REGION RMR PARK/AREA NAME Zion Nation	al Park PARK NUMBER 1590
STRUCTURE NAME Virgin River Bridge	STRUCTURE NUMBER 997 HS-997
LOCATION OF STRUCTURE Virgin River Bridge	PARK LOCATION CODE PG
NATIONAL REGISTER DATE: / /	MANAGEMENT CATEGORY: (A) (B) (C) (D
NPS LEGAL INTEREST FEE	MANAGEMENT AGREEMENT: No Mgnt. Agreem
Check all of the following categories for which	NPS has treatment responsibility:
Stabilization() Cyclic Maintenance() Routine Ma	intenance() Approved Ultimate Treatment
(ROCKY MOUNTAIN REGION USE ONLY)	
APPROVED ULTIMATE TREATMENT OR RESOURCE MANAGEM	ENT PLAN, CULTURAL COMPONENT DESIGNATIO
Preservation (PP) Restoration Adaptive Preservation (AP) Adaptive Restoration Neglect (NG) Remove	(RR) Reconstruction (CC)  (AR) Adaptive Reconstruction (AC)  (RM) No Approved Treatment (NO)
Approval Document Estimated Treatment Costs	()Document Date:/_/
Stabilization: \$ Date: // Approved Treatment: \$ Date: //	Level of Estimate: (A) (B) (C) Estimator: (Region) (DSC) (A&E)
Architect/Designer: Thos. Vint/ Angwin Historica History of Structure: In Feb. 1928, Chief Lands Bridge Engineer from the Regional Office, Mr. Ansites on the Zion-Mt. Carmel Highway which was ion the Virgin R. Bridge lagged behind due to lantion finially commenced in October 1929. Althoug Ceremony on the 4th, the Bridge was not complete Evaluation of Structure: Historic Theme Contri National Register Criteria: A B CX D (Inclu Although partially reconstructed in 1960, the Vial integrity. Attractive and well executed, the which was skillfully camouflaged with 54" Redwoo Bibliography: Scoyen, E.T. "ZNP Annual Report fintendent's Monthly Reports, Feb., Oct., 1928."  Representation in Other Surveys: Olivieri, Lan Report, 1978."	lterations: 19/59/1960  l Theme(s): Transportation cape Engineer, Thomas C. Vint and gwin, made inspections of the bridge n the process of construction. Work dscape design difficulty and construct h open for the Highway Dedication d until the end of July. Widened. 1960. buting X Non-Contributing de integrity statement) rgin River Bridge retains its structure bridge is a 3 span "I" beam structure d slabs to give it a rustic finish. or 1930", Scoyen, E.T. "ZNP Super- Jolley, D.J. " Report to Supt., 10/1929". ce. "Classified Structure Inventory
If structure has been removed, how?	Date: _//
Report prepared by: James Jurale	Date: 09 / 26/ 1984

OCATION:	Section undetermined Township 41 S	State <u>Utah</u> County Washington	USE:	CURRENT INTERIOR USB (NPS 28 CODE) N/A Original Use Highway bridge
	Range 10 W			Intermediate Uses Highway bridge
				PERIOD OF CONSTRUCTION (NPS 28 CODE) HI
NERSHIP:	Present Owner:	S		NEGATIVE No. HAER No. UT-39-C-1
	Original Owner: NP	S		
	Intermediate Owner(s):	NPS		

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

Chief Ranger, Donal J Jolley, reported in Oct. 1929 that work commenced on the River Bridge, "which when completed will connect the New Zion Mt. Carmel highway with the present Zion road." Construction work on the Bridge had lagged behind due to a change in design and, according to Supt. Scoyen, "the difficulties in arriving at a practical solution of this problem which will also be satisfactory from the landscape standpoint." The Bridge across the Mukuntuweap (Virgin) River was completed late in July 1930.

The original River Bridge was 185 feet long, with a 20-foot driveway across the center and a five-foot sidewalk on each side, making a total width of 30 feet. Constructed as a 3 span steel "I" beam structure, it was camouflaged with 54" Redwood slabs to give it a rustic appearance. The spans were supported by two pieces of solid masonry 34 feet high.

On December 17, 1959, Park Service personnel commenced removing the sidewalks and enlarging the road surface of the brige. The old curb was dislodged by cutting and blasting, the edge of the pavement was leveled and the debris removed. Steel reinforcing rods were placed in the 5' wide trench on each side of the bridge. Then the gaps were filled with poured concrete and the enlarged road-bed resurfaced. Renovation of the bridge, which spans the Virgin River approximately 2 miles north of the Park administration building, was completed in March 1960.

The bridge's concrete and "I" beamed roadbed is supported by pitcher-faced, ashlar, sandstone, masonry, piers and abuttments. "Spanning the tops of the piers and imbedded in the masonry, are 1 1/2'x 3' (approx.) dia. beams which protrude from the piers on both sides. 1' X 4' fascia beams line the lower sides of the roadbed. 4"X 10" ballistrade, (sic) with 6" X 10" railings imbedded in spaced wood posts, form the guardrails."

