This highway, which is called Trail Ridge Road, is open only during the summer months. The road is blocked by snow from about October 15 to May 30.

Airlines

Denver, Colorado and Cheyenne, Wyoming are both regular stops for transcontinental air service. Among the many airlines which service this area are: United, TWA, Continental, Braniff, Frontier and Western. Denver's air terminal is the one most often used.

There is an airstrip in Estes Park which can be used by small planes.

Railways

While there are no railroads directly serving the park, Denver and Cheyenne are both on transcontinental lines. Bus service is furnished railway passengers who desire to tour the park by the Rocky Mountain Motor Company. Among the railroads serving Denver are: Denver & Rio Grande Western, Union Pacific, Chicago Burlington & Quincy, Santa Fe, Missouri Pacific, Rock Island and Western Pacific.

Train service is available to Granby, which is located seventeen miles from the Grand Lake entrance to the park, by the Denver & Rio Grande Western Railroad. The high speed rail service to Denver makes this park readily available to large centers of population.

(3) Climatic Conditions. Compilations of weather data are from Weather Bureau stations at Estes Park and Grand Lake, Colorado. The station at Estes Park is within four miles of the

park boundary and is 225' lower than the lowest point within this park. The data for Grand Lake was taken near the Grand Lake Entrance, which is approximately the lowest point on the western slope of the park.

ESTES PARK WEATHER

	Average Precipitation	Average Temperature	Highest Temperature		Lowest Temperature	
Jan.	0.51"	25.3°	57°	1-18-46	-27°	1-3-52
Feb.	0.95"	27.7°	61°	2-26-50	-39°	2-1-51
March	1.40"	31.5°	68°	3-30-46	-23°	3-2-43
April	2.38"	39.1°	74°	(4-24-49 (4-18-46	- 1°	4-4-45
May	2.11"	47.3°	83°	5-16-48	12°	5-11-46
June	1.54"	45.8°	89°	6-5-46	14°	6-9-43
July	2.57"	61.9°	91°	7-8-48	31°	7-18-47
Aug.	2.13"	60.1°	96°	8-2-46	31°	8-14-48
Sept.	1.50"	53.0°	89°	9-1-48	20°	9-28-45
Oct.	1.39"	44.2°	80°	10-4-47	- 5°	10-17-48
Nov.	.98"	33.6°	72°	11-1-48	-25°	11-10-50
Dec.	.74"	28.5°	[illegible]	(12-15-52 (12-6-46	-18°	12-[illegible]-48
Annual	18.30"	42.3°				

GRAND LAKE WEATHER

Jan.	1.59"	16.0°	50°	1-16-52	-41°	1-25-48
Feb.	1.37"	19.1°	50°	2-7-44	-40°	2-1-51
March	1.11"	22.6°	60°	3-28-43	-36°	3-3-43
April	1.99"	32.8°	73°	4-30-43	-21°	4-4-45
May	1.34"	42.4°	77°	(5-14-48 (5-11-43	8°	5-4-44
June	1.17"	46.4°	83°	6-1-48	18°	6-16-45
July	1.86"	55.0°	86°	7-24-47	23°	7-4-43
Aug.	1.63"	53.8°	86°	(8-2-47 (8-8-44	24°	8-21-49
Sept.	1.22"	47.2°	83°	(9-3-48 (9-5-47 (9-6-45	15°	(9-16-51 (9-23-46
Oct.	0.95"	37.6°	82°	10-11-44	3°	10-31-49
Nov.	1.27"	21.1°	63°	11-2-47	-24°	11-17-51
Dec.	1.25"	15.9°	40°	(12-2-49 (12-5-46	-30°	12-25-48
Annual	16.25"	34.3°				

(The highest and lowest temperatures were figured for the period 1943 through 1952).

The ecology of the eastern and western slopes of the park would lead one to believe that the western slope receives much greater rainfall than the eastern slope, although the rainfall on the western slope is slightly less than that of the eastern slope. The western slope has comparatively little wind, while winds on the eastern slope often reach gale velocity. These frequent and high winds, along with higher temperatures, create such a high evaporation factor that the eastern slope is much the drier of the two.

The construction season above 10,000' elevation is limited to about 90 days, which usually extend from the last week in June to the third week in September. At elevations between 9,000' and 10,000' the season usually starts a week earlier and lasts for two weeks longer. In areas below 9,000' the construction season often extends from the first of May to the last of October.

(4) Topographic Features. Rocky Mountain National Park embraces one of the most magnificent and diversified sections of the Front Range of the Rocky Mountains, with 65 named peaks over 10,000' in elevation. The main mountain range, which forms the Continental Divide, lies in a general north-south direction through the park. The Front Range is so named because of its abrupt rise from the plains that lie directly to the east; it is visible for 100 or more miles from these flatlands.

At the northwest corner of the park the Continental Divide loops back in a southerly direction along the top of the Never Summer Range, paralleling the main divide for several miles. The Never Summer Range, with seven named peaks exceeding 12,000', is so named because of its large areas above timberline, and snowfields that survive the relative warmth of the summer months. The park boundary runs along the top of this range.

The Mummy Range in the northeastern section of the park lies as a spur pointing east from the main divide and contains seven named peaks over 12,000'. This range is so named because the outline of Mummy Mountain somewhat resembles a mummy.

Longs Peak, 14,255', lies east of the Continental Divide, and rises up as the highest and most impressive mountain on the eastern slope. The park's lowest point, 7,750', lies within the Utility Area.

The area is dotted with more than 100 magnificent lakes, the beds of which were once carved by glaciers. Many are located

in the high mountain wilderness and form a challenge to hikers, while others can be reached by automobile.

Valleys are broad and show evidence of the relatively recent work of the glaciers. Mere remnants of these once massive glaciers can be found at the heads of some canyons on the eastern slope. All streams on the eastern slope drain into the North Platte River, while those on the western slope drain into the Colorado River, which originates in the park. Deep, forested canyons that merge into rock walls above timberline are one of the outstanding features of the area. The vast stretches of tundra are of great interest to park visitors, both for their scientific value and for their natural beauty.

c. Visitation

(1) Period of Use. The park is open throughout the entire year. Trail Ridge Road is blocked by snow from mid-October until the last of May. The highway from Grand Lake to Phantom Valley Trading Post and the Loop Road over Deer Ridge are open all winter. The road from Deer Ridge Junction to Hidden Valley Ski Area is open only on weekends and holidays through the winter months.

TRAVEL BY YEARS

	Cars	Visitors
1952	368,297	1,338,511
1951	[illegible]	1,200,493
1950	352,463	1,265,988
1949	314,841	1,138,162
1948	288,749	1,032,755
1947	251,5[illegible]	[illegible]
1946	224,215	808,11[illegible]
1945	90,628	339,928
1944	[illegible]	204,253
1943	92,4[illegible]	130,198
1942	109,191	392,565
1941	208,758	685,393
1940	183,653	627,847
1939	183,356	609,029
1938	203,553	659,802
1937	185,605	651,899
1936	161,457	550,496
1935	111,485	367,568
1934	109,642	365,397
1933	60,317	205,742
1932	81,359	282,930

GREATEST SINGLE DAY'S TRAVEL

	Cars	Visitors
July 4, 1952	5,659	19,951
July 22, 1951	4,750	16,730
August 13, 1950	5,315	18,811
August 7, 1949	5,1[illegible]	19,718
August 8, 1948	4,[illegible]	16,618
August 10, 1947	3,749	14,303
August 1[illegible], 1946	3,598	13,72[illegible]
September 2, 1945	2,289	8,832
August 1[illegible], 1944	1,141	4,[illegible]
July 4, 1943	751	3,21[illegible]
July 4, 1942	2,013	7,374
August 10, 1941	3,633	14,491
August 11, 1940	3,251	11,947
August 13, 1939	3,307	12,611
July 3, 1938	4,205	16,498
July 4, 1937	3,219	11,553
July 4, 1936	2,742	10,125
August 18, 1935	2,[illegible]	7,896
August 12, 1934	2,[illegible]	7,345

1952 TRAVEL BY MONTHS

	Cars	Visitors
January	1,730	6,272
February	2,268	8,461
March	2,133	7,944
April	4,568	15,683
May	11,635	39,563
June	63,727	226,025
July	101,405	388,825
August	123,147	462,701
September	42,730	150,347
October	6,891	23,486
November	1,072	3,752
December	1,484	5,452

1950 TRAVEL BY MONTHS

	Cars	Visitors
January	1,730	6,845
February	2,926	11,554
March	3,143	12,347
April	4,345	17,155
May	11,099	39,438
June	52,223	186,888
July	103,695	372,206
August	115,173	414,027
September	41,600	147,358
October	9,515	33,401
November	4,583	16,040
December	2,431	8,729

1951 TRAVEL BY MONTHS

	Cars	Visitors
January	1,975	7,020
February	3,430	12,985
March	3,226	12,349
April	4,375	16,625
May	12,370	41,830
June	49,777	178,474
July	96,429	346,969
August	99,948	359,[illegible]6
September	41,819	147,813
October	13,701	47,948
November	2,651	9,462
December	2,913	10,932

1949 TRAVEL BY MONTHS

	Cars	Visitors
January	1,112	4,042
February	2,507	9,081
March	2,766	10,256
April	2,904	11,513
May	11,293	39,52[illegible]
June	37,525	130,06[illegible]
July	90,817	331,45[illegible]
August	110,357	40[illegible],52[illegible]
September	41,872	149,[illegible]1
October	9,596	33,597
November	2,089	7,311
December	1,992	7,20[illegible]

(2) Trends of Use. As indicated by the above charts the trend of use for the area has been increasing. Furthermore, it is not unreasonable to believe that this trend will continue.

Present camping facilities are greatly overtaxed. With the current trend toward camping vacations it is to be expected that even the present campground facilities will undergo increases in visitor usage. Should more campsites be provided and present conditions improved, far more extensive and satisfactory usage of park campgrounds would be experienced by the visiting public.

Winter sports have increased considerably in popularity. Because of the limitations on existing winter use facilities no great increase in this use can be expected until extensive developments are undertaken.

d. Legislation

The following legislation pertains only to Rocky Mountain National Park:

Act of January 26, 1915 established the Rocky Mountain National Park.

Act of March 1, 1919 repealed the appropriation limitations for the Rocky Mountain National Park.

The following eight acts pertained to purchase of land, boundary changes, and other land matters:

Act of February 14, 1917
Sundry Civil Act of June 12, 1917
Act of September 1[illegible], 1922
Act of June 2, 1924
Act of February 24, 19[illegible]
Act of June 9, 1926
Act of June [illegible], 1930
Act of January [illegible], 19[illegible]

Act of legislature of Colorado, approved February [illegible], 1929 ceding to the United States exclusive jurisdiction over the Rocky Mountain National Park.

Act of March 2, 1929 accepting cession by Colorado of exclusive jurisdiction over lands embraced within the Rocky Mountain National Park.

Act of August 24, 1949, authorization of an approach road to the eastern slope of the park.

e. Master Plan Status

The Master Plan for Rocky Mountain is being brought up to date as rapidly as time will permit. Most of the development plans are up to date or in the process of revision, but the majority of the utility layout plans are now out of date. Surveys and additional field data are required before these plans can be corrected and the time which can be devoted to this purpose is generally limited.

Many of the campgrounds in this park need to be redesigned, reconstructed, or enlarged, to provide adequate campground facilities. Studies have been started on revisions of several campgrounds on the east side of the park. Construction of a major winter sports area in the park has been the subject of much controversy for many years. A decision in this matter will have to be made in the near future; if approved, it will require careful study so as to harm the natural values as little as possible.

Rocky Mountain National Park, Colorado

Prepared by Mary Anne Yetter, Clerk-Stenographer
Herold C. Edwards, Assistant Chief Ranger Date 2-24-53
Name and Title

REVIEWED

	Regional Office	Washington Office
Architect	[illegible]	
Landscape Architect	[illegible]	
Engineer	[illegible]	
Forestry	[illegible]	
History		
Natural History	[illegible]	
Public Services	[illegible]	
Lands	[illegible]	
Safety		
Recreational		

RECOMMENDED

Superintendent — Date

Robert G. Hall — Date April 28, 1953
Assistant Regional Director (Design and Construction)

[illegible] — Date May 4, 1953
Regional Director

[illegible] — Date JUN 9 - 1953
Chief of Design and Construction

APPROVED

(SGD.) THOMAS J. [illegible] — Date JUN 2 - 1953
[illegible] Director

Master Plan Development Outline

Rocky Mountain National Park

LAND STATUS

I. Development

A. Land Status

(1) Acreage

Within existing Park boundaries there are 2[illegible],[illegible]47 acres of Government-owned lands and 4,980.66 acres of privately held land. The acreages of such holdings change rather rapidly, though in relatively small amounts, as private lands become Federally-owned through the land acquisition program.

(2) Boundaries

The latest approved boundary status report bears the approval date of July [illegible], 1[illegible]. It recommended boundary adjustments and by classification indicated that sufficient information was on hand so that only minor field work would be needed before recommendations could be prepared.

(3) Inholdings

The total acreage of inholdings is not large, amounting in fact to less than 6 sections, but the number and location of these holdings present many serious problems in operation and development and in protection of natural values of the Park. Many of the more serious non-Federal land problems occur in Township 5 North, Range 73 West, in the eastern portion of the Park and west of the Village of Estes Park; along or near the Lear Lake Road; in Horseshoe Park; and along and near the Trail Ridge Road on the west side of the Park. Probably the most serious problem, however, is posed by the Deer Ridge Chalet which is illegally developed. Located at the junction of Trail Ridge Road and the high drive, it presents trail to hazards, is a material detachment to the landscape, and is operated in a manner that is out of keeping with Park character.

The non-federal land problem is continually being aggravated by construction of new improvements on private tracts. Particularly serious is the subdivision of tracts into smaller parcels, since this increases land prices, renders more land unavailable for sale to the Government, leads to greater activity in private construction within the Park, and increases the number of non-conforming uses.

While there are no surface holdings owned by the State, Colorado has retained the mineral rights on lands it has sold to individuals. This is an undesirable condition. It has been indicated in informal discussions with State Land Board officials that sympathetic consideration might be given to clearing the situation through friendly condemnation proceedings.

Prepared by _____ Date _____
Name and Title

REVIEWED

	Regional Office	Washington Office
Architect	John B. Cabot	
Landscape Architect		
Engineer		
Forester		
History		
Natural History		
Public Services		
Lands		
Safety		
Recreational		

RECOMMENDED

_____ Date _____
Superintendent

_____ Date _____
Assistant Regional Director

_____ Date 12-2-52
Regional Director

(SGD.) W. G. CARNES _____ Date JAN 21 1953
Acting Chief of Planning and Construction

Approved
(SGD.) THOMAS J. ALLEN _____ Date APR JAN 20 1953
Director

Letters of Philip Lee
to E. H. Lee D

Master Plan Development Outline

Rocky Mountain National Park, Colorado

I N T E R P R E T A T I O N

3. Management

b. Interpretation

(1) Principal Features

(a) Natural History

(i) Geological Features - The Rocky Mountains have a distinct emotional and imaginative impact upon Park visitors. Lofty mountains challenge the imagination to conceive of the time and force required to heave them up and carve them into the broken forms they present. Igneous and metamorphic rocks compose the mountains of the Park. Except in a limited area around Specimen Mountain and in the Never Summer Range where eruptives occur, the rocks are crystalline granites, gneisses and schists of Pre-Cambrian age. The very presence of such ancient rocks provides material support for the conception of the vast periods of time involved in the making and remaking of the Rockies.

Here, ancient mountains were worn almost away, but rose again to considerable height before finally being leveled and submerged beneath ancient seas. Evidences of resurgence of the ancestral mountains are absent from the Park but exist along the flanks of the foothills. Missing from the Park are the 10,000 feet of Mesozoic sediments deposited before the land last emerged. Some of these deposits once covered the mountain area but were stripped since the last great uplift at the close of the Age of Dinosaurs, some 60 million years ago. Thus commenced the sequence of events which culminated in the land forms of today.

Volcanism, exemplified in the Specimen Mountain flows, was associated with mountain-building processes of Cenozoic time. Colorful slopes of the Never Summer Range are carved from this material.

During the millions of years of final uplift, fluvial erosion led to the present general landscape patterns of the mountains. This set the stage for the Glacial Age of the past million years, during which the bold relief of the mountains was established. Associated features such as tarns, cirques, moraines, and roches moutonnees were produced. Representative examples of nearly all these natural features are accessible by, or are visible from, roads with trails leading to innumerable outstanding examples.

Five small living glaciers - Taylor, Andrews, Sprague, Rowe, and Tyndall - provide demonstrations of the processes which produced the glacial topography of the Park.