# (Attach 4" x 5" Black and White Photograph)

REGION RMR	PARK/AREA NAME	ZION N.P.	PARK NUMBER	1590
STRUCTURE NAME Zi	on-Mt. Carmel Tunnel	in the second se	STRUCTURE NUMBER_	RT 999
LOCATION OF STRUCT	JRE Zion-Mt. Carmel T	unnel 1970 PA	RK LOCATION CODE_	PG
NATIONAL REGISTER_	DATE		AGEMENT CATEGORY:	(A) (B) (C) (D)
NPS LEGAL INTEREST	FEE	MAN	AGEMENT AGREEMENT	No Mgnt. Agreemer
Check all of the fo	ollowing categories	for which NPS h	as treatment resp	oonsibility:
Stabilization (%) Cy	clic Maintenance () Re	outine Maintena	nce() Approved Ul	timate Treatment
(ROCKY MOUNTAIN RE	GION USE ONLY)		e e e e e e e e e e e e e e e e e e e	
APPROVED ULTIMATE	TREATMENT OR RESOURCE	e management pl	AN, CULTURAL COMP	ONENT DESIGNATION
Preservation Adaptive Preservat Neglect	(PP) Restoration ion (AP) Adaptive Ro (NG) Remove	n (RR) estoration (AR) (RM)	Adaptive Recons	struction (AC)
Approval Document_ Estimated Treatmen			ocument Date:	<u>/ /</u>
Stabilization: Approved Treatment	\$ Date:	<u>'//</u>	Stimate: (A) (B)	(C) on) (DSC) (A&E)
significance. Date of Constructi Architect/Designer History of Structu and Finch assisted 1925, Tunnel contra started in 1927. ( ton of Michigan, ch sored the appropria Evaluation of Stru National Register The 5,613' long,roo retains structural Zion N.P. and the ch Bibliography: Wood U.S. Dept. of Inter Representation in Report,1978."	on: 07/04/1930 : Chief, T. MacDonald re: The original Tun by East Rim rancher, act awarded to Nevada Completed in 1930 at mairman of the House ations that construct cture: Historic The Criteria: A B CX ck faced tunnel with integrity. It is one only one of its kind libury, Angus. A Historic The crior. "Zion N.P. Dedic Other Surveys: Olivi	Date of Alterate sistorical Them nel reconnaissa John Winder. Some construction of a cost of \$503, Committee for the contributing of the most spines of the most spines of the Rocky Mory of Southern ations, 1930.",	cions: 19/51/195 ne(s): Transportat nce was made in 1 durvey of Tunnel co. of Fallon, Nev 000. Congressman the National Park dinor alterations (X Non-Contrib egrity statement) (was completed in ectacular man-mad ountain Region. Utah and its Nati "Zion N.P. Supt's	923 by Means ompleted in ada and work Louis C. Cramp- Service, spon- in 1951-58. outing  1930 and e sites at onal Parks, 1950. Reports, 1951, 58.
If structure has b	een removed, how? _		Date:	
Report prepared by	: James Jurale	1,220	Date:	09 / 24/1984

LOCATION:	Section _ Township	undeterm	ined	State	Utah Washington	USE:	CURRENT INTERIOR USE (NPS 28 CODE) Coriginal Use Highway Tunnel	OT (Tunnel)
		10 W		county	- Hasimigeon		Intermediate Uses Highway Tunnel	
							PERIOD OF CONSTRUCTION (NPS 28 CODE)	ні
OWNERSHIP:	Present	Owner: _	NPS				NEGATIVE No. HAER No. UT-39-A-1	
	Original	l Owner:	NPS			•		
	Intermed	diate Owne	er(s):	NPS				

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

Due to the urging of Utah Parks Co. officials, the Federal Bureau of Public Roads and the Utah State Road Commission began studying ways by which the scenic points of interest in southern Utah and northern Arizonia could be linked. In June, 1923, B.J. Finch, the District Engineer of the USDA Bureau of Public Roads at Ogden and Howard C. Means, a Utah State Engineer, arrived in Zion N.P. There, they met John Winder, an East Rim rancher who was a leading authority on the rugged Zion back country. After extensive exploration of the area, the 3 men concluded that a road up Pine Creek with a tunnel through the Great Arch was the most logical route to provide access into the Park from the East. The Park Service helped conduct the survey of alternative routes, including one up Paisnuweap Canyon, in 1925, but Pine Creek was ultimately selected

The Nevada Construction Co. was the low bidder on the contract and began construction on the 6 galleries that are visible today, in 1927. Pilot tunnels were drilled and then enlarged with an Erie Air Shovel to a with of 22' and a height of 16' Narrow gauge railcars hauled the waste material from the drillings and dumpted it into the canyon below through the galleries. In 1951, Gallery #4 was reinforced with concrete after being damaged by a rock slide. A second gallery was partially sealed and that portion of the tunnel near the gallery reinforced with steel and concrete following a rockslide that occured in 1958.

The Tunnel is 5, 613' in length and cost \$503,000. The grade within the tunnel is approx. 4%, with an elevation increase of 281' from the west (5,115') to the east (5,396') end. The west entrance is faced with coursed, rockfaced, ashlar, sandstone outlining the opening with a key-stoned arch. Today, about 1/2 of the yearly visitors to Zion N.P. enter from the East Entrance via the Zion - Mt. Carmel Highway Tunnel. It is no longer possible to stop in the Tunnel and view out from the galleries, as Park officials have determined that modern automobiles presented a traffic hazard when they attempted to utilize the original narrow parking spaces built there.

STRUCTURE NAME Zion - Mt. Carmel Highway STRUCTURE NUMBER RT 1000  LOCATION OF STRUCTURE Zion Mt. Carmel Highway & PARK LOCATION CODE PG
LOCATION OF STRUCTURE Zion Mt. Carmel Highway @ 2 PARK LOCATION CODE PG
NATIONAL REGISTER DATE: // MANAGEMENT CATEGORY: (A) (B) (C) (D)
NPS LEGAL INTEREST FEE MANAGEMENT AGREEMENT No Mgnt. Agreemen
Check all of the following categories for which NPS has treatment responsibility:
Stabilization (%) Cyclic Maintenance (x) Routine Maintenance (x) Approved Ultimate Treatment (
(ROCKY MOUNTAIN REGION USE ONLY)
APPROVED ULTIMATE TREATMENT OR RESOURCE MANAGEMENT PLAN, CULTURAL COMPONENT DESIGNATION
Preservation (PP) Restoration (RR) Reconstruction (CC) Adaptive Preservation (AP) Adaptive Restoration (AR) Adaptive Reconstruction (AC) Neglect (NG) Remove (RM) No Approved Treatment (NO)
Approval Document( )Document Date: _/ /  Estimated Treatment Costs  Level of  Stabilization: \$
STATEMENT OF SIGNIFICANCE: Scenic Highway of architectural and historical significance.
Date of Construction: 07/04/1930 Date of Alterations: 06/30/1968  Architect/Designer: Thomas H. MacDonald Historical Theme(s): Transportation  History of Structure: Thomas H. MacDonald. Chief of the Bureau of Public Roads and his engineering assistants completed the 3 year project in 1930. The original reconnaissance was made by U.S. District Engineer, B.J. Finch and Utah State Engineer H.C.
Means assisted by Zion pioneer rancher, John Winder. Congressman Cramton, Chairman
of the Sub-Committee on appropriations for National Parks and Stephen T. Mather, Dir-
ector of the NPS were instrumental in obtaining the almost \$2 million Federal funds.  Evaluation of Structure: Historic Theme Contributing X Non-Contributing
National Register Criteria: A_B_Cx D_ (Include integrity statement)
Completed in 1930, the approx. 10 mile Park section of this 25 mile road its of great
scenic interest and retains structural integrity. The conception, design and construction
of this road was an artistic achievement which stands as a testimonial to NPS vision.
Bibliography: Markoff, Dena S. "The Dudes are always Right" ZNHA, 1980. U.S. Dept.
of Interior. "Zion N.P. Dedications, 1930." #ZP-101-01. Zion N.P. Completion Report#5104.
Representation in Other Surveys: Oliveri, Lance. "Classified Structure Inventory
Report, 1978.
If structure has been removed, how?  Date: //