(ii) Biological Features

Life Zones - Four of the six life zones described for the western United States are found in Rocky Mountain National Park. These are traversed by Trail Ridge Road and may be easily recognized by the observant and informed visitor. The four zones present are outlined below:

Arctic-Alpine Zone. This area lies above treeline (11,500 feet to over 14,000 feet) and corresponds to the Arctic Zone north of the Arctic Circle. Covered with snow during much of the year, it is a bleak region where the variety of life forms has been reduced to a minimum. Mosses, lichens, and dwarf willows are characteristic as well as a variety of flowers which bloom in profusion during the short summer. Notable among these are the alpine bluebells, golden sieversia, moss campion and alpine phlox. The area is sometimes called the "Alpine Zone", and its turf-like vegetative cover is known as the tundra.

Hudsonian Zone. This is a narrow belt of dwarfed, stunted conifers lying just below treeline and corresponding to the northern edges of the great continental coniferous forests of Canada, from 60 to 66 degrees latitude. Sharply marked at its upper limits (treeline), elevation 11,500 feet, this zone merges into the next lower zone at about 10,500 feet. Small malformed Engelmann spruce (Picea engelmanni) and alpine fir (Abies lasiocarpa), with localized groves of limber pine (Pinus flexilis), characterize the zone. Smaller flowering plants include the globeflower, brook saxifrage, rosecrown, rosy paintbrush and chiming bells. This is sometimes called the "Sub-Alpine Zone".

Canadian Zone. This is a broad belt, analogous to the forests of Canada between 50 and 60 degrees latitude, with magnificent Engelmann spruce and alpine fir the dominant tree species. Broad areas of lodgepole pine (Pinus contorta latifolia) also occur in this zone, primarily as succession growth on burned or otherwise denuded areas, while quaking aspen (Populus tremuloides) is common in moist, open sites such as stream courses and old burns. Typical flowers include the Rocky Mountain crazyweed and wild geraniums. This is sometimes called the "Upper Montane Zone".

Transition Zone. This belt, with vague upper boundaries, is a transition from the flora of the warm arid plains

and foothills to plants which thrive in the cool, well-watered Canadian Zone of the higher elevations. It is characteristically a forest of ponderosa pine (Pinus ponderosa), with numerous openings, locally called parks. There are also many groves of narrow-leaved cottonwood (Populus angustifolia), and in upper levels, quaking aspen. Some plant species of zones both above and below the Transition Zone are locally abundant. Douglas-fir (Pseudotsuga Menziesii) is common on cooler slopes. Characteristic flowers include the pasqueflower of early spring, penstemons, and asters. This is sometimes called the "Lower Montane Zone".

Wildlife Features - Observation of the various wild animals of the southern Rocky Mountains is, by far, one of the Park visitors' most pleasing experiences. The most conspicuous faunal forms are mammals and birds, with over 50 species of the former (including the smaller forms) and over 200 species and subspecies of the latter. Reptiles and amphibians are strictly limited in number of species due to the unfavorable environment, while fish, especially the trout, are common and one of the most popular life forms.

The largest mammals in the Park are wapiti (American elk) and Rocky Mountain mule deer. Wapiti had reached the verge of extinction in the early 1900s. However, a stocking program from the Yellowstone elk herd in 1913 and 1914 brought the population back. Moderate control measures keep the herd at an estimated 700, with management problems being at a minimum in recent years. Small herds are often observed in the higher areas during the summer months while many visitors are attracted to the Park for night observations of the animals during the mating season in the fall. The lithe mule deer are also observed in the higher country during the summer months, and in the lower meadows during the fall. Fortunately, the deer of the Park have not become susceptible to taming by visitors. Increased winter use of the Park has increased the frequency of observations of these mammals. They are frequently observed by visitors traveling the "loop" on the east side of the Rocky Mountain National Park and the roads to and from the Hidden Valley Winter Use Area.

Bighorn sheep periodically provide exciting observational experiences for Park visitors. Occasional stray rams or small bands are seen in the higher areas of the Park, and fairly large concentrations are observed near Sheep Lake in the Horseshoe Park area. Natural mineral deposits in this area seem to be a strong attraction to the animals. There is a need for current studies and analysis of the numbers, distribution, and range conditions of the Bighorn sheep. Rocky Mountain National Park is the

only National Park Service area where these magnificent mammals may be frequently observed and photographed by Park visitors in easily accessible areas, and every effort should be made to protect this species and keep it in harmony with the land.

The smaller mammal forms play a very important part in the realm of visitor appeal. Beaver are a common sight, with their workings being found along the majority of Park streams. Observations of beaver activity are readily made in certain areas where the animals have appeared to accept the intrusion of visitors. Smaller mammals such as the marmot, golden-mantled ground squirrel and chipmunk have associated visitors with food, producing a proportionately high rate of close-hand observations. Observations of the pika are noticeably increasing, and certain of these animals seem to be losing their fear of humans. The Abert and pine squirrels are also common. It can be fairly stated that many visitors consider these observations as highlights of their trip through this area.

The most frequently sighted carnivores are the coyote, red fox and pine marten, while the bobcat is infrequently observed. Sight records of mountain lion and their sign have been on the increase, black bear uncommon, wolverine only rarely observed, and the wolf almost unknown.

Birds are an important and an easily observed portion of the Park wildlife. Certain of the larger forms such as the Clark's nutcracker, gray jay (Rocky Mountain jay), Steller's jay and magpie have adapted to the visitor element, frequenting the parking areas and campgrounds or wherever visitors gather throughout the year. Ptarmigan are sought by visitors to the higher country, and the dusky grouse is frequently observed along the roadside. The raven, a number of hawks, golden eagle and bald eagle are commonly sighted overhead, while the more conspicuous smaller forms such as the violet-green swallow and western tanager are interesting sights to the Park visitor.

Few species of toads, frogs and amphibians are native to this area, although they may be observed in certain of the more temperate portions of the Park. The mountain garter snake is the only common reptile.

Fish are largely introduced and include the eastern brook, rainbow, brown, and cutthroat trout. Recent intensive investigations are proving that a native variety of the cutthroat is indigenous to certain Park streams. The Kokonee salmon

appears to be invading certain Park streams adjacent to Shadow Mountain National Recreation Area. Visitor interest in the fish population lies largely in angling.

Rocky Mountain National Park has a varied and attractive wildlife population. The sight of the animals themselves, their sign, as well as their habits, ecology and management problems, are of considerable interest and importance to Park visitors.

(b) History

Trappers of Spanish, French, or French-Canadian origin penetrated into the mountains of northern Colorado late in the 18th Century, but they left no known accounts. The first written record of the central Rocky Mountains resulted from the expedition of 1820, by Major Stephen H. Long. They saw the mountains from the South Platte, and later the Park's dominant feature, Longs Peak, was named in his honor.

Impressed by the scenic grandeur, wildlife, and grazing resources of the valley that bears his name, Joel Estes brought his family to settle, in what is now Estes Park, in the spring of 1860. In later years his son, Milton Estes, wrote an account of experiences during the six years they remained in the region. This story breathes the spirit of the American frontier, describing well the independent, courageous existence of pioneers in the wilderness.

Infiltration by settlers, hunters, and prospectors, with the usual colorful episodes, followed. A mining boom in the Colorado River Valley in the late 1870's and early 1880's left in its wake, old prospect diggings and the remnants of Lulu City and Dutchtown. These evidences, located in Rocky Mountain National Park, along with others, such as the Currance cabins on the old Fall River Road and Eugenia Mine in the Longs Peak district, attract the attention of many visitors. These historical sites should be important interpretive considerations.

In the 1870's Sir Thomas Wyndham, Fourth Earl of Dunraven, attempted to control vast acreages as a private hunting preserve and range for blooded cattle. The settlers rose in opposition, resulting in the liquidation of substantial parts of the English holdings. This is typical of a phase of western history deserving interpretation.

In 1884 young Enos A. Mills came to the region. He spent the remainder of his life exploring the mountains,

studying and writing about their wildlife, vegetation, and geological features, and developing Longs Peak Inn. He wrote, lectured, and worked energetically for establishment of a National Park. Conservation leaders and legislators rallied around his dynamic personality, bringing to fruition his long campaign when Rocky Mountain National Park was established by act of Congress on January 26, 1915.

(c) Archeology

The known history of this area penetrates deep into the past. Folsom Man lived on the plains east of Rocky Mountain National Park at the close of the Pleistocene Epoch, perhaps 25,000 years ago. The famous Lindenmeier site is about 80 miles from the Park. Between Folsom Man and the modern Utes and Arapahoes, other peoples may have been here. Evidences of camp sites and travel routes have been found in the Park. Trail Ridge Road is named for the still-evident Ute trail traversing it, and portions of the present-day road lie close to, or on top of, this important aboriginal thoroughfare. Interpretation of these features is of interest to the public.

Within historical time, the Park was hunting ground for the Ute and Arapaho Indians. Old skulls indicate that bison were once present in the Park, in addition to elk, deer, and bighorn. Ute territory lay west of the Continental Divide, but excursions were made into the plains across the mountains with Ute occupation of the region probably extending well into pre-Columbian time. Some archeologists believe Athabascan peoples were resident in the mountains for a long period, extending well into the 19th century. Arapaho Indians who visited the area now in the Park in 1913 described a battle with a party of Apaches in upper Beaver Meadows sometime in the 1850's. The evidences of an Indian fortification at the reported battle site are unmistakable (see Restored Features, proposed). The Arapaho probably did not reach the mountains earlier than 1800.

(2) Status of Research

(a) Research Accomplished

Rocky Mountain National Park has proven to be a good field area for research scientists. A few of the more significant projects are herein mentioned.

Cooperating and collaborating scientists have developed considerable knowledge of the geology of the region, including significant studies by Willis T. Lee, M. F. Boos, R. L. Ives, Louis Quam, E. E. Wahlstrom and C. H. Wegemann. Important contributions have also been made by the U. S. Bureau of Reclamation geologists in the field of structural geology, petrology and glaciology in connection with the Big Thompson Project and by the U. S. Geological Survey.

A number of botanists have published material pertaining to the flora of Rocky Mountain National Park. Walter Kiener's doctoral thesis is a significant contribution in cryptobotany and alpine ecology based upon years of field studies, while Professor E. C. Smith, of Colorado A & M College, has worked for many years on willows of the region. An important publication in botany is Ruth A. Nelson's Plants of Rocky Mountain National Park, revised edition of 1953. H. D. Harrington's Manual of the Plants of Colorado, 1954, represents considerable work by the author both in field studies and review of collections and literature relating to the Park area.

The wildlife of the region has attracted many investigators. Enos A. Mills wrote and published much on this subject. Other investigations of note include Dr. Edward R. Warren's works on beavers, the pioneer field work for the Biological Survey of Colorado, by J. A. Loring and E. A. Preble, and Fred M. Packard's studies on Park wildlife based on his CCC Wildlife Technician work in pre-war years. Plankton and planaria were studied in 1950-51 by collaborators F. Brinley and R. Kenk, while more recently, Dr. E. Gordon Alexander has investigated orthoptera and Dr. Richard C. Beidleman has performed minor research work, including studies, on the food habits of the Pika.

Gathering of data and artifact material on aboriginal and historical backgrounds has continued since Rocky Mountain National Park was established. Enos A. Mills' The Story of Estes Park and The Rocky Mountain National Park contain much of the history of the region. In 1913, two Arapaho Indians, who claimed to have been here before white men, were brought to the region. An unpublished report of this visit, prepared by Oliver W. Toll, is in the library. Before his death in 1943, Abner Sprague published numerous historical articles in the Estes Park Trail. These covered a period dating from 1875, when he first visited the Park, prior to settling here in 1878. Firsthand accounts of early-day life at Grand Lake have been obtained from A. Phimister Proctor, noted American sculptor and artist. Florence Shoemaker's thesis on the history of the Park region (1940), Jane Carothers' book Estes Park.

Past and Present, and Mary L. Cairns' book The Olden Days, are basic historical documents.

Current investigations are being made in several areas of natural science in Rocky Mountain National Park, including geology, botany, fish and wildlife management, and tundra ecology. Projects of special significance include the distribution, habitats and restoration of native subspecies of Cutthroat trout, and alpine-wilderness ecology of Rocky Mountain National Park.

(b) Research Needed

Additional basic scientific data are needed for the sake of interpretation, protection and management of Park resources.

In the field of geology, studies of the geomorphology of parks and meadows, Pre-Cambrian and Paleozoic Paleogeography, Tertiary vulcanism, Archean petrology, Pleistocene glaciation, erosional surfaces, stream profiles, and a Park geological map should be considered. Ecological studies of sample alpine-wilderness areas, old forest burns, critical elk-deer winter range, bighorn sheep range, beaver ecology and predator relationships should also be included in future research programs. It is felt that the area also offers rich field for an extensive archeological reconnaissance and certain historical studies. Details of research project needs are available in area files.

(3) Patterns of Public Use

(a) Number of Visitors - Rocky Mountain National Park has one of the heaviest National Park visitor loads west of the Mississippi River with 1958 travel reported as 1,478,202 persons in over 384,011 vehicles. Accordingly, its interpretive, informative, and protective programs must be geared to serve great numbers of visitors during the principal travel season. Implementation of these programs requires a large uniformed staff, as well as a high degree of variety in the program content, information stations, self-guiding interpretive devices and other facilities.

(b) Percentage Participating in Program - The following tabulation shows Park travel for the representative years of 1941, 1955, 1957 and 1958. The figures for percentage of participation are approximate but give a fair estimate of the degree to which the Park travel has contact with some feature or service of

the interpretive program. The fact that these percentages approach one-quarter of the total Park travel suggests that most visitors limit their use of the Park largely to driving over its scenic roads, and that the interpretive program has not been serving extensively this type of use. While the popular field trips and lectures will always hold an important place in the program for this Park, there must be added many roadside facilities and certain personal services designed specifically for the benefit of the more casual motorist visitors. Accelerated effort in this direction was made during recent years by initiating manned housetrailer information-interpretation facilities at certain key locations. In addition, printed guide sheets containing a map and explanatory text (keyed to numbered National Park Service Shields) on major points of interest along the Trail Ridge Road have been available to motorists. The estimated number of contacts for both the roadside information service, roadside interpretive panels and self-guiding tours and walks are included in the "Museums, etc." column.

Year	Year's Travel (Travel Year)	Interpretive Contacts			
		Field Trips	Talks	Museums, etc.	Total Contacts
1941	685,393	9,468	22,087	134,936	166,491
1955	1,454,019	12,121	22,485	168,607	203,213
1957	1,508,212	12,576	44,146	321,665	378,387
1958	1,478,202	15,544	57,744	524,707	597,995

(c) Seasonal Distribution - The overwhelming bulk of the Park's visitation occurs from June through September, and the interpretive program provides its principal public-contact services during that season. Interpretive services are also scheduled at the Hidden Valley Winter-Use Area from December to April, having recently proven very popular. Sufficient travel occurs from April to October to justify operation of the principal east side visitor center and the scheduling of some field trips outside the main summer season on a weekend basis from November through March. The following tabulation shows seasonal variation in travel:

	Travel Year 1957	Travel Year 1955	Travel Year 1941
January	16,273	8,754	3,868
February	20,345	8,695	4,984
March	16,456	9,039	4,375
April	8,970	29,159	3,383
May	28,535	43,577	17,889
June	215,360	229,323	92,961
July	478,033	414,102	202,683
August	506,730	472,375	268,682
September	162,540	163,832	56,687
October	33,949	53,369	21,538
November	9,144	6,860	4,109
December	11,877	14,954	4,234
Total	1,508,212	1,454,019	685,393

(d) Weekly Distribution - A marked increase in weekend travel, both summer and winter, is being experienced in Rocky Mountain National Park. The winter weekend peak is due largely to the heavy use of the newly developed facilities at the Hidden Valley Winter-Use Area. This situation reflects the fact that normal winter visitation is overwhelmingly local and regional, depending upon days off (holidays and weekends) in the surrounding regions' schools, plants, stores, and other economic activities.

The summer weekend peak, less impressive percentage-wise than in winter, is due to many factors. The situation regarding days off from work for local and regional visitors also prevails in summer, producing heavy visitation from Colorado and Wyoming points on weekends and holidays. Another factor operates to add to summer weekend travel peaks, in that many family groups depart for their vacation from the midwestern states on Friday night or early Saturday morning. Normal driving time brings them to the Park on Sunday. Also, many nearby schools have their summer-session field trips scheduled on weekends.

For example, the biggest single day for 1957 was Sunday, August 11, when 5,969 cars brought 21,197 visitors to the Park. The greatest single day's travel in 1955 was on Sunday, August 21, when 19,246 visitors arrived in 5,459 cars, while in 1954 the biggest day was July 4, Sunday, with 21,981 visitors in 6,243 cars. Corresponding increases in attendance on interpretive field trips or lectures are not noticeable during the summer months, although this augmented travel is reflected in increased museum attendance and contacts by personnel at roadside points, and at winter interpretive programs at the Hidden Valley Winter-Use Area.

(e) Local, State, Out-of-State - The following tabulation of Park visitors by states or origin is for the 1953 travel year, the last year in which this type of information was recorded, but the proportions are probably typical of the postwar era:

States	Visitors	States	Visitors
Alabama	1,628	Montana	1,271
Arizona	4,460	Nebraska	57,476
Arkansas	2,820	Nevada	1,113
California	42,649	New Hampshire	545
Colorado	241,849	New Jersey	6,670
Connecticut	2,414	New Mexico	4,594
Delaware	504	New York	14,180
Dist. of Columbia	1,460	North Carolina	1,100
Florida	5,285	North Dakota	1,495
Georgia	1,906	Ohio	26,492
Idaho	2,408	Oklahoma	21,715
Illinois	108,003	Oregon	3,261
Indiana	22,285	Pennsylvania	10,520
Iowa	59,440	Rhode Island	462
Kansas	68,674	South Carolina	632
Kentucky	3,221	South Dakota	3,717
Louisiana	6,572	Tennessee	3,389
Maine	344	Texas	80,448
Maryland	2,637	Utah	4,209
Massachusetts	3,007	Vermont	365
Michigan	23,288	Virginia	2,185
Minnesota	23,727	Washington	3,399
Mississippi	1,701	West Virginia	893
Missouri	54,699	Wisconsin	16,925
		Wyoming	8,585

These records indicate that half of the Park's travel comes from the Midwest, most of this region being no more than 2 days' driving time from the Park. A third of the travel comes from Colorado and Wyoming. The pattern of origin probably has not changed materially in the past three years. Thus, the bulk of the Park's visitors are either residents of the Great Plains and prairie region to the east, or of the two central Rocky Mountain states. In all of this area the people are likely to have, for one reason or another, a sense of appreciation or kinship for the Rocky Mountain geographic province and, accordingly, the interpretive program should exploit this relationship for maximum effectiveness in achieving its aims.

(f) School, Military, or Other Special Groups - As a consequence of the location of numerous colleges and schools on the

western edge of the Great Plains at the foot of the Front Range, Rocky Mountain National Park is visited by many field classes and study parties in the course of the year. Whenever these groups make special request for interpretive services or other guidance, and it is possible to devote the manpower, the interpretive program provides such services. Often these groups participate in the regularly scheduled interpretive field trips for the public when special trips cannot be conducted.

(g) Duration of Stay - Data accumulated over the last few years indicates that the average length of stay per counted visitor is slightly over one day.

Year	Total Visitors	Visitor Days
1958	1,478,202	1,698,599
1957	1,508,212	1,710,106
1956	1,587,405	1,862,625
1955	1,454,019	1,680,159

The majority of Park visitors confine their trip to Trail Ridge Road. Thus, the need is pointed up for an accelerated interpretive program that will best serve the visitor in this situation. The increased use of roadside panels, interpretive markers, information stations and the addition of the new major and branch visitor centers should be of considerable aid to the Park visitor.

However, the above data do not reflect the very large group of people who use the campgrounds, stay in nearby cabin camps, maintain summer homes in the environs of the Park or are summer or permanent residents of Estes Park, Grand Lake and other nearby villages. Approximately 45,000 people reside in the Estes Park area alone during the summer months. These people remain for extended periods of time and are heavy participants in the interpretive hikes and evening programs. They have come to expect considerable variety in the program to meet their interest in wider and more comprehensive knowledge of the Park.

(h) Means of Travel - Nearly all visitors to Rocky Mountain National Park travel by automobile. Such interpretive devices as roadside panels, roadside information centers, main and branch visitor centers, are utilized to provide interpretation to the private auto traveler. The manned information trailers are proving to be an effective information and interpretive service for the motorist. This service is helping the visitor who is in haste and who would probably traverse the Park scarcely aware of the significance of the scenery beyond its transient asthetic appeal.

The table below shows the relatively small number of common-carrier (bus) travelers:

Year	Total Travel	Visitors by Common Carrier
1958	1,478,202	25,035
1957	1,508,212	20,448
1956	1,587,405	15,784
1955	1,454,019	15,328

Bus travelers are by and large more interested in the Park story than most motorists. Evening talks are an effective means of giving bus passengers a greater appreciation of the Park values as bus schedules permit only limited use of the roadside services and facilities and the Park museum exhibits.

An interesting category of visitors are those who either walk in and travel by horse, bicycle or other means of conveyance (other than automobile or bus). They numbered 113,176 in 1957, or approximately 5½ times the number of bus tourists. Many are, of course, re-entrants.

(i) Entrance Used - During the heavy summer visitation, the ratio of travel entering the Park on the east side as compared to the west side is roughly three to one, and for the two entrances on the east side - Thompson River and Fall River - travel is very nearly equally divided. At Fall River the first-entry travel is about double the re-entry, while at Thompson River this relationship is reversed. A great many Park visitors thus choose Highway 34 (Fall River Road) for their initial visit to the Park when approaching from the east, and if they remain in the vicinity overnight and make a second entry they typically select the alternate entrance at Thompson River.

The New East Approach Road, entering the Park in Beaver Meadows, will be opened to the public in 1959, but will not replace the traditional Thompson River Entrance until the Bear Lake Cut-Off Road is completed in 1960. During the 1959 season there will be three entrances on the east side, but by 1960 the Thompson River Entrance will be closed, its functions being served by the Beaver Meadows entrance. Travel patterns which will result from this new entrance are presently unpredictable. One effect which obviously will result is that the Moraine Museum site (3A-1) will be passed by all travelers to Bear Lake instead of being "in-between" the pre-1959 entrances. This greatly improves its situation for Visitor Center purposes.

In any case, nearly all motorists traverse the Trail Ridge Road, having approached it from one direction or another. The recognized use of Trail Ridge and Bear Lake Roads emphasizes the need for roadside interpretive facilities along both routes.

(j) Effect of Natural Factors

Climate: The following tabulation for an average precipitation year gives a general picture of the climate of the Estes Park vicinity and is fairly representative for the east side of the Park:

	Temperature			No. Days Below Freezing	Precipitation
	Aver.	Max.	Min.		
January	24.8	53	-17	28	1.05
February	29.3	58	-39	23	.57
March	30.5	57	-10	28	.45
April	38.3	62	11	22	.94
May	48.8	79	23	12	3.15
June	51.9	77	25	7	2.12
July	63.1	86	33	0	2.04
August	60.0	81	37	0	3.44
September	51.0	80	28	6	1.56
October	49.9	76	22	15	.22
November	37.7	63	-25	15	1.07
December	35.8	58	- 9	18	.20

Total Precipitation 16.81 inches

Several pertinent weather factors are important to exhibit and museum planning: Generally low humidity throughout the year (herbarium specimens, for example, never mold). High winds, prevailingly from the west, are common from October through April. (Field trips often almost impossible). Extremely low temperatures (40° below zero occasionally can be anticipated).

Maximum precipitation occurs in late spring and early summer, generally coinciding with the main travel season. Fortunately for visitor enjoyment, most of the precipitation in this season occurs as rain, usually in afternoon and evening showers. Partly because of this, most interpretive hikes are scheduled to depart early and return to shelter by lunch time before showers usually occur. Evening showers are common during the summer and, combined with lowered temperatures, render outdoor lecture programs unpredictable.

Topography: The spectacular and varied landscape of the Park, coupled with its superb floral and wildlife displays, create a strong appeal for vigorous outdoor recreation for many Park visitors. These same qualities offer prime opportunities for interpretation, and it is natural then, that conducted walks and hikes meet with considerable popularity. However, the rarified atmosphere of the 10,000' - 13,000' elevations imposes physical limitations on many would-be hikers. Thus most field trips of the interpretive program are confined to the lower and middle elevations. Interpretive possibilities of Trail Ridge Road are best exploited by means of roadside interpretive devices, services and activities, with one self-guiding trail being contemplated at Rock Cut (1B-10).

Rocky Mountain National Park is, in a sense, divided in two by the Front Range. The east-side developed area, focused around the Village of Estes Park, comprises one logical unit; the west-side area, contiguous to Grand Lake and including Shadow Mountain National Recreation Area, is another. The latter is cut off from the Park headquarters, principal visitor center, and naturalist offices for most of the year (November to June). Thus, the interpretive services required on the west side should be supervised during the visitor season by a permanent Assistant Park Naturalist (the third permanent member of the interpretive staff) who may spend the remainder of the year performing other interpretive work on the east side.

(k) Camping, Horseback Riding, and Other Activities

Major recreational activities of visitors within the Park are listed below, with no attempt at determining relative importance of each as many are enjoyed jointly:

Hiking	Motoring
Horseback riding	Photography
Camping in campgrounds	Mountaineering
Camping in wild areas	Picnicking
Fishing	Winter sports

The many lakes in the Park have temperatures scarcely above 32°F, and swimming and bathing are accordingly not listed or encouraged. Boating is discouraged because of the small size of the Park lakes, difficulty of access by boat trailer, and proximity of Grand Lake and the large reservoirs near Estes Park and in Shadow Mountain National Recreation Area, where boating and fishing are of prime importance.

In many ways the interpretive program is geared to incorporate and to take advantage of these visitor interests. Hiking, of course, is the activity most directly involved in personal interpretive services. Horseback trips, with a naturalist accompanying the party, were tried for several summers in the Grand Lake vicinity, but uneconomical use of interpretive manpower led to the discontinuance of this type of activity in the summer of 1956. Evening campfire programs have always been enthusiastically received by Park visitors, particularly by those who use the public campgrounds and cabin camps. Regular nightly illustrated talks are scheduled in the Glacier Basin campfire circle, and informal non-illustrated programs are given emphasis in other campgrounds.

(4) Interpretive Program

(a) Initial Visitor-Reception Facilities

Existing - Rocky Mountain National Park has three main entrances; Grand Lake, Fall River, and Thompson River, as well as several minor, dead-end entrances; Wild Basin, Longs Peak Campground, Gem Lake Trail, La Poudre Pass Trail and others. Nearly all Park visitors use one or more of the first three entrances. The New East Approach Road will be in use in 1959 and by 1960 will completely replace the Thompson River Entrance. Initial information service is provided by Park Rangers who operate these major entrances.

These entrance stations are essential to the administration and protection of the Park, and are important in that the visitor makes his contact with a National Park Service representative of this area at this point. However, due to pressure of entrance-fee collection and other protective duties, no more than an estimated 35% of the visitors who pass through these stations receive adequate orientation.

Beginning in the summer of 1956 information trailers were used on an experimental basis as temporary movable roadside information stations at principal scenic overlook points. One was parked at Rainbow Curve on the Trail Ridge Road in Rocky Mountain National Park, one at Rock Cut and one at the south end of Lake Granby on Highway 34 in Shadow Mountain National Recreation Area. The latter actually served as an initial visitor-reception facility. Further discussion of these stations appears under Roadside Information Stations and Services to follow.

The existing Moraine Park Visitor Center (3A-1) is presently disassociated from the entrance stations and therefore

provides very little initial reception service; its situation for this function will greatly improve with use of the new East Approach and the Bear Lake Cut-Off, by 1960.

Uniformed personnel at entrance stations aid the interpretive program by encouraging museum visits and visitor participation in the interpretive program. They also issue the free informational folders on the Park, and self-guiding sheets describing points of interest along the Trail Ridge Road.

A small office, shared by the Chief Ranger and Park Naturalist, provides much information to the public. As long as it remains in use, due to its location at the edge of Estes Park Village, many people will continue to stop at this office as their initial contact with the Service. A Park Ranger is stationed here for information purposes. An average of 8,000 persons are provided information service here annually. It is important as a center for lost-and-found articles, mountaineering information, camping permits, and related Ranger Division functions.

The ranger stations at Longs Peak Campground and Wild Basin Campground may serve as initial visitor-reception facilities for some visitors who enter the Park initially at these points, or who do not subsequently enter the Park at all through the main entrance stations.

Proposed - No specific information-orientation stations in addition to present facilities are planned presently. Construction of the proposed West Side Visitor Center (1D-1) will provide greatly improved orientation-information service to east-bound visitors who enter the Park at Grand Lake. Existing information trailers, augmented by other personal-service facilities will supplement further the initial information service provided by Park entrance stations. By 1960 when the new approach to Bear Lake passes the Moraine Park visitor center site (3A-1) many west-bound visitors will be able to receive much orientation at this visitor center. Trail Ridge motorists who may have missed these opportunities can take advantage of the Hidden Valley Visitor Center's information-orientation potential.

(b) Visitor Centers

(i) Visitor Centers Existing

(i-a) Moraine Museum (3A-1) - The center of the existing interpretive program is Moraine Park Visitor Center in Moraine Park on the road connecting the Trail Ridge Road (at Deer

Ridge) with the Bear Lake Road and Thompson River Entrance. This building was formerly the recreation hall of a private lodge, acquired by the National Park Service in the 1930's, and is inadequate for its present purpose. The facility serves as the center for the summer interpretive program in a variety of ways, i.e., the principal exhibit and information center in Rocky Mountain National Park, the central lecture facility, a departure point for numerous field trips, a work area for exhibit preparation and care of collections, and the central issue point for educational publications dispersed by the Rocky Mountain Nature Association.

The basement floor has a gallery of small biological habitat exhibits, an information counter and sales-publication display, a small room for temporary exhibits, restrooms (inadequate), storage and workroom space. The latter is large enough for only the most pressing storage of the Park study collections. Scarcely any work, apart from curatorial work on the collections and repair of equipment and exhibits, can be done here due to lack of space.

The second floor of the museum is made up mostly of the auditorium, which seats about 300 persons at most and is a fair facility for presenting evening talks.

The season of operation of the museum for the public is approximately mid-June to sometime in September or October, depending on availability of funds and manpower. Lack of heating in the building forbids its use in the winter.

The auditorium must also be used as the main exhibit room; several large exhibit cases, a mounted elk, and other items line the room. A small annex gallery contains local history exhibits, while a glass-enclosed porch, with small glaciology exhibits, overlooks the glacial landscape of Moraine Park. A recorded talk on the work of glaciers is given here each hour throughout the day. Beneath this porch extension, and on the ground level outside the main entrance to the building, is a large relief model of Rocky Mountain National Park and vicinity.

A small balcony room above the auditorium houses the projection equipment, and an adjoining room provides limited work or study space and some shelves to hold a part of the Park library.

(i-b) Fall River Pass (1C-1) - A small room, 16' x 27', at the south end of the Fall River Pass Store has been operated as a branch museum since 1939. The concessioner owns the store

section of the building, with a determined value of 80% of the whole structure; the Government owns the museum room, valued at 20% of the whole. In this room are six interpretive exhibits. A well-illustrated schematic map of the Park occupies the west wall of the room, and is a valuable orientation device. An information counter, with an attended publication-sales service, completes the room's facilities.

The exhibit room is not large enough to accommodate more than 20 persons at a time, though thousands of visitors stop in this vicinity each day during the summer. Effectiveness of the room is further impaired by its physical association with the bustling curio shop and lunchroom of the concessioner. Entrance to the exhibit room can be gained only by a connecting door from this commercial operation.

(i-c) Hidden Valley (1B-2)

Existing. The main lounge of the lodge at the Hidden Valley Winter Use Area contains a series of exhibit panels for interpretation of the features and winter aspects of the area. Other visitor-center facilities at this development are protection-information-orientation services, publications, restrooms and a large parking area.

A wintertime interpretive program of audio-visual presentations and information service is given in the lodge. A summer program includes information service, talks, and short nature walks in the vicinity.

(b) Visitor Centers

(ii) Visitor Centers Proposed. Visitor centers are planned for both the east and west sides of Rocky Mountain National Park. They will be strategically located to serve both east and westbound visitors in consideration of the anticipated long-range travel pattern and flow, as tempered by practical site consideration.

(ii-a) West Side Visitor Center (1D-1). Essentially, this facility will include a public visitor center (with an auditorium of 200 capacity with such construction as will permit expansion to a larger facility if this is architecturally feasible); a readily expandable parking area with a capacity of 250 cars; space for storage of visual aids and audio-visual equipment; about 700 square feet of space for a modest darkroom and interpretive workroom facilities. Office space for permanent and seasonal interpretive, administrative, protective, engineering, and clerical staff will also be required.