LOCATIONS	Section Township				Washington,	Kane	USK:	Original Use Scenic Highway
	Range	9 W, 10	w			128		Intermediate Uses Scenic Highway
			•					PERIOD OF CONSTRUCTION (NPS 28 CODE) HI
OWNERSHIP:	Present	Owners	N	es				NEGATIVE No. HAER No. UT-39-5
	Origina	1 Owner:	N	PS .				
	Interme	diate Ow	mer(a):	NPS				

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

After 4 years of planning, Zion - Mt. Carmel Highway construction began in 1927 for the purpose of linking up Zion National Park, Bryce Canyon National Park, Cedar Breaks and the North Rim of the Grand Canyon of the Colorado, Running east from the Virgin River Bridge, the road forms a connecting link between U.S. Highways 9. and 89, and completed the tourist loop envisioned by the Utah Parks Company in the early 1920's. The old road network from Zion measured 159 miles to Bryce, 139 miles to Cedar Breaks and 142 miles to the Grand Canyon, Upon completion in 1930, the Zion-Mt. Carmel Highway cut the distance to 88, 70 and 116 miles respectively. Ironically, this highway promoted by the UPC facilitated increased automobile traffic which eventually took the place of railroad transportation to the parks.

At the time of the dedication ceremony on July 4, 1930, 8 1/2 miles of highway, constructed at a cost of \$1,440,000 (including the tunnels) to the Federal Government, were located within the boundaries of Zion National Park. The remaining 16 1/2 miles was a Federal Aid project and had been constructed at the joint expense of the United States and the State of Utah. Presently, the Highway extends for approximately 10 miles from the Zion Lodge turnoff to the Park's eastern border, located 1/2 mile beyond the East Entrance Visitor Contact Station. In addition to the Zion-Mt. Carmel Tunnel and the Pine Creek Bridge (inventoried in seperate "LCS. Reports") other man-made structures located on the Park portion of the Highway include: a 1/10 mile long, rock-faced tunnel located approx. 1.2 miles to the east of the greater tunnel's east entrance; two 20 yard bridges with decorative concrete pylons; numerous galvanized pipe and sandstone culverts; and hundreds of cubic yards of random ashlar masonry retaining walls.

Six switchbacks cut into the soft sandstone of Pine Creek Canyon allow the roadway to drop 800' in its 3 1/2 mile course from the west end of the Zion-Mt. Carmel Tunnel to the floor of Zion Canyon. The maximum grade is 6 percent. Due to frequent rock falls onto the highway, CCC personnel picked loose rocks from the slopes above the Highway in

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

the early 1930's. Rock falls are still aroad hazard today. Several pulloffs where scenic views may be enjoyed were constructed along the Highway in 1968.

WASO Form - 177 ("R" June 1984)

## UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

# NATIONAL REGISTER OF HISTORIC PLACES EVALUATION/RETURN SHEET

Zion-Mt. Carmel Highway (Zion National Park	
MRA)	DEC C.
Washington County UTAH	Working No. DEC 3 1 1986
	Fed. Reg. Date:
Swestantive Review	Date Due: 1/24/87 - 2/14/87
그 이 경영화 (1) 과학에 가게 그리고 그리고 있는데 이 시간 이 시간 이 이 시간에 되었다.	Action: ACCEPT PRETURN 2-14-87
resubmission nomination by person or local government	REJECT
owner objection	Federal Agency:
□ appeal	redefail Agency.
Substantive Review: ☐ sample ☐ request ☐ appeal	☐ NR decision
Reviewer's comments: Thighway significant for it ale returned for additional UTM's.	ojn. File is keing
and the second second	Recom./Criteria le durin
returned for additional	Reviewer Zmellelland
LITME	Discipline A Hist
UU 111 3.	Date 2/14/87
	see continuation sheet
Nomination returned for:technical corrections cited belowsubstantive reasons discussed below	
1. Name	
2. Location	
3. Classification	
Category Ownership Status Public Acquisition Accessible	Present Use
4. Owner of Property	
5. Location of Legal Description	
6. Representation in Existing Surveys	
Has this property been determined eligible? ☐ yes ☐ no	
7. Description	197
Condition Check one	Check one
excellent deteriorated unaltered	original site
good ruins altered	moved date
☐ fair ☐ unexposed	
Describe the present and original (if known) physical appearance	
summary paragraph	
☐ completeness ☐ clarity	개병하는 맛있다면 가게 하는 없어요. 그렇게
☐ alterations/integrity	
dates	
boundary selection	