The public-use portion of the visitor center will have restroom facilities, a lobby with information desk and publication display, and orientation exhibits. Adjacent to the lobby will be an area devoted to exhibits on the basic history and natural history of the Park which are described at some detail in the Park Museum Prospectus. Adjacent to the lobby will be a modern auditorium equipped with 200 seats, a wide 20' x 8' projection screen, and high-fidelity sound equipment. An outdoor amphitheater is impracticable in this area due to the weather, with almost regular evening rain showers. A self-guiding nature trail (1D-2) is proposed for the site, to be mentioned in the exhibits and to be part of the visitor center tour for the more-than-ordinarily interested visitors.

(ii-b) Fall River Pass Visitor Center, Proposed (1C-2)
As described under "existing facilities" above, the present sharing of the existing building with the concessioner should be terminated. The Government's interest in the present building should be either sold or exchanged to the concessioner and a new building should be constructed. This should contain, in addition to exhibit room space and observation porch facilities described in some detail in the Museum Prospectus and public rest rooms. Living quarters for the seasonal attendant, a seasonal ranger and for their relief, who may also operate other facilities and services in the general vicinity on Trail Ridge Road, should be provided either in the Visitor Center, or in other structures in the vicinity.

(ii-c) Hidden Valley Visitor Center, Proposed (1B-2)
An addition to the existing "Lodge" structure will be required to house expanded exhibit material. These displays will interpret some of the major features of the Park, as described in some detail in the Park Museum Prospectus. Existing panels presently displayed in the lounge are inadequate for Visitor Center purposes, although serving well the casual interest of winter use spectators, for whom they were designed.

Recent growth in attendance at the winter interpretive programs, with the anticipated increased visitation as the area becomes an important summer-time Visitor Center, will require replacement of the present small audio-visual room with a larger facility of this sort having seating capacity for 200 persons, acoustically balanced interiors, large projection screen and other audio-visual equipment of highest quality.

(ii-d) Moraine Park Visitor Center, Proposed (3A-1)
As described above, under "existing facilities", the present museum at this site is old, a fire-trap, poorly designed for museum purposes,

and is altogether unsuitable for modern Visitor Center functions. The site, however, is excellent with respect to view of characteristic Park landscape, already provided with utilities, and has a small, but presently adequate parking area. It is therefore proposed that the present building be razed and replaced by a modern, fire-proof structure with space-heating for all-year operation if required by increasing winter visitation.

The structure should include two exhibit rooms, to display exhibits on the Park's geology and human history not covered elsewhere in the area; a broad enclosed overlook porch where an audio-station presentation of the story of the visible landscape can be provided to a seated audience of 60 persons; a lobby large enough to serve as assembly point for field trip people up to 150 in number, and for possible emergency use or evening lectures; the lobby also to contain an information counter and orientation wall-panel exhibits; public restrooms; a small office for operating personnel; a small workroom-storeroom for interpretive supplies and equipment not otherwise housed in the Operations Center at Park Headquarters.

The building will provide focal point interpretation of the glacial story through direct observation of important phenomena and audio methods; will provide basic exhibit interpretation of all aspects of the geological story and historical background of the Park; will serve as an important gathering point for groups taking guided field trips; and will provide basic orientation and information for many visitors entering the Park from the east.

The present parking area (capacity about 100 cars) is adequate for 1959 crowds, but with increased attendance anticipated with opening of the new Beaver Meadows Entrance and Bear Lake Cut-Off, will be quite cramped in 1960. Expanded parking facilities will be required.

The amphitheatre (3A-3) near this site has not been used for a number of years because of its almost complete decay. It should be rehabilitated, however, and possibly enlarged to take care of anticipated crowds of up to 600 persons. It will serve visitor needs for evening lectures through the Mission 66 period; eventually the need may develop for a larger structure closer to the motel-hotel area near Estes Park.

Since evening showers and chill winds often disrupt outdoor presentations these programs will necessarily be

cancelled many times during the summer, unless some emergency indoor facility can be provided. If architectural studies show that the lobby and overlook porch could be designed to serve as such emergency shelter for such situations without undue cost, the public interest would obviously be much better served.

The existing self-guiding trail (3A-2) will be continued as an important adjunct to the story told at the Visitor Center.

(c) Branch Visitor Centers

(i) Existing. No facilities of this type presently exist.

(ii) Proposed.

(ii-a) Bear Lake Branch Visitor Center (3C-1). This beautiful mountain-ringed lake is a travel objective of at least 60% of the visitation on the eastern side of the Park, and is departure point for the most intensively used trail network in the Park, but lacks any visitor center. The interpretive responsibility in this area is to provide limited exhibit treatment of important aspects of the natural history story, and orientation service for hikers and horseback riders using the trail system which radiates from here.

A modest visitor center (3C-1) should be constructed here as soon as the present Bishop concession installation is removed. The structure will be a headquarters for interpretive operations centering in this area. It will house limited focal-point exhibits, and be an assembly point for guided naturalist walks. The self-guiding trail around Bear Lake (3C-2) will operate in conjunction with the visitor center. The site already has a large parking area, which is frequently filled to capacity in summer.

(ii-b) Longs Peak Campground (10-1). Termed an "exhibit shelter" in the approved MISSION 66 Prospectus, several exhibits to interpret the Longs Peak story are planned for installation at this point to be operated in conjunction with the protection station located here. The Park Museum Prospectus gives pertinent details. No interpretive facilities exist here presently.

(ii-c) Wild Basin (5B-2). An "unattended branch or exhibit shelter", as approved by MISSION 66, is proposed for this

point to serve for orientation of hikers, and limited interpretation of the landscape. It will be operated in conjunction with the Wild Basin Ranger Station.

(ii-d) Rock Cut Branch Visitor Center (1B-9). This is one of the outstanding interpretive sites in the Park, with a magnificent panorama of glaciated mountain landscapes, old erosion surfaces, and expansive tundra. It is one of the most popular vantage points on the Trail Ridge Road, and a parking area has been developed here.

During the summers of 1957 and 1958 an attended information trailer was parked at this point. Response to this service by public was great, and indicative of great need for a permanent attended station with better interpretive facilities than the trailer provided.

Due to the exposed situation, high altitude (12,110 feet) and prevalence of cold winds and precipitation here, needed new displays should be housed in a modest structure to be located on the rock slope above or below the road, immediately adjacent to the parking area. Large windows, for unobstructed vision of the landscape being interpreted, are required.

Lack of water will forbid public restrooms or drinking fountains. The structure must be designed to resist extremely severe winds and blizzards of winter at 12,000 feet altitude. The parking area, crowded under present conditions, will require enlargement.

The nature trail (1B-10) leading to the Toll Memorial Peak Finder (1B-11) would begin at this point and should be improved.

(d) Self-Guiding and Conducted Trails and Tours

(i) Self-Guiding Trails and Tours

Three existing self-guiding trails provide visitors interpretive services; four additional devices are proposed. More detailed descriptions of these facilities will be found in the Park Museum Prospectus.

Site	Location	Length	Existing	Proposed
3C-2	Bear Lake	0.6 miles	Metal markers	Booklet & stakes
Un-numbered	Gem Lake	4.0 miles	Leaflet & stakes	Leaflet & stakes
3A-2	Moraine Park	0.3 miles	Leaflet & stakes	Continued with improved leaflet
3C-3	Bear to Dream Lake	1.0 miles	none	Leaflet & stakes
1B-10	Tundra (Rock Cut-Toll Memorial)	1.0 miles	none	Leaflet & stakes
1D-2	West Side Visitor Center	0.5 miles	none	Leaflet & stakes
	Trail Ridge Road Tour	45.0 miles	Free map folder	Same as today, with 12 numbered stakes
1B-3	Hidden Valley	½ mile	none	Leaflet & stakes-Leads into sub-alpine forest

(ii) Conducted Trips

These intimate contacts with visitors in the field are probably the most important interpretive contact provided, from the point of view of quality of presentation. A varied program of field trips has traditionally been provided visitors to the Park, including nature walks, half-day hikes, auto caravans and strenuous all-day hikes. Experimental trips have included horseback hikes, boat trips (on the reservoirs of the Western Slope), and wagon rides - sort of a mobile nature walk. Details of these activities are given in the Park Museum Prospectus. Most have been abandoned because of uneconomic use of limited manpower.

(e) Other Facilities and Services

(i) Observation Stations, etc.

Toll Memorial Peak Finder (1B-11). This is a small stone cairn with bronze peak-finder device, located about a half-mile from Rock Cut on Trail Ridge Road. As an adjunct to the proposed Tundra Self-Guiding Trail, it will serve far more people than presently make their way to the point (1B-10).

Shadow Mountain Fire Lookout (1D-3). The ground floor of this structure houses exhibits on forestry and fire suppression, installed in 1953. Located seven miles from Grand Lake by trail, it is visited by about 1,200 persons annually. The exhibits are in need of rehabilitation.

Twin Sisters Lookout (71-1). This structure is visited by about 3,000 persons annually, who are given such information as the fire guard's regular duties permit. The view is outstanding, and if the Twin Sisters section - a detached portion of the Park - is retained and a new lookout is constructed, ultimately an exhibit room for the story of fire protection is planned. Although the geological features visible from the peak are outstanding, it is better that they be interpreted by conducted trip personnel than by exhibits due to difficulty of maintaining an elaborate installation at this point.

(ii) Roadside Information Stations and Services.

Large trailers have been used experimentally for information and on-site interpretive services at Rainbow Curve on Trail Ridge Road and at Lake Granby Overlook on U. S. 34 at Shadow Mountain National Recreation Area. These have been operated since 1956. A third trailer was used at the Rock Cut area during 1957. These have been successful ventures in roadside interpretation and additional experiments in this field are planned for the future. At Rock Cut, it will be abandoned when permanent branch visitor centers are erected.

(iii) Roadside Exhibits and Interpretive Signs.

Numerous remarkable or interesting features to be seen from the Park roads require on-site interpretation by these devices:

Table A - Existing Roadside Signs and Exhibits

Site	Area	Theme	Remarks
1C-4	Milner Pass	Continental Divide	Routed sign
1B-4	Many Parks Curve	Local animals	Locally-made easel exhibit

Site	Area	Theme	Remarks
1B-4	Many Parks Curve	Longs Peak & Geology	Locally-made easel exhibit
1B-5	Rainbow Curve	Glacial geology	Locally-made easel exhibit
1B-8	Rock Cut	Orientation	Locally-made easel exhibit

Table B - Roadside Interpretive Signs for Installation in the Near Future

Site	Area	Theme and Remarks
1B-1	Lower Hidden Valley	Explanation of development and winter use aspects
1B-5	Rainbow Curve	Great Plains and Mummy Range
1B-7	Forest Canyon View	Primitive canyon below and forests
1B-7	Forest Canyon View	Glaciated mountain landscape
1B-7	Forest Canyon View	Orientation sign
1B-12	Iceberg Lake	Glacial cirque and tarn lake
1B-13	Gore Range View	Peaks and ranges, general orientation
1C-4	Poudre Lakes	Origin of Cache la Poudre river and significance of name
1C-5	Farview Curve	Colorado Valley and Never Summer Mountains
6A-3	Chasm Falls	Data on falls, glacial erosion
2-5	Beaver Meadows View	Longs Peak and glacial moraines
3C-5	Glacier Basin	Local forest and mountain identities

Table C - Sites Meriting Installation of Interpretive Signs as Soon as Funds Become Available

Site	Area	Theme and Remarks
1B-4	Many Parks Curve	Common birds and mammals
1B-4	Many Parks Curve	Longs Peak and Mountain Landscape
1B-5	Rainbow Curve	Great Plains and Front Range
1B-6	Rock Cabins	Timberline trees and Hudsonian Zone
1C-3	Medicine Bow Curve	Specimen Mountain and volcanic rocks
1A-2	Sheep Lake	Bighorn sheep - 2 signs Glacial geology
1A-3	Horseshoe Park	Elk
3C-5	Glacier Basin	Bierstadt Ridge and other features
6A-1	Fall River Road	Convict cabins
3C-4	Glacier Gorge Jct.	Blister Rust control
6B-1	Fall River Road	Currance cabin
5B-1	Copeland Lake	Orientation and glacial geology

Table D - Other Sites Which, in Future Years, may Merit on-Site Interpretation by Signs
(Not numbered into Master Plan sheets)

Area	Theme
Lower Hidden Valley	Beaver ponds and related ecology
Sundance Mountain View	Old burn
Sundance Mountain View	Incipient cirque
Tundra Curves	Tundra vegetation and erosion
Medicine Bow Curve	Spruce fir forest in valley below

Area	Theme
Sheep Rock, near Milner Pass	Bighorn sheep
Mill Creek, Bear Lake Road	Blue Spruce tree groves
Hidden Valley Moraine	Contact between bedrock and morainal debris
Bierstadt Trail Jct.	Trails and history of Bierstadt Lake
Prospect Canyon	Early mining
Alberta Falls View	Glacial geology
Beaver Meadows	Erratic boulders
Fall River Road	Potholes near Chasm Falls
Fall River Road	Avalanche chutes above Currance Cabin
Fall River Road	Sub-alpine meadow in Willow Park
Fall River Road	Tundra ponds below Fall River Pass
Fall River Road	Canoncito

(iv) Exhibits-in-Place

Numerous opportunities for direct on-site interpretation of historic and natural history features exist on the Park trails. These include floral displays, elk gnawing, moraine debris exposures and other geological features, beaver dams, waterfalls, noteworthy tree specimens, prospect working and ghost town sites. Development of suitable interpretive markers or exhibits-in-place will be undertaken as minor projects routinely, as personnel, time and fund availabilities permit.

(v) Stabilized Ruins

No archeological ruins exist in the Park, but certain old buildings of the mining and early settlement period in the Colorado River headwaters region, and along the Fall River Road should be preserved in a "melting-down" status for retention of their historical flavor.

(vi) Restored Features

The only feature (2-4) meriting some degree of restoration is the so-called "Indian Fort" in Beaver Meadows, reputedly the scene of a battle between Indian tribes in the 19th century. Rock walls attributed to these Indian merit stabilisation and some restoration.

(vii) Interpretive Staff Headquarters and Specimen Storage

Operating center for the interpretive program will be housed in a structure completely dissociated from the administration building, but located in the new headquarters - utility area. This facility will include office space for the Assistant Park Naturalist and his clerical assistants, storage space for the Park natural history collections, visual-aids and publication libraries, and workroom facilities for rehabilitation of exhibits, preparation of specimens, and related curatorial work.

(viii) Lectures and Talks

Evening illustrated talks have traditionally been provided visitors to the East Side of the Park since the early 1930's. Regularly scheduled talks have been provided certain West Side points since 1948. These are important interpretive functions, have always been well attended, and provide much basic information and understanding of the Park story. An important phase of this program is the informal campfire program at various campgrounds in the Park. This activity has been emphasized in recent years. Recorded talks have been provided at Moraine Park Museum since 1949, with much success. Since 1955, an active lecture program at the Hidden Valley Visitor Center has been engaged in, with considerable success.

Basic lecture programs are those presented nightly (through the summer) at Moraine Park Museum (3A-1) and Glacier Basin Campground (3C-6). These are supplemented by regularly scheduled programs elsewhere in the Park. The Park Museum Prospectus contains more detailed information on this phase of the interpretive program.

Lecture facilities are an important aspect of proposed new Visitor Center and campground functions. Although indoor facilities are not as essential here as at such northern parks as Yellowstone and Glacier, frequent cold, windy nights even in midsummer and the regular evening rains at Grand Lake argue for indoor

talk facilities on both sides of the Park, especially for nights when outdoor programs must be cancelled. Many travelers, also, are poorly equipped for the rustic outdoor programs which campers desire and are dressed for. The best lecture program will include both outdoor and indoor programs so that all visitor types can be comfortable and the evening talk program can be enjoyed and made an enrichment to their Park experience.

Lecture or Assembly Facilities

Existing facilities are as follows:

Site		Capacity	Remarks
(3A-1)	Moraine Park Auditorium	300	Combined in exhibit room
(3A-3)	Moraine Park Amphitheater Campfire Circle	450	Dilapidated and unused
(3C-6)	Glacier Basin Campfire Circle	300	Rehabilitated and provided
(1A-1)	Aspenglen Campground	150	No electric power; poor condition
(6A-2)	Endovalley Campground	50	No seats nor electricity Used for informal gatherings
(5B-3)	Wild Basin Campground	50	No seats, informal gatherings
(1C-6)	Timber Creek Campground	100	Crude log seats, no electricity

Since 1956, weekly programs have been provided in central public - not Service-owned - facilities as follows:

Facility	Capacity	Remarks
Estes Park High School (to 1958)	700	Auditorium with PA system
Stanley Park Amphitheater (1955-59)	400	Seats, electricity, facility of Recreation District
Grand Lake Community Building	150	Lecture Hall, with electricity

These programs have been provided to permit withdrawal of Service lecture services from the innumerable private

lodges and hotels in the Park vicinity. These matters are discussed more in detail in the Park Museum Prospectus.