8. Significance	
Period Areas of Significance—Check and justify below	
Specific dates Builder/Architect	
Statement of Significance (in one paragraph)	Zion-Mt. Carmel Highway (Zion Mational Park
summary paragraph	(AGIA)
completeness I & 3d	Vashington County
☐ clarity	
☐ applicable criteria ☐ justification of areas checked	
relating significance to the resource	
context	
relationship of integrity to significance	
☐ justification of exception ☐ other	
9. Major Bibliographical Deferences	
9. Major Bibliographical References	
外0. Geographical Data	
Acreage of nominated property	
[20년 2일 2일 20년 2일	- Cooc Ho
(UTM References please promise 3 a more of the	funci founts (e.g. for the
Verbal boundary description and justification	brighning; era;
	and one or more
	paints along
11. Form Prepared By	where changes
12. State Historic Preservation Officer Certification  The evaluated significance of this property within the state is:	m direction
The evaluated significance of this property within the state is.	occur)
nationalstatelocal	
State Historic Preservation Officer signature	
State historic rreservation officer signature	
title date	
13. Other	
□ Maps	
Photographs	
Other	
	ede mcClelland
로래마이 마리에 가입니다. 그는 이번 마리아와마이트 등 이번 시간에 가지 아이들에게 다른 사람이 되었다. 그는 사람이 되었다면 그는 사람이 사람이 가지 않는데 사람이 되었다면 하는 사람이 되었다면 사람이 되었다면 다른 사람이 되었다면 하는데 사라니 사람이 되었다면 하는데 사람이 되었다면	19일을 하는 다른 사람이 있는 것이 아이들은 10일을 하는 것으로 10일을 하는 것으로 10일을 하는 10일
	4-87 Phone: 31/3 -9544
Signed Lande halleland note 2-1	11-87 2113 -98011

WASO Form - 177 ("R" June 1984)

## UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

# NATIONAL REGISTER OF HISTORIC PLACES EVALUATION/RETURN SHEET

Zion-Mt. Carmel Highway (Zion National Park	
MRA) Washington County	JEC 21 1000
Washington County UTAH	Working No
	Fed. Reg. Date:
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 2/14/87 - 2/14/87
resubmission	Action:ACCEPT
nomination by person or local government	REJECT
owner objection	Federal Agency: NRS
appeal	
	ppeal NR decision
Reviewer's comments: Thighway significant for returned for additional UTM's.	it de in . File in house
Mighway significant for	it des jou. File is keing
refund & additional	Recom./Criteria
	Reviewer Sylver Colored
um's.	Date 2/14/87
	see continuation sheet
Nomination returned for: technical corrections cited below	
substantive reasons discussed below	for
1. Name	1 with to an inte
2. Location	11 to a Pila to
3. Classification	a Mada
Category Ownership Status Public Acquisition Accessib	Present Use
4. Owner of Property	
5. Location of Legal Description	
6. Representation in Existing Surveys	
Has this property been determined eligible? ☐ yes ☐ no	
7. Description	
Condition Check one	Check one
excellent deteriorated unaltered	original site
good ruins altered	moved date
☐ fair ☐ unexposed	
Describe the present and original (if known) physical appearance	
□ summary paragraph UTM ZONE 12	
<u>=</u>	1110012
completeness pt. A 326 260	4119960
	111205110
alterations/integrity dates  pt B 329400	4120540
boundary selection pt. C. 331580	4121000
P. C. 331300	1121000

8. Significance		
Period Areas of Signific	cance—Check and justify below	
Specific dates Statement of Significance (iii	Builder/Architect	
summary paragraph completeness clarity applicable criteria justification of areas che relating significance to the context relationship of integrity justification of exception other	cked he resource to significance	
9. Major Bibliographical Re	ferences	
Acreage of nominated proper Quadrangle name		
(UTM References Please	prome 3 ~ more um when	beginning, end
Verbal boundary description	promie 3 ~ more orm reference	and one or more paints along
11. Form Prepared By		where changes
12. State Historic Preservat The evaluated significance of national State Historic Preservation (	f this property within the state is:statelocal	m direction
title	date	
13. Other		ST Phone: 313-9544

### (Attach 4" x 5" Black and White Photograph)

REGION RMR PARK/AREA NAME Zion Nationa	1 Park PARK NUMBER 1590
STRUCTURE NAME Virgin River Bridge	STRUCTURE NUMBER 997 HS-997
LOCATION OF STRUCTURE Virgin River Bridge	PARK LOCATION CODE PG
NATIONAL REGISTER DATE: //	MANAGEMENT CATEGORY: (A) (B) (C) (D
NPS LEGAL INTEREST FEE	MANAGEMENT AGREEMENT: No Mgnt. Agreem
Check all of the following categories for which	NPS has treatment responsibility:
Stabilization () Cyclic Maintenance () Routine Mai	ntenance() Approved Ultimate Treatment
(ROCKY MOUNTAIN REGION USE ONLY)	
APPROVED ULTIMATE TREATMENT OR RESOURCE MANAGEME	NT PLAN, CULTURAL COMPONENT DESIGNATIO
Preservation (PP) Restoration Adaptive Preservation (AP) Adaptive Restoration Neglect (NG) Remove	(RR) Reconstruction (CC) (AR) Adaptive Reconstruction (AC) (RM) No Approved Treatment (NO)
Approval DocumentEstimated Treatment Costs	_()Document Date: _/ /
Stabilization: \$ Date: // Approved Treatment: \$ Date: //	Estimate: (A) (B) (C) Estimator: (Region) (DSC) (A&E)
STATEMENT OF SIGNIFICANCE: Service built highway ical significance.  Date of Construction: 07/04/1930 Date of Al Architect/Designer: Thos. Vint/ Angwin Historical History of Structure: In Feb. 1928, Chief Landsc Bridge Engineer from the Regional Office, Mr. Ang sites on the Zion-Mt. Carmel Highway which was in on the Virgin R. Bridge lagged behind due to land tion finially commenced in October 1929. Although Ceremony on the 4th, the Bridge was not completed Evaluation of Structure: Historic Theme Contrib National Register Criteria: A B CX D (Includal Although partially reconstructed in 1960, the Virgin integrity. Attractive and well executed, the by which was skillfully camouflaged with 54" Redwood Bibliography: Scoyen, E.T. "ZNP Annual Report for intendent's Monthly Reports, Feb., Oct., 1928." Jakepresentation in Other Surveys: Olivieri, Lanca Report, 1978."	terations: 19/59/1960 Theme(s): Transportation ape Engineer, Thomas C. Vint and win, made inspections of the bridge the process of construction. Work scape design difficulty and construc- open for the Highway Dedication until the end of July. Widened. 1960. uting X Non-Contributing e integrity statement) gin River Bridge retains its structure ridge is a 3 span "I" beam structure slabs to give it a rustic finish. r 1930", Scoyen, E.T. "ZNP Super- olley, D.J. " Report to Supt., 10/1929" e. "Classified Structure Inventory
If structure has been removed, how?	Date:/ /
Report prepared by: James Jurale	Date: 09 / 26/ 1984

LOCATION:	Section undetermined	State Utah	USE:	CURRENT INTERIOR USB (NPS 28 CODE) N/A
	Township 41 S	County Washington		Original Use Highway bridge
	Range 10 W			Intermediate Uses Highway bridge
				PERIOD OF CONSTRUCTION (NPS 28 CODE) HI
WNERSHTP:	Present Owner:			NEGATIVE No. HAER No. UT-39-C-1
	Original Owner: NP	3		
	Intermediate Owner(s):	NPS		

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

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REGION RMR PARK/AREA NAME ZION NATIONA	L PARK PARK NUMBER 1590
STRUCTURE NAME Pine Creek Bridge	STRUCTURE NUMBER 998
LOCATION OF STRUCTURE Pine Creek Bridge Masters	PARK LOCATION CODE PG
NATIONAL REGISTER DATE: //	MANAGEMENT CATEGORY: (A) (B) (C) (D)
NPS LEGAL INTEREST FEE	MANAGEMENT AGREEMENT: No Mgnt. Agreement
Check all of the following categories for which	NPS has treatment responsibility:
Stabilization() Cyclic Maintenance() Routine Main	ntenance%) Approved Ultimate Treatment (0)
(ROCKY MOUNTAIN REGION USE ONLY)	
APPROVED ULTIMATE TREATMENT OR RESOURCE MANAGEME	NT PLAN, CULTURAL COMPONENT DESIGNATION:
Preservation (PP) Restoration Adaptive Preservation (AP) Adaptive Restoration Neglect (NG) Remove	(RR) Reconstruction (CC) (AR) Adaptive Reconstruction (AC) (RM) No Approved Treatment (NO)
Approval Document Estimated Treatment Costs	( )Document Date: //
Stabilization: \$ Date: // Approved Treatment: \$ Date: //	Level of Estimate: (A) (B) (C) Estimator: (Region) (DSC) (A&E)
STATEMENT OF SIGNIFICANCE: Sandstone ashlar, sin architectural and historical mignificance.  Date of Construction: 07/04/1930 Date of Alarchitect/Designer: Thos. Vint/Angwin Historical History of Structure: In Feb. 1928, Chief Landso Bridge Engineer from the Regional Office, Mr. Anguites on the Zion-Mt. Carmel Highway which was in U.S. Bureau of Public Works. Work on the Pine Critimate supervision of Chief, Thomas H. MacDonald, due to design difficulties. Although open for the Evaluation of Structure: Historic Theme Contrib National Register Criteria: A B CXD (Includ Built of native sandstone, ashlar masonry and des surroundings, this bridge is a superb example of neering. Furthermore, the bridge is unaltered and Bibliography: Scoyen, E.T. "ZNP Annual Report for Monthly Reports, Feb., Oct., 1928." Exell, Dewey Representation in Other Surveys: Olivieri, Lands Inventory Report, 1978."	Theme(s): Transportation  ape Engineer, Thomas C. Vint, and  win, made inspections of the bridge  the process of construction by the  eek Bridge, which was under the ul-  lagged behind highway construction  be Dedication on 4th, completed late July.  uting X Mon-Contributing  integrity statement)  signed to compliment its natural  "NPS-Rustic" stone bridge engi-  d retains structural integrity.  or 1930. Scoyen. "ZNP Superintendent's  Interview by Kathy Andrews, 1982, ZNHA.  e. "Classified Structure Field
If structure has been removed, how?	Date: //
Report prepared by:	Date: 09/27/1984

	Township	41 5	Count	y Washington	Original Use Highway Bridge
	Range	10 W			Intermediate Uses Highway Bridge
		•			PERIOD OF CONSTRUCTION (NPS 28 CODE) HI
MERSHIP:	Present O	mer:	NPS		
	Original (	Dener:	NPS		
	Intermedia	te Owner	(a): NPS		

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

The Pine Creek Bridge, a masonry arch type constructed of native sandstone, is located at the base of the 6 switch backs which wind up Pine Creek Canyon to the Tunnel on the Zion - Mt. Carmel Highway. The structure is made entirely of Navajo sandstone with a cemented rubblestone core. The crossing at Pine Creek is 120 feet in length and 30 feet in width. The predominate structural theme is represented in the key-stoned arch which spans the creek. The barrel of the arch--constructed with a massive supporting key in the upper center--is 60 feet long and 23 feet high.

The precision of the stone work is made even more impressive by the skillful blending of blocks of several different colors and shades of colors in the arch and side walls. Tan, brown, red, pink, purple and some green tones are found in the hand-hewn rock. These vary, in turn, with the intensity of light provided by the moon and sun to make this structure one of the most beautiful found in Zion.

According to L. Dewey Excell, a master stonemason and 23-year Park Service employee who worked on the bridge, narrow guage rails for a motorized winch were built adjacent to the uncompleted bridge. "What they did was pick the rocks up over here and they'd swing it out and let it down to where ever we had a place for the rocks. We got (quarried) stone a month before we started laying."

Although the Pine Creek Bridge was opened for traffic at the Zion - Mt. Carmel Highway Dedication Ceremony on July 4, 1930, it was completed late in the month.