Proposed Lecture or Assembly Facilities

A number of these facilities are proposed to permit fullest use of this interpretive technique as follows:

	Site	Capacity	Remarks
(1D-1)	West Side Visitor Center - Auditorium (to replace inadequate Grand Lake Community Building)	200	With most modern equipment and acoustical treatment
(3A-3)	Rehabilitation of Moraine Park Amphitheater - Outdoors	450 (Expandable)	With most modern projection and sound equipment
(6A-2)	Endovalley CG - Campfire Circle	150	No visual aids
(1D-4)	Timber Creek CG - Campfire Circle	300	No visual aids
(1A-1)	Aspenglen CG - Campfire Circle	250	Electricity and modern audio-visual gear
(5B-3)	Wild Basin CG - Campfire Circle	150	No visual aids

The Director's memorandum, April 8, 1959, approving this outline points out the fact that an indoor lecture facility on the East Side of the Park may some day be required. He states that "In the course of your planning you may wish to consider a multiple-use building in which a small auditorium would be an element." This may become quite important in the post-MISSION 66 period, but is not presently included as an approved facility.

(f) Cooperating Agencies and Concessioners

Cooperating Associations - The Rocky Mountain Nature Association is a non-profit Colorado corporation, cooperating with the National Park Service in Rocky Mountain National Park and Shadow Mountain National Recreation Area. This association maintains an assortment of educational books, pamphlets, maps, and visual aids for sale to Park visitors, with principal centers of

distribution at the Moraine Park Visitor Center, Fall River Pass exhibit room, information trailers and Shadow Mountain headquarters. Earnings from sales are used to assist the public-services and land-acquisition programs of the Park.

Cooperating Federal Bureaus

The U. S. Bureau of Reclamation operates a visitor-orientation service for the Granby Pumping Plant in Shadow Mountain National Recreation Area, and, in cooperation with that bureau, National Park Service uniformed personnel provide the guide service and talks on financially reimbursable basis. These are mentioned under Lectures or Talks, previously.

Concessioners

The bus drivers and other public-contact employees of both concessioners and private hotels or lodges dispense information to some extent, this being in no way integrated with the interpretive program of the National Park Service. The bus drivers, in particular, describe points of interest on their numerous tours across Trail Ridge Road from Estes Park to Grand Lake. Cooperative means should be explored, such as training sessions, pilot tours, and driver's manuals, by which these drivers receive indoctrination from the National Park Service on the accuracy and effectiveness of their informational talks to their passengers. These common-carrier visitors likely will have little contact with National Park Service personnel during their trip in the Park. Another possible means of effecting such contact, however, lies in arrangements with the transportation company to include a stop at the Moraine Park Visitor Center (or future east and west side visitor centers) long enough for the passengers to receive orientation service. Such a stop is made at present at the Fall River Pass Store, which is also operated by the transportation company, and some passengers find their way into the National Park Service exhibit room.

There is willing cooperation from the local manager for this concessioner in making available the lounge of the Grand Lake Lodge for evening illustrated lectures by Park Ranger-Naturalists. Other sites are made available for interpretive talks in the private establishments of Holzwarth Ranch, Onahu Ranch and Phantom Valley Ranch, all within the Park in the Colorado River valley. Lecture facilities outside the Park on the east-side have been cooperatively provided at the Estes Park High School, YMCA Conference, and Kelley House in Allenspark.

(g) Special Problems

Intrusions on the natural landscape in the form of developments of private inholdings are numerous, though this is more an administrative problem than one affecting the interpretive operation. The land-acquisition program will doubtless eventually eliminate the problem. Chief among these instrusions, insofar as they relate to interpretation, are the unsightly buildings scattered over portions of Moraine Park, in an otherwise unspoiled, magnificent view, and the unsightly and congested Deer Ridge commercial development. Many road scars should be planted to natural cover to reduce the distracting element on the natural landscape.

Innumerable problems remain unsolved in the management of the Park's wildlife and fishery resources, and added research and increased management will be needed to accomplish solutions.

Existing facilities for preservation and storage of museum objects are inadequate. Appropriate planning and adequate financing for the proposed new operating center should eliminate this problem.

Vandalism presently constitutes no serious problem in Rocky Mountain National Park, and might be rated insignificant, as compared to that experienced by certain other parks. However, anticipating the day when the many roadside interpretive facilities described in foregoing sections, are installed, these unattended devices may become vulnerable targets for the vandalistically inclined visitor, and increased safeguards, protection, and watchfulness will be necessary.

Tundra walks should be on established trails having a well defined route. The surface should be paved and all traffic restricted to surfaced routes. The tundra vegetation is extremely fragile and easily destroyed. It may require centuries to become reestablished. This is very evident on road cuts along Trail Ridge Road, where sod placed in cuts in the 1930's have not spread, but in most instances have lost ground in nearly a quarter of a century.

The picking of wildflowers and cutting of timberline wood, especially along Trail Ridge Road, has become more of a problem with increasing park visitation. The visitors should be educated by various means to save the wildflowers and trees (the latter dead or alive). In the case of the infrequent but famous Colorado columbine, it might well disappear completely along well traveled routes unless the visitor is properly educated to conservation.

MASTER PLANS
Development Outline

Name of Area Rocky Mountain National Park

Prepared by (Norman B. Herkenham & Charles J. Cobler, Park Naturalists
(Assisted by Edwin C. Alberts,
(Regional Naturalist Date 3-31-58
(Corrected copy prepared by Wayne W. Bryant, Park Naturalist
(Assisted by Edwin C. Alberts,
(Regional Naturalist Date 5-20-59

REVIEWED

WESTERN OFFICE, DESIGN AND CONSTRUCTION

Architect /s/ Lyle E. Bennett Date 6-6-58

Engineer /s/ H. L. Crowley, Acting Date 6-5-58

Landscape Arch. /s/ Robert G. Hall Date 6-6-58

Safety Date

REGIONAL OFFICE

Recreation Resource
Planning /s/ Chester C. Brown Date 6-29-58

Interpretation /s/ H. Raymond Gregg Date 1-23-59

Operations /s/ George F. Baggley Date 7-1-58

Ranger Activities /s/ E. K. Field, Acting Date 6-25-58

RECOMMENDED

/s/ James V. Lloyd (by memo) Date 2-26-59
Superintendent

/s/ Sanford Hill Date 6-9-58
Chief, Western Office Division of Design and Construction

/s/ Howard W. Baker Date 1-27-59
Regional Director

/s/ Thomas L. Vint (by memo) Date 3-23-58
Chief of Design and Construction

APPROVED

/s/ Conrad L. Wirth (by memo) Date 4-8-59
Director

Master Plan Development Outline

Rocky Mountain National Park, Colorado

BUILDINGS

(1) General

(a) Headquarters Utility Area

((1)) Climate

Temperature

Maximum: 85° F.
Minimum: -25° F.
Average summer day-night temperature difference: 40° F.

Mean Temperature.--No data.

Prevailing wind from west in summer; west in winter.
Maximum recorded velocity: 70 m.p.h.
Records are not available for exact data.
Design should consider the possibility of strong winds, particularly in winter.
The building locations generally are subject to the full impact of strong gusty winds.
Subject to frequent strong winds, and lightning.
Annual rainfall: 20"; maximum rate of fall: 1" per hour.
Maximum snow pack: 36"; average moisture content: 16%.
Snow load generally typical of the area with wind load the major consideration. Occasional heavy spring snows accumulate on roofs.
Structural failures caused by snow: None known.
No mechanical cooling required.

((2)) Site Data

Elevation: 7,800'; latitude: 40°23'.
Topography: Pine covered mountain foothill area with shallow earth covering faulted granite formations (in place). Variable sloping.
Vegetation: Native grasses, sage and native low growing shrubs.

((3)) Soil and Foundation Data

Geological description
0-3' (variable) - soil and decomposed granite.
3'-5' (variable) - shattered granite.
5'-10' - granite in various conditions.
Depth of water table: Only water is in fault planes.
Water permeability: Not predictable.
Frost penetration: Average - 3'; maximum known - 5'.
Dependent upon moisture content and nature of formation.
Bearing capacity: No data - refer to average criteria for rock.
Foundation types usually used in vicinity: Drainage and frost heaving is no particular problem - see record drawing.
Usual depth of foundations: Design should include a minimum depth of 24" below finish grade with allowable variations to meet subsurface conditions encountered for light structures.
Structural failures due to soil or foundation design: None known. When designs provide for loading at the rate of 4000 pounds per square foot no problem should be encountered as a general rule.

((4)) Miscellaneous Design Considerations

Wood destroying insects: No problem aboveground,
Flies: House fly and mosquitoes.

((5)) Architectural Influences.--Permanent residences are wood frame construction with native rock trim, finished in dark brown stain. There are no special historical, archeological or traditional considerations related to design of future buildings.

((6)) Facilities for Contractor's Use

Electric Power: Voltage - 6,900; rate - ample. Contractor will be required to provide transformers if loads exceed 5 HP on any single transformer.
Water Supply, Rate: 10 gallons per minute.
Telephone arrangements to be made with Mountain States Telephone Co.
Housing and Mess Facilities
Government: None.
Commercial
Location: Estes Park
Distance: 2 miles
Type: Variable
Rate: Nominal
Trailer Camps
Location: Estes Park
Distance: 2 miles
Rate: Nominal
Construction Office Space: City rentals only.
Materials Storage Space: Commercial only.
Nearest Railroad
30 miles - passenger and small shipments
20 miles - carlot freight
Line: Colorado and Southern
Construction Season: Average - April 1st to December 1st, depending upon the type of work involved.

((7)) Building Materials

Building stone
Source: Native - quarried, sawed.
Distance from headquarters: 20 miles
Kind: Sandstone; color: Pink and grey.
Flagstone
Source: Native
Quality: Good
Coarse aggregate
Source: Commercial plant, Loveland, Colorado.
Distance from headquarters: 30 miles
Clean crushed rock and gravel
Screen analysis available with arrangement.

Sand (Concrete)
Source: Commercial - Loveland, Colorado
Distance from headquarters: 30 miles
Impurities: Few
Analysis available by arrangement.

Sand (plaster)
Source: Greely, Colorado
Distance from headquarters: 50 miles
Impurities: Few
Analysis available by arrangement.

Logs
Source: Native pine - local
Distance from headquarters: 1 mile
Species: Native pine - generally short lengths and 14" maximum diameter.
Conditions affecting availability, cost, use: No data.

Lumber
Source: Local
Native jack and lodgepole pine - air dried.
West Coast lumber obtainable at premium and in small quantities - air or kiln dried.

Availability of West Coast Lumber and Comparative Cost:
Douglas fir available in small quantities locally; larger quantities available at railhead.
West Coast lumber is 175% of native.

Concrete Blocks: Several firms - Denver, Colorado
Various types available.

Brick and Tile: Denver Fire Clay Co., Denver.

Availability of:
Plant or transit mix concrete: Estes Park.
Plant mix road materials: Local aggregate require grading - oil from railhead.
Concrete testing facilities: No local.
Light weight plaster or concrete aggregates: Denver, Colorado.
Reinforcing steel, structural steel and other local building material of special interest: Small quantities of commonly used material locally. Denver is the principal source of supply. All items 75 miles distant.

(1) General (Continued)

(b) East Side (Estes Park)

((1)) Climate

Temperature

Maximum: 94° F.
Minimum: -30° F.
Average summer day-night temperature difference: 30° F.

Mean Temperature

	Jan.	Feb.	Mar.	Apr.	May	June
Maximum:	38°	41°	43°	48°	64°	74°
Minimum:	15°	19°	20°	25°	32°	42°

	July	Aug.	Sept.	Oct.	Nov.	Dec.
Maximum:	77°	75°	70°	61°	43°	42°
Minimum:	46°	45°	38°	32°	20°	20°

Prevailing wind from southwest in summer; west in winter.
Maximum recorded velocity: Approximately 70-80 m.p.h.
Subject to frequent strong winds, hail, and lightning.
Annual rainfall: 16.5"; maximum rate of fall: 2.88" in 24 hours.
Maximum snow pack: 36"; average moisture content: 33%.
No mechanical cooling required.

((2)) Site Data

Elevation: 7,500-8,000'; latitude: 40°23'; county: Larimer.
Topography: 5% to 20% grade - sloping foothill land with scattered rock outcrops and boulders.
Vegetation: Medium to scattered stand of ponderosa pine - open areas covered by native grass with scattered clumps of aspen, potentilla, wild currant, wild rose, chokecherry.

((3)) Soil and Foundation Data

Geological description: Granite and decomposed granite with widely variable depths of soil 4" to 2' deep.
Water permeability: Good.
Frost penetration: Average - 3½ to 4 feet.
Foundation types usually used in vicinity: Reinforced concrete and concrete block.
Special foundation or soil problems: Rock with no topsoil cover to rock covered 2' with decomposed rock-soil.
No structural failures due to soil or foundation design.

((4)) Miscellaneous Design Considerations

Flies: Millers and mosquitos in season.
Poisonous insects and reptiles: None.
Other: Field mice.

((5)) Architectural Influences.--Early buildings were log frame - gable roof with wood shingle roof and siding. Later residences have stone covered foundations - rough horizontal siding and wood shingle gable roofs.

The gable pitch roof and coarse textured siding would seem logical to repeat for continuity of design in the area. Native stone would be desirable for use as a veneer on foundations where money permits.

((6)) Facilities for Contractor's Use

Housing and Mess Facilities: -None.
Nearest Railroad: Loveland, Longmont, Boulder - 40 miles; line: Colorado Southern.
Construction Season: May - November.

((7)) Building Materials

Building stone
Source: Loveland - quarried.
Distance from headquarters: 35 miles.
Kind: Quarried granite
Color: Grey

Flagstone
Source: Lyons, Colorado
Distance from headquarters: 22 miles
Color: Red
Grey flagstone available - Loveland, 35 miles.

Coarse aggregate
Source: Loveland, Longmont, Boulder.
Distance from headquarters: 35-40 miles

Sand (concrete)
Source: Loveland
Distance from headquarters: 35 miles

Sand (plaster)
Source: Greely
Distance from headquarters: 53-55 miles

Logs
Source: Griffith Lumber
Distance from headquarters: 1 mile
Species: Lodgepole
Size: 8"-10"
Conditions affecting availability, cost, use:
From Forest Service land for cabin construction: 8" - $.25 per lineal foot - delivered on job.
10" - $.50 per lineal foot - delivered on job.

Lumber
Source: Estes Park (via Denver)
Estes Park lumber or Griffith lumber, both in Estes Park.
Most contractors have their own connections in the valley towns or Denver.
Availability of West Coast lumber and comparative cost:
#2 Boards - $110/M in carload lots - $150/M.
#2 Structural - $145/M in less than carload lots.

Concrete Blocks: Eastwood and Gavell Dry Gulch - Estes Park.
Cinder or concrete - 2 cell - vibrated - in quantity of 500 or more
8x8x16 - 27¢ each
4x8x16 - 19¢ each

Brick and Tile: Brick - Golden, Colorado.

Availability of:

Plant or transit mix concrete: Estes Park - Avenue B, Estes Park. 5 sack mix $18/yd. delivered to Utility Area

Concrete testing facilities: Denver.

Light weight plaster or concrete aggregates: Loveland - Longmont - Boulder.

Reinforcing steel: Denver

Structural steel: Denver

(1) General (Continued)

(c) West Side (Grand Lake)

((1)) Climate

Temperature

Maximum: 81° F.
Minimum: -34° F.
Average summer day-night temperature difference: 43° F.

Mean Temperature

	Jan.	Feb.	Mar.	Apr.	May	June
Maximum:	30°	34°	37°	45°	58°	72°
Minimum:	2°	6°	7°	16°	27°	31°

	July	Aug.	Sept.	Oct.	Nov.	Dec.
Maximum:	75°	71°	69°	56°	36°	31°
Minimum:	37°	35°	25°	21°	6°	1°

Prevailing wind from southeast in summer; northwest in winter.
Maximum recorded velocity: No data.
Subject to frequent strong winds, hail and lightning.
Annual rainfall: 18.4"; maximum rate of fall: no data.
Maximum snow pack: 48"; average moisture content: 25%.
Structural failures caused by snow: Roofs have caved in due to packed snow loads.
No mechanical cooling required.

((2)) Site Data

Elevation: 8,700'; latitude: 40°16'; county: Grand.
Topography: Wide variety of glacial boulders (small to extremely large) in a generally moderate sloping grade.
Vegetation: Climax forest of lodgepole pine.

((3)) Soil and Foundation Data

Geological description: Moraine with large percentage of big sized boulders throughout.
Water permeability: Poor.
Maximum frost penetration known: 5'
Foundation types usually used in vicinity: Poured concrete and concrete block.
Special foundation or soil problems: Mixture of glacial boulders and glacial flower.