# (Attach 4" x 5" Black and White Photograph)

REGION RMR PARK/AREA NAME ZION N.P.	PARK NUMBER 1590
STRUCTURE NAME Zion-Mt. Carmel Tunnel	STRUCTURE NUMBER RT 999
LOCATION OF STRUCTURE Zion-Mt. Carmel Tunnel	PARK LOCATION CODE PG
NATIONAL REGISTER DATE: //	MANAGEMENT CATEGORY: (A) (B) (C) (D)
NPS LEGAL INTEREST FEE	MANAGEMENT AGREEMENT No Mgnt. Agreemen
Check all of the following categories for which N	TPS has treatment responsibility:
Stabilization (%) Cyclic Maintenance (8) Routine Main	tenance() Approved Ultimate Treatment &
(ROCKY MOUNTAIN REGION USE ONLY)	
APPROVED ULTIMATE TREATMENT OR RESOURCE MANAGEMEN	T PLAN, CULTURAL COMPONENT DESIGNATION
Preservation (PP) Restoration Adaptive Preservation (AP) Adaptive Restoration Neglect (NG) Remove	(RR) Reconstruction (CC) (AR) Adaptive Reconstruction (AC) (RM) No Approved Treatment (NO)
Approval Document Estimated Treatment Costs	()Document Date: //
Stabilization: \$ Date: // Approved Treatment: \$ Date: //	Level of Estimate: (A) (B) (C) Estimator: (Region) (DSC) (A&E)
STATEMENT OF SIGNIFICANCE: Zion-Mt. Carmel Highway significance.  Date of Construction: 07/04/1930 Date of Alt Architect/Designer: Chief, T. MacDonaldHistorical History of Structure: The original Tunnel reconna and Finch assisted by East Rim rancher, John Winde 1925, Tunnel contract awarded to Nevada Constructi started in 1927. Completed in 1930 at a cost of \$ ton of Michigan, chairman of the House Committee f sored the appropriations that construction Possibl Evaluation of Structure: Historic Theme Contribu National Register Criteria: A B CX D (Include The 5,613' long,rock faced tunnel with concrete sp retains structural integrity. It is one of the mos Zion N.P. and the only one of its kind in the Rock Bibliography: Woodbury, Angus. A History of South U.S. Dept. of Interior. "Zion N.P. Dedications, 1930 Representation in Other Surveys: Olivieri, Lance."	Theme(s): Transportation dissance was made in 1923 by Means er. Survey of Tunnel completed in don Co. of Fallon, Nevada and work 503,000. Congressman Louis C. Cramp- for the National Park Service, spon- e. Minor alterations in 1951-58. The sting X Non-Contributing integrity statement) dines was completed in 1930 and the spectacular man-made sites at the Mountain Region.  The street of the st
If structure has been removed, how?	Date: / /
Report prepared by: James Jurale	Date: 09 / 24/1984

LOCATION:	Section undetermine Township 41 S		nte <u>Utah</u> unty <u>Washington</u>	USE:	CURRENT INTERIOR USE (NPS 28 CODE) OT (Tunnel) Original Use Highway Tunnel
OWNERSHIP:	Present Owner:	NPS			Intermediate Uses Highway Tunnel  PERIOD OF CONSTRUCTION (NPS 28 CODE) HI  NEGATIVE No. HAER No. UT-39-A-1
	Original Owner:	NPS (a): NPS			

COMPANYAMENT DOOR DOON CHEEPER CERTICOURS NAME

#### \*\*\*PHYSICAL DESCRIPTION\*\*\*

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

Due to the urging of Utah Parks Co. officials, the Federal Bureau of Public Roads and the Utah State Road Commission began studying ways by which the scenic points of interest in southern Utah and northern Arizonia could be linked. In June, 1923, B.J. Finch, the District Engineer of the USDA Bureau of Public Roads at Ogden and Howard C. Means, a Utah State Engineer, arrived in Zion N.P. There, they met John Winder, an East Rim rancher who was a leading authority on the rugged Zion back country. After extensive exploration of the area, the 3 men concluded that a road up Pine Creek with a tunnel through the Great Arch was the most logical route to provide access into the Park from the East. The Park Service helped conduct the survey of alternative routes, including one up Paisnuweap Canyon, in 1925, but Pine Creek was ultimately selected

The Nevada Construction Co. was the low bidder on the contract and began construction on the 6 galleries that are visible today, in 1927. Pilot tunnels were drilled and then enlarged with an Erie Air Shovel to a with of 22' and a height of 16' Narrow gauge railcars hauled the waste material from the drillings and dumpted it into the canyon below through the galleries. In 1951, Gallery #4 was reinforced with concrete after being damaged by a rock slide. A second gallery was partially sealed and that portion of the tunnel near the gallery reinforced with steel and concrete following a rockslide that occured in 1958.

The Tunnel is 5, 613' in length and cost \$503,000. The grade within the tunnel is approx. 4%, with an elevation increase of 281' from the west (5,115') to the east (5,396') end. The west entrance is faced with coursed, rockfaced, ashlar, sandstone outlining the opening with a key-stoned arch. Today, about 1/2 of the yearly visitors to Zion N.P. enter from the East Entrance via the Zion - Mt. Carmel Highway Tunnel. It is no longer possible to stop in the Tunnel and view out from the galleries, as Park officials have determined that modern automobiles presented a traffic hazard when they attempted to utilize the original narrow parking spaces built there.