((4)) Miscellaneous Design Considerations.--Skunks, mice

((5)) Architectural Influences.--New area - no existing buildings to remain except for possibly one sod roofed log building below the utility area.

((6)) Facilities for Contractor's Use

Electric Power: Voltage - 220.
Water Supply: Harbison Ditch.
Telephone arrangements to be made with Mountain States Telephone & Telegraph Co., Grandby.
Housing and Mess Facilities
  Government: None.
  Commercial
    Location: Grand Lake - cabins and motels
    Distance: 2 miles
Nearest Railroad: Granby; line: Denver Rio Grande and Western.
Construction Season: June - October.

((7)) Building Materials

Flagstone: Source - Lyons
Coarse Aggregate
  Source: Supply Creek Pit.
  Distance from headquarters: Approximately 1 mile.
Logs
  Source: Granby
  Distance from headquarters: 15 miles
  Species: Spruce, lodgepole.
Lumber
  Source: Middle Park Lumber - Grand Lake or Granby.
  Kiln or air dried: Both.
Concrete Blocks: Denver.
Brick and Tile: Golden or Denver.
Availability of Concrete Testing Facilities: Denver.

MASTER PLAN DEVELOPMENT OUTLINE

BUILDING CHART

Rocky Mountain National Park

NUMBER	NAME & CAPACITY	LOCATION: Fall River Entrance	LOCATION: Glacier Basin Campground	LOCATION: Grand Lake Entrance	LOCATION: Utility Area	USE: VISITORS	USE: UTILITY	USE: RESID.	USE: ADMIN	OWNER: OTHER CONCESS.	OWNER: N.P.S.	PROPOSED	EXISTING	NOTES
1					X								X	
2					X								X	
3	Residence				X								X	
4	"				X								X	
5	"				X								X	
6	"				X								X	
7	"				X								X	
8	"				X								X	
9	"				X								X	
10	Employees Residence			X			X	X			X	X	X	
11														
12	Employees Residence		X					X	X		X	X	X	
13														
14														
15														
16														
17														
18														
19														
20	Entrance Station	X				X			X		X	X	X	
21														
22	Employees Residence			X				X			X	X	X	New admin. offices
23														
24	Dormitory and Mess Hall				X				X		X	X	X	
25														
26														
27														
28														
29														
30														

MASTER PLAN DEVELOPMENT OUTLINE

BUILDING CHART

Rocky Mountain National Park

NUMBER	NAME & CAPACITY	EXISTING	PROPOSED	OWNER N.P.S.	OWNER CONCESS.	OWNER OTHER	USE ADMIN	USE RESID.	USE UTILITY	USE VISITORS	LOCATION	NOTES
31	Bunkhouse	x		x				x			Grand Lake Entrance	
32												
33												
34	Residence	x		x				x			Utility Area	
35												
36												
37												
38												
39												
40												
41												
42												
43												
44	Residence	x		x				x			Fall River Entrance	
45	"	x		x				x			Utility Area	
46	"	x		x				x			Utility Area	
47	"	x		x				x			Utility Area	
48	"	x		x				x			Utility Area	
49	Duplex Residence - A and E	x		x				x			Utility Area	
50												
51	Seasonal Quarters (Shack)	x		x				x			Utility Area	
52	" " "	x		x				x			Utility Area	
53	" " "	x		x				x			Utility Area	
54	" " "	x		x				x			Utility Area	
55	" " "	x		x				x			Utility Area	
56	Residence	x		x				x			Fall River Entrance	
57												
58												
59												
60												

NUMBER	NAME & CAPACITY	OWNER: EXISTING	OWNER: PROPOSED	USE: OTHER CONCESS.	USE: N P S	USE: ADMIN.	USE: RESID	USE: UTILITY	USE: VISITORS	LOCATION: Glacier Bay Campground	LOCATION: Utility Area	NOTES
61	Incinerator Operator's Quarters	x			x		x			x		
62												
63												
64												
65												
66												
67												
68												
69												
70	Garage, Double	x		x			x			x		
71	" "	x		x			x			x		
72	" "	x		x			x			x		
73	Equipment Shed	x		x			x			x		
74	" "	x		x			x			x		
75	" "	x		x			x			x		
76	" "	x		x			x			x		
77	" "	x		x			x			x		
78	" "	x		x			x			x		
79	Warehouse	x		x			x			x		
80	Storage Shed	x		x			x			x		
81	Machine Shop	x		x			x			x		
82	Blacksmith Shop	x		x			x			x		
83	Oil House	x		x			x			x		
84	Fire Truck Shed	x		x			x			x		
85	Ranger Workshop (Cabin #14)	x		x			x			x		
86	Paint Storage Shed	x		x			x			x		
87	Fire Tool Cache	x		x			x			x		
88	Hose House, Large	x		x			x			x		
89	" " "	x		x			x			x		
90	" " "	x		x			x			x		

NUMBER	NAME & CAPACITY	OWNER: PROPOSED	OWNER: EXISTING	OWNER: N.P.S.	OWNER: OTHER CONCESS.	USE: ADMIN.	USE: RESID	USE: UTILITY	USE: VISITORS	LOCATION: Util. Area	NOTES
91	Hose House, Large		x	x				x		x	
92	" " "		x	x				x		x	
93	" " "		x	x				x		x	
94	Hose House, Small		x	x				x		x	
95	" " "		x	x				x		x	
96	" " "		x	x				x		x	
97	Barn		x	x				x		x	
98	Stable		x	x				x		x	
99											
100	Residence (Duplex A&B)		x	x			x			x	
101	Residence		x	x			x			x	
102	"		x	x			x			x	
103	"		x	x			x			x	
104	"		x	x			x			x	
105	"		x	x			x			x	
106											
107											
108											
109											
110											
111											
112											
113											
114											
115											
116											
117	Bunkhouse		x	x			x			x	
118											
119	Wash and Bath House		x	x				x		x	
120											

NUMBER	NAME & CAPACITY	EXISTING	PROPOSED	OWNER: NPS	OWNER: CONCESS.	OWNER: OTHER	USE: ADMIN.	USE: RESID.	USE: UTILITY	USE: VISITORS	LOCATION: Util. Area	NOTES
121												
122												
123												
124												
125												
126												
127												
128												
129												
130	Residence	x		x			x				x	
131												
132												
133												
134												
135	~~Pit-Privy~~	~~OBLIT.~~						x			x	
136	Storage Shed, Metal	x		x				x			x	
137	Garage, 5-Stall, Metal	x		x				x			x	
138	Garage, 4-Stall, Metal	x		x				x			x	
139	Residence		x	x			x				x	
140	"		x	x			x				x	
141	"		x	x			x				x	
142	"		x	x			x				x	
143	"		x	x			x				x	
144	"		x	x			x				x	
145	"		x	x			x				x	
146	"		x	x			x				x	
147	"		x	x			x				x	
148	"		x	x			x				x	
149	"		x	x			x				x	
150	Garage		x	x			x				x	

Rocky Mountain National Park

NUMBER	NAME & CAPACITY	OWNER: EXISTING	OWNER: PROPOSED	OWNER: N P S	OWNER: CONCESS	OWNER: OTHER	USE: ADMIN	USE: RESID	USE: UTILITY	USE: VISITORS	LOCATION	NOTES
151											Grand Lake Entrance	
152												
153												
154												
155												
156											Glacier Basin Campground	
157												
158												
159												
160												
161												
162												
163												
164												
165	Washroom and Shower	x	x			x				x		
166	Pit Privy	x	x			x				x		
167												
168	Barn and Stable	x	x			x				x		
169	Garage and Office	x	x		x	x				x		
170												
171												
172												
173												
174												
175												
176	Incinerator	x	x			x					Fall River Entrance	
177	Powder House	x	x			x						
178	Cap House	x	x			x						
179	Shower House	x	x				x					
180	Comfort Station	x	x				x					a

a. Plumbing removed - now used as a picnic shelter.

NUMBER	NAME & CAPACITY	OWNER: PROPOSED	OWNER: EXISTING	OWNER: NPS	OWNER: CONCESS.	OWNER: OTHER	USE: ADMIN.	USE: RESID.	USE: UTILITY	USE: VISITORS	LOCATION: Glacier Basin Campground	LOCATION: Grand Lake Entrance	NOTES
181	Comfort Station		x	x						x			
182	Pit Privy		x	x						x			
183													
184	Hose House		x	x				x			x		
185	Ranger Office		x	x			x					x	
186	Garage and Repair Shop		x	x				x				x	
187	Fire Truck Shed		x	x				x				x	
188	Barn and Stable		x	x				x				x	
189	Coal Shed		x	x				x				x	
190	Pump House		x	x				x				x	
191	Entrance Station		x	x			x					x	
192	~~Pit-Privy~~		~~x~~	~~x~~						x		x	
193	Pit Privy		x	x						x		x	
194	Powder House		x	x				x				x	
195	Cap House		x	x				x				x	
196													
197													
198													
199													
200													
201													
202													
203													
204													
205													
206													
207													
208													
209													
210													

NUMBER	NAME & CAPACITY	OWNER: PROPOSED	OWNER: EXISTING	OWNER: N.P.S.	OWNER: CONCESS.	OWNER: OTHER	USE: ADMIN	USE: RESID	USE: UTILITY	USE: VISITORS	LOCATION: Utility Area	LOCATION: Glacier Basin Campground	LOCATION: Grand Lake Entrance	NOTES
261														
262														
263														
264														
265														
266	Utility Building	x		x					x		x			
267														
268														
269	Residence		x	x				x			x			
270														
271	Pit Privy		x	x						x		x		
272	Chlorinator House		x	x					x			x		
273	~~Pit Privy~~		~~x~~										x	
274														
275														
276														
277														
278														
279														
280														
281	Residence		x	x				x			x			
282	Hypochlorinator House		x	x					x		x			
283														
284														
285														
286														
287														
288														
289														
290														

BUILDING CHART

Rocky Mountain National Park

NUMBER	NAME & CAPACITY	OWNER: EXISTING	OWNER: PROPOSED	OWNER: N.P.S.	OWNER: CONCESS.	OWNER: OTHER	USE: ADMIN.	USE: RESID.	USE: UTILITY	USE: VISITORS	LOCATION: Grand Lake Entrance (Harbison Ranch)	LOCATION: Grand Lake Entrance	LOCATION: Utility Area	LOCATION: Lower Hidden Valley	LOCATION: Glacier Basin Campground	NOTES
331																
332																
333																
334	Pit Privy	x		x						x					x	
335	" "	x		x						x					x	
336																
337																
338																
339																
340																
341																
342																
343																
344	~~Snowplow Shed~~								x					x		Moved to Beaver Ponds
345	Well House	x		x					x					x		
346	Chlorinator House	x		x					x					x		
347																
348																
349																
350																
351																
352																
353																
354	Double Garage	x		x					x				x			
355	Temporary Residence	x		x				x							x	
356	" "	x		x				x							x	
357	Quarters	x		x				x							x	
358	Temporary Residence	x		x				x							x	
359	Naturalist's Office and Quarters	x		x			x	x							x	
360	Quarters	x		x				x							x	

MASTER PLAN DEVELOPMENT OUTLINE

BUILDING CHART

Rocky Mountain National Park

NUMBER	NAME & CAPACITY	EXISTING	PROPOSED	OWNER: N.P.S.	OWNER: CONCESS.	OWNER: OTHER	USE: ADMIN.	USE: RESID.	USE: UTILITY	USE: VISITORS	LOCATION: Grand Lake Entrance	LOCATION: Fall River Camp	LOCATION: Glacier Basin Campground	LOCATION: Lower Hidden Valley	LOCATION: Upper Hidden Valley	NOTES
361	Temporary Residence	x		x				x			x					
362	Cabin	x		x				x				x				
363	"	x		x				x				x				
364	"	x		x				x				x				
365	"	x		x				x				x				
366																
367																
368																
369	Wash House	x		x					x							
370																
371	Comfort Station	x		x						x			x			
372	"	x		x						x			x			
373	"	x		x						x			x			
374	"	x		x						x			x			
375	"	x		x						x			x			
376	"	x		x						x			x			
377	"	x		x						x			x			
378	"	x		x						x			x			
379	"	x		x						x			x			
380																
381																
382	Ski Lodge	x		x						x						
383	Waiting Shelter & Lift Terminal		x	x						x					x	
384																
385																
386																
387																
388																
389																
390																

MASTER PLAN DEVELOPMENT OUTLINE

BUILDING CHART

Rocky Mountain National Park

| NUMBER | NAME & CAPACITY | LOCATION | OWNER | USE | | |

MASTER PLAN DEVELOPMENT OUTLINE

BUILDING CHART

Rocky Mountain National Park

NUMBER	NAME & CAPACITY	LOCATION	USE: VISITORS	USE: UTILITY	USE: RESID.	USE: ADMIN.	OWNER: OTHER	OWNER: CONCESS.	OWNER: N.P.S.	PROPOSED	EXISTING	NOTES
420												
422												
423												
424												
425												
426												
427												
428												
429	Six-Unit Apartment Building	Util. Area			X				X	X		
430	" "	Util. Area			X				X	X		
431	" "	Util. Area			X				X	X		
432	" "	Util. Area			X				X	X		
433	" "	Util. Area			X				X	X		
434	Eight-Unit Winterized	Util. Area			X				X	X		
435	Eight-Unit Seasonal	Util. Area			X				X	X		
436	" "	Util. Area			X				X	X		
437		Util. Area			X				X	X		
438	Six-Unit Apartment Building	Util. Area			X				X	X		
439		Util. Area										
440	Utility Storage Building	Util. Area		X					X	X		
441	" "	Util. Area		X					X	X		
442	" "	Util. Area		X					X	X		
443	" "	Util. Area		X					X	X		
444		Util. Area										
445		Util. Area										
446		Util. Area										
447	Headquarters Administration Bldg.	Grand Lake Entrance				X			X	X		
448	Storage Building	Grand Lake Entrance		X					X	X		
449	"	Grand Lake Entrance		X					X	X		
450	Apartment Building	Grand Lake Entrance			X				X	X		

MASTER PLAN DEVELOPMENT OUTLINE

BUILDING CHART

Rocky Mountain National Park

NUMBER	NAME & CAPACITY	OWNER: EXISTING	OWNER: PROPOSED	OWNER: N.P.S.	OWNER: OTHER CONCESS.	USE: ADMIN.	USE: RESID.	USE: UTILITY	USE: VISITORS	LOCATION: Trail. Area	LOCATION: Grand Lake Entrance (Marbison Ranch)	NOTES
451	Community Building		X	X				X	X			
452	Residence		X	X			X			X		
453	"		X	X			X			X		
454	"		X	X			X			X		
455	"		X	X			X			X		
456	"	X		X			X			X		
457	"		X	X			X			X		
458	"	X		X			X			X		
459	Visitor Center		X	X					X		X	
460	Entrance Station		X	X		X			X		X	
461	Single Family Residence		X	X			X				X	
462	" "		X	X			X				X	
463	" " "		X	X			X				X	
464	" " "		X	X			X				X	
465	" " "		X	X			X				X	
466	" " "		X	X			X				X	
467	" " "		X	X			X				X	
468	" " "		X	X			X				X	
469	Residence Site		X	X			X				X	
470	" "		X	X			X				X	
471	" "		X	X			X				X	
472	" "		X	X			X				X	
473	Utility Building		X	X				X			X	
474												
475												
476												
477												
478												
479												
480												

MASTER PLAN DEVELOPMENT OUTLINE

BUILDING CHART

Rocky Mountain National Park

NUMBER	NAME & CAPACITY	LOCATION	USE: VISITORS	USE: UTILITY	USE: RESID.	USE: ADMIN.	OWNER: OTHER	OWNER: CONCESS.	OWNER: N P S.	PROPOSED	EXISTING	NOTES
420	Garage	Util. Area		X					X		X	
421	Residence	Util. Area			X				X	X		
422	6-Unit Apartment (Seasonal)	Util. Area			X				X	X		
423	" " "	Util. Area			X				X	X		
424	" " "	Util. Area			X				X	X		
425	" " "	Util. Area			X				X	X		
426												
427												
428												
429												
430												
431												
432												
433	Sod-Roof House	Grand Lake Entrance (Harbison Ranch)		X					X		X	Historical Significance
434	Storage House	Grand Lake Entrance (Harbison Ranch)		X					X		X	
435	"	Grand Lake Entrance (Harbison Ranch)		X					X		X	
436	"	Grand Lake Entrance (Harbison Ranch)		X					X		X	
437	"	Grand Lake Entrance (Harbison Ranch)		X					X		X	
438	"	Grand Lake Entrance (Harbison Ranch)		X					X		X	
439	"	Grand Lake Entrance (Harbison Ranch)		X					X		X	
440	"	Grand Lake Entrance (Harbison Ranch)		X					X		X	
441	"	Grand Lake Entrance (Harbison Ranch)		X					X		X	
442	"	Grand Lake Entrance (Harbison Ranch)		X					X		X	
443	Barn	Grand Lake Entrance (Harbison Ranch)		X					X		X	
444	"	Grand Lake Entrance (Harbison Ranch)		X					X		X	
445												
446												
447												
448												
449												
450												
451												
452												

Rocky Mountain National Park, Colorado
Name of Park

Norman W. Adams, Engineer
and
Prepared by Thomas DeHaven, Park Landscape Architect Date December 1958
Name and Title

REVIEWED

WESTERN OFFICE, DIVISION OF DESIGN AND CONSTRUCTION

Architect /s/ Lyle E. Bennett Date 1-28-59

Engineer /s/ P. E. Smith Date 1-27-59

Landscape Architect /s/ Chas. E. Krueger, Acting Date 1-27-59

Safety /s/ William H. Richardson Date 1-28-59

REGIONAL OFFICE

Recreation Resource
Planning _____ Date _____

Interpretation _____ Date _____

Operations _____ Date _____

RECOMMENDED

_____ Date _____
Superintendent

/s/ Sanford Hill Date 1-29-59
Chief, Western Office, Division of Design and Construction

_____ Date _____
Regional Director

_____ Date _____
Chief Architect

APPROVED

_____ Date _____
For the Director

XI UTILITY AREA UTILITIES LAYOUT

A. Water System

1. Water Supply

a. Source

(1) Existing. The water now supplying the Utility Area comes from two sources - one the Hondius-Beaver pipeline and the other a four inch cast iron pipeline from the Moraine Park Museum which was installed in the summer of 1960. The Hondius-Beaver pipeline receives its water from Beaver Brook and springs numbered 2, 3, 4, 4A and 4B on Drawing No. MP-BW-6083, these springs being locally known as the Rupp Spring, Deer Mountain Spring and Buck Creek Spring, respectively. In the winter, most of the Hondius-Beaver pipeline is drained and water is obtained from the springs alone. Since the water available to the Utility Area from the Hondius-Beaver line proved inadequate, the Moraine Park Utility Area pipeline was installed in 1960 and consists of a 40 gallon per minute capacity pump located at Diversion Point No. 1 as noted on Drawing No. MP-BW-6084, the delivery line to the 10,000 gallon reservoir shown on the same drawing and a 4 inch cast iron gravity line from this reservoir to the 150,000 gallon reservoir located near the Utility Area. The portion of the line noted as two inches between Diversion Point No. 1 and the 10,000 gallon reservoir was replaced by four inch cast iron pipe in 1960.

(2) Proposed. The present supply should be adequate for some time and no more development is planned until such time as demand might necessitate further development wherein the full adjudicated amount of Beaver Brook could be made available.

b. Location and Volume Available. About 3,000 gallons per day are available from the Hondius-Beaver line in the summer and 5,000 gallons per day in winter since most of the pipeline is drained in the winter and only water from the springs is available. One 81,700 gallons per day has been adjudicated from the Moraine Park source and other than in the summer when there is some demand by the Moraine Museum, this entire amount would be available.

c. Pertinent Water Rights Data.

(1) On Existing System. The present Utility Area demand is served by two adjudications - 0.13 cubic feet per second from the Hondius-Beaver system and 0.08 cubic feet per second (less the summer demand by the Moraine Museum). A third source, 0.13 cubic feet per second, which is part of Decreed Priority No. 6 and which consisted of water from an

underground collection system within the Utility area has been abandoned because the water was considered unfit for human consumption.

(2) Proposed. If possible, the point of diversion of the above 0.015 cubic feet per second should be changed to the Moraine Park system to provide that much more water to be available for future expansion.

d. Supply Lines.

(1) Existing. Three supply lines exist - one which consists of 4,400 lineal feet of two inch galvanized iron pipe from the Hondius reservoir to the Utility Area reservoir, 7,800 lineal feet of 1½ inch galvanized iron pipe which brings water from the Hupp and Deer Mountain springs, and 5,675 feet of four inch cast iron pipe from the Moraine Museum reservoir. The 4,400 foot line carries water the year round, the summer supply being the overflow of the Hondius reservoir and the winter supply being the flow from the Buck Creek springs. The 7,800 foot line is a winter supply only, carrying the flow of Hupp and Deer Mountain springs. In the summer, the flow of this line is utilized by private consumers. All lines are gravity flow. The line from Moraine Museum is an all year line.

(2) Proposed. No additional supply lines are proposed since those in existence should serve the demand for the present and for presently planned future expansion.

2. Storage Facilities.

a. Existing.

(1) Reservoir Type and Capacity. The only storage facility is a 150,000 gallon, round, reinforced concrete tank on the hillside above the Utility Area.

b. Proposed. The existing storage reservoir has sufficient capacity to serve present and anticipated future demands and therefore no additional is planned.

3. Distribution.

a. Existing.

(1) Treatment. A gas chlorinator system consisting of an automatic water meter feed unit with all necessary appurtenances operates on the main at a point between the 150,000 gallon reservoir and the Utility area.

(2) Distribution Mains. The present distribution system is composed of:

6" cast iron, Universal pipe - 2,210 lineal feet
6" Transite pipe - 1,950 " "
4" " " - 1,080 " "
4" galvanized pipe - [illegible] " "
2" " " - 2,[illegible] " "
1" " " - [illegible] " "
3/4" " " - 622 " "

b. Proposed.

(1) Water Treatment. The existing treatment is adequate and no new system is proposed.

(2) Distribution Lines. The only proposed extension at present is the system to serve proposed residence 1[illegible] to 1[illegible], inclusive, as shown on Master Plan Drawing No. MP-[illegible]-E. Where fire protection is involved, existing four inch lines will eventually be replaced with six inch lines.

P. Power System.

1. Source of Supply. The source of power supply is a [illegible],[illegible]0 volt primary distribution line owned by the Town of Estes Park, Colorado, located immediately north of the Utility Area.

2. Transmission and Distribution System

a. Existing. The transmission and distribution system consists of a combination of aerial transmission lines and both aerial and underground distribution lines of lengths and sizes as follows:

(1) Aerial Transmission:

1,4[illegible]0 lineal feet of [illegible] - [illegible] wire
Transformers - 1 [illegible] 1[illegible] kva, 1 [illegible] kva and 2 [illegible] 2[illegible] kva.

(2) Aerial Distribution:

111[illegible] lineal feet of [illegible] - [illegible] wire
552 lineal feet of [illegible] - [illegible] wire

(3) Aerial Service Leads:

1,1[illegible] lineal feet of [illegible] - [illegible] wire
[illegible] lineal feet of [illegible] - [illegible] wire

(4) Underground Service Leads:

1,1[illegible] lineal feet of [illegible] - [illegible] wire
2[illegible] lineal feet of [illegible] - [illegible] wire
121[illegible] lineal feet of [illegible] - [illegible] wire
507 lineal feet of [illegible] - [illegible] wire

b. Proposed.

(1) Aerial Transmission. When power becomes available from the Bureau of Reclamation's Colorado-Big Thompson project, the park can obtain free power as a result of an inter-bureau agreement with the Bureau of Reclamation. The probable tap point for this power is the Marys Lake Power Plant and it will be necessary to construct a high line from that point to the Utility Area and modify the present area system to suit the new conditions. However, no definite plans have been formulated for this condition. Plans will be dependent upon the supply point and power characteristics when made available. PCP RM-U-59-1 is in the physical improvements program to take care of this remodeling when it becomes necessary.

(2) Underground Distribution. When any new buildings are constructed in the Utility Area - either residences or shop buildings - their service systems will be underground. PCP RM-U-59 provides for installation of approximately 900 lineal feet of #4 - 3 conductor cable for service of proposed residences 144 to 149, inclusive.

C. Sewerage System

1. Site Factors

a. Topography. The topography of the Utility Area is mostly rather steep and all slopes toward Beaver Brook which flows southeasterly through the southerly part of the area.

b. Character of Soil. The top soil is composed mainly of a sandy, decomposed, granite loam with frequent rock outcroppings on a sub-base of blocky Longs Peak Granite.

2. Collection System.

a. Existing.

(1) Lines. The collection system is composed of 6 inch vitrified clay pipe, gravity flow laterals and mains and a 6 inch VCP outfall line to the present disposal system. Service lines to the various buildings are 6 and 4 inch VCP. The amounts of lines are as follows:

(a) 6 inch laterals and mains, 5,732 lineal feet
(b) 6 inch service lines, 565 lineal feet
(c) 4 inch service lines, 1,757 lineal feet
(d) manholes, 28

b. Proposed. Extensions will be made of the present system only as required to serve additional buildings when and as they are built.

PCP RM-U-57 is in the physical improvement program to serve this necessity.

3. Sewage Treatment.

a. Existing.

(1) Type and Size of Tanks

(a) Two septic tanks are now in use, one 9,200 gallon tank for the major portion of the area and one 4,300 tank for the Seasonal Housing Area on the south side of Beaver Brook. Both of these tanks were put into service in 1950. The 9,200 gallon tank replaced the old 5,800 gallon tank which was located adjacent to Beaver Brook and was subject to flooding as well as being inadequate.

b. Proposed. No new or additional treatment facilities are proposed since present facilities should take care of future needs.

4. Sewage Disposal.

a. Existing.

(1) Seasonal Housing Area. Effluent from the Seasonal Housing Area system is disposed of by means of a drain tile disposal field consisting of 600 lineal feet of 4 inch drain tile.

(2) Main Area. The effluent from the rest of the Utility Area is disposed of by means of a 4 inch drain tile leaching field constructed in 1950 at the same time as the above mentioned 9,200 gallon septic tank. This field replaced the old sand filter and secondary settling pond which was located adjacent to Beaver Brook and which was subject to flooding.

b. Proposed. No additional facilities are proposed since those in existence should be sufficient for future demands.

5. Sludge.

a. Method and Interval of Removal. Sludge is removed from all septic tanks by gravity flow to sludge drying beds through pipe drains in the tank bottoms. Sludge is removed only as conditions demand - usually about once a year.

b. Method of Disposal. Sludge is first allowed to dry in the sludge beds and then disposed of by burying.

D. Miscellaneous Utilities.

1. Garbage Disposal System.

a. Existing.

(1) Collection. Garbage and trash from the area is collected in cans at the individual buildings and hauled by truck to the disposal site.

(2) Methods of Disposal. Garbage and trash is disposed of by burning.

(3) Disposal Facilities. In the summer, Utility Area garbage is burned in a 500 person capacity incinerator located in an abandoned gravel pit at the west edge of Glacier Basin Campground. In the winter when the incinerator road is blocked by snow, the garbage and trash is hauled to a disposal dump operated by the Town of Estes Park.

b. Proposed. The existing system and methods are proving satisfactory and no additions nor alterations are proposed.

2. Gas Installations.

a. Existing. The only gas installations in the area are 18 individual building installations using bottled gas for cooking only.

b. Proposed. The only possible future installations would be the conversion of some of the residences from their present use of coal ranges to bottled gas for cooking purposes only.

3. Water Control System.

a. Existing.

(1) Drainage. Since the Utility Area is located on sloping terrain as previously described, no water problem is involved other than that of caring for storm water. All storm water is carried by roadside ditches and underdrains to Beaver Brook or its tributary arroyos.

b. Proposed.

(1) Drainage. The only future work to care for storm water would be provision of suitable roadside ditches when and as additional roads are constructed.

Prepared by: R. P. Montgomery Date March 20, 1951
Park Engineer

Re-edited by: G. F. Whitworth Date April 20, 1951
Engineer

Recommended: Francis J. Lahone Date May 7, 1951
Acting Superintendent

Recommended: (Sgd) James V. Lloyd Date MAY 25 1951
Acting Regional Director

Approved: Date
Director

BOUND COPY

MISSION 66

FOR

ROCKY MOUNTAIN NATIONAL PARK

NATIONAL PARK SERVICE
UNITED STATES
DEPARTMENT OF THE INTERIOR

WHAT IS MISSION 66?

MISSION 66 is a forward-looking program for the National Park System intended to so develop and staff these priceless possessions of the American people as to permit their wisest possible use; maximum enjoyment for those who use them; and maximum protection of the scenic, scientific, wilderness, and historic resources that give them distinction.

Construction is an important element of the program. Modern roads, well-planned trails, utilities, camp and picnic grounds, and many kinds of structures needed for public use or administration, to meet the requirements of an expected 80 million visitors in 1966, are necessary; but they are simply one means by which "enjoyment-without-impairment" is to be provided.

Under this program, outmoded and inadequate facilities will be replaced with physical improvements adequate for expected demands but so designed and located as to reduce the impact of public use on valuable and destructible features. It will provide both facilities and personnel for visitor services of the quality and quantity that the public is entitled to expect in its National Park System. It is intended to assure the fullest possible degree of protection, both to visitors and resources.

MISSION 66 is a long-range program; it will require at least 10 years to accomplish on a sound and realistic dollar basis. That means completion in 1966 -- the 50th anniversary year of the establishment of the National Park Service. The program has received enthusiastic endorsement by the President of the United States and his Cabinet, and has been well received by the Congress and the Nation at large.

The MISSION 66 program, as it pertains to Rocky Mountain National Park, is briefed in the accompanying report to provide information on what is planned and when it will be accomplished.

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
ESTES PARK, COLORADO

MISSION 66
for
ROCKY MOUNTAIN NATIONAL PARK

Introduction

Rocky Mountain National Park was established on January 26, 1915, to preserve for this and future generations an outstanding section of the Front Range of the Rocky Mountains. This region is noted for its lofty peaks, broad glacial valleys, rugged gorges, flowered meadows, alpine lakes, plunging streams, and abundant wildlife. Located about 64 miles northwest of Denver, the Park comprises about 405 square miles of land in the highest and most scenic section of north-central Colorado.

About 1910, when the automobile was finally proving practicable as a means of travel, many people began thinking of establishing a national park in this section of Colorado. Although there were many supporters of the idea, it was largely through the efforts of one man -- Enos Mills -- that the Park was established.

Rocky Mountain National Park has 65 named peaks over 10,000 feet in elevation, the highest of which is Longs Peak, 14,255 feet high. The Park is noted for the wide variety of its plant and animal life, with over 700 species of flowering plants, 215 species of birds, and 29 species of mammals having been observed. The visitor can often see such birds as the raven, ptarmigan, rosy finch, water ouzel, and the western tanager and such mammals as the American elk, Rocky Mountain mule deer, coyote, marmot, chipmunk, groundsquirrel, and pika. Occasionally, the rare bighorn sheep are seen from the Park roads.

From June through September, a varied program of nature walks and guided trips is offered. Exhibits, recorded and illustrated talks, and information service and literature are available during the summer at Moraine Park Museum, Fall River Pass Exhibit Room, and Hidden Valley Lodge at Lower Hidden Valley.

From December through April, facilities and services to enable visitors to enjoy scenic, wildlife and other winter attractions in the Park are provided. At Hidden Valley, 12 miles west of Estes Park, there is a developed center for winter recreational activities. There are three down-mountain ski trails, several ski slopes and practice areas with tows, a skating rink and warming shelters with food service.

Objectives

To serve an estimated 2 million people who will visit Rocky Mountain National Park annually by 1966, all of the development and services at the Park must be so planned and managed as to conserve and protect the area's important natural features from destruction or damaging use, to protect the Park visitors, and yet provide means for such numbers to enjoy the Park. These are primary responsibilities of the National Park Service.

In order that the visitor may receive inspirational, educational, and recreational benefits from a visit to the Park, principal features of great beauty or scientific interest must be made accessible by an adequate road and trail system. Other facilities and additional staff to afford protection for visitors and to interpret for them the principal features of the Park must be provided.

The Problem

Rocky Mountain National Park is suffering from a lag in funds and manpower for general maintenance and modernization of physical facilities. The condition of roads and trails has fallen seriously behind what is called for by the current volume and type of traffic. Roads into Chasm Falls, Wild Basin, and Longs Peak Campground are substandard and the main Park roads are in great need of resurfacing. Additional pull-outs and parking areas are needed, particularly along Trail Ridge Road where long strings of cars parked along the roadside now create traffic hazards, and interfere with access to major scenic features.

With few exceptions, the trails need retreading or relocation. New trails are needed to connect with some of the old trails so that visitors can follow loop routes, without back-tracking, and see more of the outstanding features of the Park. Separate horse and foot trails are needed on the more congested routes.