REGION RMR PARK/AREA NAME ZION NATION	AL PARK PARK NUMBER 1590
STRUCTURE NAME Zion - Mt. Carmel Highway	STRUCTURE NUMBER RT 1000
LOCATION OF STRUCTURE Zion Mt. Carmel Highway	A PARK LOCATION CODE PG
NATIONAL REGISTER DATE: / /	MANAGEMENT CATEGORY: (A) (B) (C) (I
NPS LEGAL INTEREST FEE	MANAGEMENT AGREEMENT No Mgnt. Agreeme
Check all of the following categories for which	NPS has treatment responsibility:
Stabilization (4) Cyclic Maintenance(s) Routine Ma	intenance ( Approved Ultimate Treatment
(ROCKY MOUNTAIN REGION USE ONLY)	
APPROVED ULTIMATE TREATMENT OR RESOURCE MANAGEM	ENT PLAN, CULTURAL COMPONENT DESIGNATIO
Preservation (PP) Restoration Adaptive Preservation (AP) Adaptive Restoration Neglect (NG) Remove	(RR) Reconstruction (CC) n (AR) Adaptive Reconstruction (AC) (RM) No Approved Treatment (NO)
Approval Document	()Document Date: / /
Estimated Treatment Costs	
Stabilization: \$ Date: // Approved Treatment: \$ Date: //	Level of Estimate: -(A) (B) (C) Estimator: (Region) (DSC) (A&E)
STATEMENT OF SIGNIFICANCE: Scenic Highway of ar	chitectural and historical significance.
Date of Construction: 07/04/1930 Date of A Architect/Designer: Thomas H. MacDonald Historica History of Structure: Thomas H. MacDonald. Chief his engineering assistants completed the 3 year	lterations: 06/30/1968  1 Theme(s): Transportation of the Bureau of Public Roads and
aissance was made by U.S. District Engineer, B.J. Means assisted by Zion pioneer rancher, John Win of the Sub-Committee on appropriations for Nation	. Finch and Utah State Engineer H.C. der. Congressman Cramton, Chairman
ector of the NPS were instrumental in obtaining Evaluation of Structure: Historic Theme Contri	the almost \$2 million Federal funds.
National Register Criteria: A B Cx D (Inclu	de integrity statement)
Completed in 1930, the approx. 10 mile Park sect	
scenic interest and retains structural integrity of this road was an artistic achievement which s	tands as a testimonial to NPS vision
Bibliography: Markoff, Dena S. "The Dudes are a	lways Right" ZNHA, 1980. U.S. Dept.
of Interior. "Zion N.P. Dedications, 1930." #ZP-1	01-01. Zion N.P. Completion Report#5104.
Representation in Other Surveys: Oliveri, Lance	
Report, 1978.	
If structure has been removed, how?	Date: _//
Report prepared by: James Jurale	Deta: 09/ 24/ 1984

LOCATIONS	Section Township							gton, Kane	USK:	Original Use Scenic Highway
	Range	9 W,	10 1	1						Intermediate Uses Scenic Highway
										PERIOD OF CONSTRUCTION (NPS 28 CODE) HI
OWNERSHIP:	Present	Owner			NPS	•	, k	les de la companya d		NEGATIVE No. HAER No. UT-39-5
	Origina	1 Owne	r:		NPS					
	Interme	diate	Own	er (s	): _	NPS				

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

After 4 years of planning, Zion - Mt. Carmel Highway construction began in 1927 for the purpose of linking up Zion National Park, Bryce Canyon National Park, Cedar Breaks and the North Rim of the Grand Canyon of the Colorado, Running east from the Virgin River Bridge, the road forms a connecting link between U.S. Highways 9. and 89, and completed the tourist loop envisioned by the Utah Parks Company in the early 1920's. The old road network from Zion measured 159 miles to Bryce, 139 miles to Cedar Breaks and 142 miles to the Grand Canyon, Upon completion in 1930, the Zion-Mt. Carmel Highway cut the distance to 88, 70 and 116 miles respectively. Ironically, this highway promoted by the UPC facilitated increased automobile traffic which eventually took the place of railroad transportation to the parks.

At the time of the dedication ceremony on July 4, 1930, 8 1/2 miles of highway, constructed at a cost of \$1,440,000 (including the tunnels) to the Federal Government, were located within the boundaries of Zion National Park. The remaining 16 1/2 miles was a Federal Aid project and had been constructed at the joint expense of the United States and the State of Utah. Presently, the Highway extends for approximately 10 miles from the Zion Lodge turnoff to the Park's eastern border, located 1/2 mile beyond the East Entrance Visitor Contact Station. In addition to the Zion-Mt. Carmel Tunnel and the Pine Creek Bridge (inventoried in seperate "LCS. Reports") other man-made structures located on the Park portion of the Highway include: a 1/10 mile long, rock-faced tunnel located approx. 1.2 miles to the east of the greater tunnel's east entrance; two 20 yard bridges with decorative concrete pylons; numerous galvanized pipe and sandstone culverts; and hundreds of cubic yards of random ashlar masonry retaining walls.

Six switchbacks cut into the soft sandstone of Pine Creek Canyon allow the roadway to drop 800' in its 3 1/2 mile course from the west end of the Zion-Mt. Carmel Tunnel to the floor of Zion Canyon. The maximum grade is 6 percent. Due to frequent rock falls onto the highway, CCC personnel picked loose rocks from the slopes above the Highway in

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

the early 1930's. Rock falls are still aroad hazard today. Several pulloffs where scenic views may be enjoyed were constructed along the Highway in 1968.

Form No 10-300a (Rev 10-74)

#### UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

#### NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS US	E UNLT			
RECEIVED		JUN	8 1987	

CONTINUATION SHEET

ITEM NUMBER 10 PAGE 12

south of Cooks Hill, and parallels the canyon floor on the east side of Zion Canyon Scenic Drive immediately south of the Grotto Picnic Area. The boundary of the .2-mile trail is drawn to include all historic man-made improvements associated with the trail.

Hidden Canyon Trail (RT 4) Temple of Sinawava Quadrangle

UTM References: 12/328810/4126020

12/328620/4126330

Acreage of nominated property is approximately .96 acres.

Boundary Description and Justification:

In an unsurveyed area in T40S, R10W, the boundaries extend 10 feet from each side of the center line of the trail, which averages 4 feet in width. The trailhead is located at Hidden Canyon Junction, a point on the East Rim Trail 3.150 feet above its origin at the south end of the Weeping Rock Parking Area. The 2,085-foot trail leads up a talus slope, over a small saddle, around the head of a small canyon, and across a cut in the sandstone cliff to the mouth of Hidden Canyon, a point 700 feet above the canyon floor. The boundary of the .4-mile trail is drawn to include all historic man-made improvements associated with the trail.

Zion-Mt. Carmel Highway (RT 1000) Springdale East Quadrangle The Barracks Quadrangle

UTM References: A) 12/324180/4120620

- B) 12/326260/4119960
- c) 12/329400/4120540
- D) 12/331580/4121000
- E) 12/331580/4122410

Acreage of noiminated property is approximately 41.174 acres.