Existing interpretive facilities in the Park are at a very minimum. The improvised log museum in Moraine Park is inadequate, structurally obsolete, and its exhibits are outmoded; the nearby amphitheater has deteriorated beyond usefulness. Campfire circles exist in only two campgrounds. Both are too small, and one is in a bad state of repair. Campfire program facilities are needed for each of the Park's campgrounds. There are no permanent interpretive facilities at such spots of intensive visitation as Bear Lake, Wild Basin, Rock-Cut, and Rainbow Curve areas, and none anywhere on the west side of the Park. In the absence of funds for replacements, many of the temporary, improvised roadside exhibits and interpretive signs have had to be removed because they were deteriorated and unsightly.

The six campgrounds in the Park are used by about twice as many campers as they are equipped to serve. Roads, water and sewer systems, fireplaces, and tables are far below appropriate standards. There are few facilities in the Park for organized groups coming to camp. They are forced to scatter among individual campsites, causing inconvenience to themselves and considerable disturbance to other campers.

More and larger picnic areas are badly needed. For lack of such areas, picnickers frequently stop along the main roads, use the nearby meadows, or cluster around parking areas where facilities are not provided, creating litter problems, and impairing the scenic roadside by trampling and wear upon vegetation.

There is a critical shortage of buildings for both public use and staff functions in the Park. Office and other staff working space is too scattered and too small for the Park employees to function without waste of time and expense. Hidden Valley Lodge and an employees' washhouse are the only new buildings constructed in the Park since 1939.

More and better housing is needed for permanent and seasonal employees. Only 17 of the 31 present permanent residences are of a reasonable standard. Only 10 of the 55 summer employees' cabins come anywhere near providing acceptable living standards.

The strain of World War II and the Korean conflict on the American economy understandably had an effect on the amount of money available for parks. Appropriations did not keep pace with rapid increase in visitation and demands on park facilities. The protection and interpretive staffs remained too small to care for the increased work-load. The present staff is slightly larger, but still is so overloaded it is unable to protect the Park's resources properly and to give the visitors the kind and amount of service needed to help them get the most out of their visit.

Non-Federal property within the Park is still a problem. Some of the more accessible parts of the Park were settled long before the Park was established. During establishment it was recognized that such lands would have to be acquired to protect the Park in accordance with National Park laws and policies and to provide general public access to the Park's natural and scenic resources. However, it was not until 1932, and again in recent years, that funds for land acquisition have been provided. In the meantime, much of the non-Federal land has been divided into numerous ownerships, has been developed more intensively, and has become far more expensive. In 1958, over 165 separate tracts, totalling 3,899 acres, remain to be acquired. Most of this land borders major Park roads or is badly needed wildlife winter range. Some of it contains structures, fences and other installations which impair the natural scene and public access to it.

The Program

Roads and Trails

Under the MISSION 66 program, present roads and trails will be repaired, improved, and in many cases, reconstructed. A new approach road and connecting Bear Lake cutoff through Moraine Park will eventually replace the present crowded Thompson River Road as the principal approach to the central portion of the East slope of the Park. The old Fall River Road will be improved to Chasm Falls. Many pull-outs and parking areas will be developed where motorists can safely pull off Park roads to enjoy the scenery at leisure. Addition of 18 miles of new foot and horse trails will produce four cross-mountain routes and desirable loop-routes connecting major points of interest.

Visitor Accommodations

Because of the abundance of overnight accommodation in nearby communities, Rocky Mountain National Park is primarily a day-use area, but camping within the Park has grown rapidly in popularity. The present five well-spaced campgrounds, with 292 campsites on the East Side of the Park, will all have to be expanded. Facilities to accommodate house trailers have been developed by private capital outside the east boundary of the Park. An area properly laid out and adapted to the needs of organized groups is planned for Glacier Basin Campground on the East Side. No enlargement of Timber Creek Campground is planned since all additional camping space needs on the West Side will be provided in Shadow Mountain National Recreation Area.

Additional picnicking space, principally at Lower Hidden Valley, is being developed. Further picnicking facilities will be constructed as determined by study of future needs.

During the summer travel season, the concessioner will provide public transportation within the Park, will sell lunches and gifts at Fall River Pass and Hidden Valley. The concessioner also will provide food service (cafeteria and snack bar), ski and skate rentals, and supplies in connection with the winter use program at Hidden Valley, developing facilities and services of modern and adequate character to give good service to winter visitors.

Visitor Services

A principal East Side Visitor Center will be so designed that it may operate on a year-round basis at such time as travel and visitor use justify it. It will include information service, restrooms, exhibits and other services for the newly arrived westbound visitors. The principal campfire program facility for the East Side will be provided in the vicinity of the new East Approach Road.

A secondary Visitor Center will be constructed at Bear Lake. It will feature geological exhibits and on the central section of the Front Range will be a center of conducted and self-guided interpretive trips over the intensively used network of trails radiating from Bear Lake. This center also will house the Ranger Station in the Bear Lake vicinity.

A Visitor Center will be constructed near the Grand Lake entrance as part of a development to be known as West Side Headquarters. This building will combine interpretive, protection, and administrative functions for both the West Side of the Rocky Mountain National Park and Shadow Mountain National Recreation Area.

The present antiquated Moraine Museum and the nearby amphitheater eventually will be replaced with new and adequate facilities to permit use of the site as an interpretive center for the interpretation of the glacial features of the Park and as a focal point for many of the seasonal field interpretive activities. A new museum building at Fall River Pass will be constructed, with alpine exhibits, ranger offices, and public comfort stations.

Exhibit shelters dealing with major features of the Park will be constructed at Rock-Cut and possibly at Rainbow Curve on Trail Ridge Road, at Longs Peak Campground, and at the Wild Basin developed area. Additional roadside interpretive signs, markers, or exhibits will be located along the Park roads at selected parking areas and turnouts.

Protection

The protection of an area such as Rocky Mountain National Park requires an efficient, well-trained, and well-equipped group of men to look after the interests and safety of the public. The MISSION 66 program provides for reorganization of the protection staff, streamlining it, increasing its mobility, and improving communications to render better service to the public and more effective protection to both the roadside and wilderness sections of the Park.

Employee Housing

New permanent employee residences and ranger stations in developed areas are proposed on both sides of the Park. Economical multiple-housing units for seasonal employees will be constructed where needed.

Staffing

Increased physical facilities to serve larger numbers of people will require more funds and manpower to operate, protect, and maintain them. The Management and Protection seasonal peak staff of 89 employees in 1957 will increase in ratio to growing visitation and development to a total of 155 by 1966.

Annual Operations

The increase in maintenance and manpower requirements in managing the Park and rising costs of materials and wage rates probably will necessitate gradual increases in the annual budget -- from $700,000 for 1956 to an estimated $900,000 in 1966.

Summary of Improvement Costs

The following program indicates the size and scope of improvements planned for Rocky Mountain National Park over the next 10 years:

Development and Improvement of Roads and Trails	$5,196,800
Buildings and Utilities	3,971,145
Total cost of physical improvement under MISSION 66	$9,167,945

Conclusion

MISSION 66 within Rocky Mountain National Park will accomplish three broad objectives. It will:

1. Bring Park facilities up-to-date;
2. Provide an improved interpretive program so that visitors can attain a full measure of enjoyment and appreciation of the Park;
3. Re-establish efficient protection of the public and the natural resources of the Park through the restoration of previously mis-used lands, a better regulated roads and trails system, and improved ranger staff services.

MISSION 66 will provide spacious, well-kept camp and picnic grounds. New visitor centers with attractive exhibits and other facilities will orient and enlighten the visitors. The careful location and orderly grouping of developed areas and the acquisition of private lands within the Park will restore, preserve, and protect the area, and at the same time make it available to the visitor in such a way that the values and features for which the Park was set aside shall be perpetuated, freely accessible to the visitor.

Western Box Office

Box
C 14

May 17, 1957

Memorandum

To: The Director

From: Superintendent, Rocky Mountain National Park and Shadow Mountain National Recreation Area

Subject: Minutes of Fishing Regulations Hearing

In this regard attached minutes pertain to a hearing held on May 9, 1957 relative to the selection of a portion of the proposed Fishing Regulations Leaflet (Schedule A, Colorado Commission), and legal and climate, [illegible] to the adequate information of residents.

(Sgd) James V. Lloyd

James V. Lloyd
Superintendent

Reference:
Copy to: Regional Director, Region Two
May 9, 1957

WESTERN OFFICE
DESIGN & CONSTRUCTION
MAY 21 1957 A.M.

CHIEF
ADMIN. ASSIST.
PERSONNEL
LEGAL & PROC.
LAND
ENGINEER
CONTRACTS
CONSTRUCTION
ARCHITECT
ACTION TAKEN—DATE

Last

Two

Rocky Mountain National Park

Recapitulation - Entire Park

149	344	777	75
2	34	74	-
2	34	74	
130	279	586	75
	25	-	-
	77	112	-
	177	212	75
13	56	117	

SCHEDULE A

Page 2 Two

Rocky Mountain National Park

	54	182	453			55
	2	34	74	NONE	NONE	-
	2	34	74			
	45	117	262			55
	-	25	-			
	-	21	-			
	-	71	-			55
	9	31	67			

*Included in this development area are the following four concession establishments:

1. [illegible]gues Lodge
2. [illegible]nwood Ranch-Hotel
3. Jack Woods Cottages
4. Bear Lake Lodge

SCHEDULE A

OVERNIGHT ACCOMMODATIONS

Region Two

Rocky Mountain National Park
(Name of Park)

(Developed Area or Location in Park)

Type and Class of Accommodations	Existing Facilities January 1, 1957			Additional Pillow Capacity Required by 1966		Concessioner's MISSION 66 Plans		Pillow Capacity used for Concession Employees 1956
	No. of Bldgs.	No. of Sleeping Rooms	Pillow Capacity	Supt. Est.	Conc. Est.	No. Rooms to be Rehabilitated	No. Pillows to be Added	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Total-Visitor Accommodations	85	162	324	—	—	—	—	20
Hotels (Total)	—	—	—	—	—	—	—	—
Class A								
Class B								
Class C								
Cabins (Total)	85	162	324	—	—	—	—	20
Class A		-	-					
Class B		56	112					
Class C		106	212					20
Housekeeping								
Shelter								
Tents								
Other (Specify)								
Concessioner Employee Quarters (Additional to Col. 3 above)	4	25	50					

~~[illegible]~~

C14

April 30, 1957

WESTERN O
DESIGN & CONST
MAY 2 19
CHIEF
ADMIN. ASS
PERSONNEL
PLANS &
SAFETY

Air Mail

Memorandum

To: The Director

From: Superintendent, Rocky Mountain National Park and Shadow Mountain National Recreation Area

Subject: Concessioner MISSION 66 Visitor Facility Development Program, Rocky Mountain National Park

Last

In accordance with the Director's memorandum [illegible] 1957, [illegible] Instead, the entire park concession [illegible] are outlined as a whole.

Schedule A - [illegible] Accommodations

The general development plans of MISSION 66 call for the [illegible] Rocky Mountain National Park.

Therefore, for the Schedule A portion of the Report, we submit a negative report.

Schedule B - Trailer Courts, Eating Facilities and Stores, and Other Services

The Schedule B portion of the report [illegible] MISSION 66 [illegible] guests of the lodges. Day-use visitors, in general, require only lunchroom supplies or cafeteria service.

Lunching facilities will be expanded through inclusion of this type of service in the developed areas proposed in MISSION 66. Such expansion will provide required services to the day-use visitor.

No trailer courts are proposed for Rocky Mountain National Park during the MISSION 66 period. Adequate trailer courts are available immediately outside of the National Park.

Gasoline service stations are not necessary under the day use concept of Park use planned through MISSION 66. The areas on both the east and west entrances to Rocky Mountain National Park contain sufficient service station facilities. Hidden Valley may be the exception.

Store services will be expanded through inclusion of these facilities at the developed area at Bear Lake and at [illegible] in [illegible] at Fall River Pass. These services will be limited to [illegible] photographic supplies, and [illegible] items. [illegible] are readily available outside of the National Park, and [illegible] the daytime type of Park visitation.

[illegible]

All services listed under Schedule C are sufficiently available outside of Rocky Mountain National Park, with the exception of services to be operated in connection with the Hidden Valley Winter Use Area.

Winter sports equipment rental, warming and other-type facilities will be expanded to keep up with the anticipated increases in the demand for these services.

[illegible]

Each unit of this section of the Report will be presented separately with appropriate narrative explanation.

The pillow capacity of the concession accommodations will decrease in line with the MISSION 66 goal to eliminate all overnight accommodations from within Rocky Mountain National Park.

No trailer courts are presently available and none are proposed under MISSION 66 for Rocky Mountain National Park.

The type of eating facilities found in the Park will change from the dining room facilities (which will be eliminated when their need is eliminated with the deletion of overnight accommodations) to a cafeteria-refreshment counter type of service more suitable to the requirements of the daytime visitor. Although total seating capacity may be somewhat decreased, total service capacity will be increased by the adoption of the more efficient cafeteria and [illegible] operations. It is planned to have the concessioner provide some food service at Hidden Valley during the summer season.

[redacted]

(Sgd) James V. Lloyd

[redacted]

[redacted]

[redacted]

[redacted]

SCHEDULE A

LODGING ACCOMMODATIONS

Region Two

Rocky Mountain National Park
(Name of Park)

(Developed Area or Location in Park)
Entire

Type and Class of Accommodations	Existing Facilities January 1, 1957			Additional Pillow Capacity required to 1966		Concessioner's MISSION 66 Plans		Pillow Capacity used for Concession Employees 1966
	No. of Bldgs.	No. of Sleeping Rooms	Pillow Capacity	Supt. Est.	Conc. Est.	No. Rooms to be Rehabilitated	No. Pillows to be Added	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Total-Visitor Accommodations	—	—	—	—	—	—	—	—
Hotels (Total)	—	Eliminate	—	None	—	None	—	—
Class A								
Class B								
Class C								
Cabins (Total)	—	Eliminate	—	None	—	None	—	—
Class A								
Class B								
Class C								
Housekeeping								
Shelter								
Tents								
Other (Specify)								
Concessioner Employee Quarters (Additional to Pillow Capacity)		Eliminate		None		None		

Two

Rocky Mountain National Park

(Year of Plan)

(Development Area or Location in Park)

Entire

Type and Place	Units of Measure	Existing Facilities Jan. 1, 19__	Add'l. Facilities Required by Plan: Rqmt. Loc.	Add'l. Facilities Required by Plan: Concs. Loc.	Concessioner Facilities Plan	Remarks
	(1)	(2)	(3)	(4)	(5)	(6)
Lodging Units *	Units	None	None	None	None	
Lodging Units (Total)	Units					
[illegible]		320	None			
[illegible]		35	None			
[illegible]		35	45			
[illegible]		35	115			
Dining	Seats					
[illegible]		None	None			
[illegible]		None	None			
[illegible]		2	1			
[illegible]						
[illegible]	Number	None	None	None	None	
[illegible]	Parking Spaces	None	None	None	None	

* Lodging units are those permanent facilities that have been developed and incorporated [illegible] for accommodation of house trailers.

SCHEDULE C

MISCELLANEOUS SERVICES

Region Two

Rocky Mountain National Park
(Name of Park)

(Developed Area or Location in Park)
Entire

Type and Class	Available Jan. 1, 1957		Superintendent's Estimate of Needs by 1966				Concessioner's Plans			Remarks
	Yes	No	None	Improve	Expand	Discontinue	No Change	Improve	Expand	
Marine Services		x	x							
Repairs										
Supplies										
Launching Facilities										
Boat Rentals										
Power										
Other										
Rental Services										
Horses	x		x							
Camping Equipment		x	x							
Automobiles		x	x							
Winter Sports Equip.	x			x						
Public Laundries		x	x							
Public Baths		x	x							
Medical Services		x	x							
Barber and Beauty Shops		x	x							
Medical Services		x	x							
Winter Use Facilities	x			x						
Ski Tows	x			x						

SCHEDULE D

PROPOSED PROGRAM - ADDITIONAL CONCESSION FACILITIES REQUIRED BY 1966

Region Two

Rocky Mountain National Park

(Developed Area or Location in Park)

Facilities	1957	1958	1959	1960	1961	1962	1963	Entire 1964	1965	1966	Total by 1966 1/
Pillow Capacity											
Supt. Est.											
Conc. Est.											None
Trailer Courts											
Supt. Est.											
Conc. Est.											None
Eating Facilities											
Supt. Est.											
Conc. Est.								160			160
Stores											
Supt. Est.											
Conc. Est.								1			1
Gasoline Stations											
Supt. Est.											
Conc. Est.											None
Boat Docks and Slips											
Supt. Est.											
Conc. Est.											None

1/ Totals should agree with the appropriate totals in Columns 4 and 5, Schedule A, and Columns 3 and 4, Schedule B, for the entire park.