Boundary Description and Justification:

In unsurveyed areas in T41S, R10W and in Sections 19 and 20, T41S, R9W, in Washington and Kane Counties, the boundaries extend 10 feet on each side of the paved road bed. The 8.5-mile-long automobile highway starts west of the Virgin River Bridge at Benchmark 4048, and continues east to the park's East Entrance, which is .6 mile east of the Checking Station. The highway includes three historic structures which are further described on LCS inventory forms: The Virgin River Bridge (997), the Pine Creek Bridge (998), and the Zion-Mt. Carmel Highway Tunnel (999). The Virgin River Bridge is .75 miles north of the Visitor's Center on the Zion Canyon Scenic Drive and is 185 feet in length.

Form No 10-300a (Rev 10-74)

## UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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DATE ENTERED				

CONTINUATION SHEET

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The Pine Creek Bridge is on the Zion-Mt. Carmel Highway .5 mile east of the Zion Lodge Turnoff. The bridge is 120 feet in length. The Zion-Mt. Carmel Highway Tunnel's East Entrance is 3.4 miles east of the east end of the Virgin River Bridge on the Zion-Mt. Carmel Highway. The tunnel is 1.1 miles (5,613 feet) in length. The East Entrance Checking Station and East Entrance Sign, at the east end of the highway, are included in the list of thematically-related buildings and are further described on LCS inventory forms. The boundaries of the highway are drawn to include all historic man-made improvements associated with the highway.

9. <u>Cable Mountain Draw Works</u> Temple of Sinawava Quadrangle

UTM References: 12/328500/4126100

Acreage of nominated property is approximately .018 acres.

Boundary Description and Justification:

In an unsurveyed area in T41S, R9W, at the extreme southwest edge of Cable Mountain, the site is 2,000 feet above the valley floor at the south end of the Weeping Rock Parking Area. The dimensions of the structure are 30 feet in length, 16 feet wide, and 14 feet high. The boundary is a 40- by 20-foot rectangle centered around the structure. This site was listed on the National Register of Historic Places in 1978.

**United States Department of the Interior National Park Service** 

# National Register of Historic Places Inventory—Nomination Form

For NPS use only
received / 2/29/84
date entered

Continuation sheet

Item number

Page

Multiple Resource Area Thematic Group

Stat	e Washington County, UTA	<u>7</u> 11		
Nom	nination/Type of Review			Date/Signature
21.	Trailside Exhibit Building (See 9. Gateway to - Narrows Trail)	the tarters have	Keeper Attest	Redurn
22.	Zion Nature Center Zion Inn	Additional devise	c	Landon M Clellan
23.	Zion-Mt. Carmel Highway		Attest Keeper	Theory modelland 21
		Management of The sales	Attest	
24.	Zion Lodge Birch Creek Historic District Boundary Increase	Sidesiania anter	Keeper Attest	Am La Michelland
25.			Keeper Attest	
26.			Keeper	
27.			Attest Keeper	
			Attest	
28.			Keeper	
29.			Attest	
			Attest	
30.			Keeper	

WASO Form - 177 ("R" June 1984)

## UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

#### NATIONAL REGISTER OF HISTORIC PLACES EVALUATION/RETURN SHEET

Washington County	ighway (210h Nacional		
UTAH County	Substanting		, / _
UIAn	The state of the s	N. A. B.	Working No. 12/3//86
	Substan		Fed. Reg. Date: 2/2/88
			Date Due: 7/23/87
			Action: LACCEPT 7-7-87
resubmission			RETURN
	n or local government		REJECT
owner objection	ir or local government		Federal Agency: NP_5
appeal			rederal Agency.
Substantive Review:	sample		☐ NR decision
Reviewer's comments:	Accept w	add'l utm	S
			그렇게 있었다. 얼마나는 그렇게 하는 아이들이 얼마나 있는데 얼마나 하는데 하는데 하는데 되었다.
			Recom./Criteria Accept C.
			Reviewer EmcCellaco
			Discipline 17 Inst
			Date 7/7/\$7
			see continuation sheet
Nomination returned for			
	substantive reasons disc	ussed below	
1. Name		•	
2. Location			
3. Classification			
Category	Ownership	Status	Present Use
Category	Public Acquisition	Accessible	
4. Owner of Property			
5. Location of Legal Des	cription		
6. Representation in Exi	sting Surveys		
Has this property been de	etermined eligible?	s 🔲 no	
7. Description			
Condition		Check one	Check one
excellent	deteriorated	unaltered	original site
good	ruins	altered	moved date
☐ fair	unexposed		
Describe the present and	original (if known) physical app	pearance	
summary paragraph			
completeness			
clarity			
alterations/integrity			
dates			
boundary selection			

8. Significance		
Period Areas of Significance—Check and justify below		
Specific dates Builder/Architect		
Statement of Significance (in one paragraph)	(Fin Area Ignoited oil)	Zion-'t. Carmel 'if' wav
summary paragraph completeness clarity applicable criteria justification of areas checked relating significance to the resource context relationship of integrity to significance justification of exception		Takhindan County timan
other		
9. Major Bibliographical References		
10. Geographical Data		
Acreage of nominated property Quadrangle name UTM References		
Verbal boundary description and justification		
11. Form Prepared By		
12. State Historic Preservation Officer Certification The evaluated significance of this property within the state is: nationalstatelocal		
State Historic Preservation Officer signature		
title date		
13. Other		
☐ Maps ☐ Photographs ☐ Other		
Questions concerning this nomination may be directed to		
Signed Dat	te Phr	one:

## **Missing Core Documentation**

Property Name County, State

Zion-Mount Carmel Highway

Washington, Utah

**Multiple Property Name** 

**Reference Number** 

Zion National Park MRA

86003709

The following Core Documentation is missing from this entry:

\_\_\_\_ Nomination Form

X Photographs

\_\_\_ USGS Map

# Please refer to the map in the Multiple Property Cover Sheet for this property

Multiple Property Cover Sheet Reference Number: 64000878