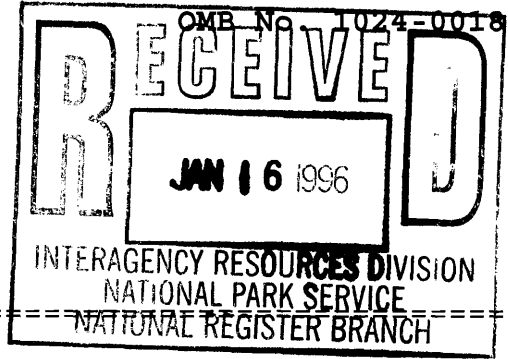


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



1. Name of Property

HISTORIC NAME:

Floor of the Valley Road

OTHER NAMES/SITE NUMBER:

Floor of the Valley Highway; Zion Canyon Scenic Drive; Rt. 2; RT-0996
(park number)

2. Location

STREET & NUMBER: Located in Zion National Park, off State Highway 9;
beginning at the junction with the Zion-Mt. Carmel Highway, the road
follows the North Fork of the Virgin River along the floor of Zion Canyon.

CITY OR TOWN: Springdale

PARK NAME: Zion

STATE: Utah, UT

COUNTY: Washington

ZIP CODE: 84767

NOT FOR PUBLICATION
 VICINITY
CODE: UT053

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide locally.

Signature of certifying official/Title: [Signature]
Date: 12/14/95

National Park Service
Federal Agency

In my opinion, the property meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting official/Title: W. A. Martin DSHPO
Date: 11/15/95

Utah State Historic Preservation Office
State Agency

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register.
See continuation sheet.
- determined eligible for the National Register.
See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register
- other, (explain): _____

Signature of Keeper/Date of Action

Edson H. Beall

Entered in the National Register

2/16/99

5. Classification

Ownership of Property

Category of Property

- private
- public-local
- public-State
- public-Federal

- building
- district
- site
- structure
- object

Name of related multiple property listing
Zion National Park MRA

Number of Resources within Property
Contributing Noncontributing

0	0	building
0	0	sites
9	5	structures
0	0	objects
9	5	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

Category:
TRANSPORTATION

Subcategory:
Road-related: park road

Current Functions

Category:
TRANSPORTATION

Subcategory:
Road-related: park road

=====
7. Description
=====

Architectural Classification:

N/A

Materials

foundation N/A
walls N/A
roof N/A
other road bed: asphalt over gravel road base

NARRATIVE DESCRIPTION (SEE CONTINUATION PAGES)

=====
8. Statement of Significance
=====

Applicable National Register Criteria

- X A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ___ B Property is associated with the lives of persons significant in our past.
- X C Property embodies the distinctive characteristics of a period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ___ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

- ___ A owned by a religious institution or used for religious purposes.
- ___ B removed from its original location.
- ___ C a birthplace or a grave.
- ___ D a cemetery.
- ___ E a reconstructed building, object, or structure. structure.
- ___ F a commemorative property.
- ___ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

Landscape Architecture
Transportation

Period of Significance 1932-1942

Significant Dates 1932; 1940-1942

Significant Person N/A

Cultural Affiliation N/A

Architect/Builder

Bureau of Public Roads	Engineer
Merrit, Chapman and Scott Inc.	Builder
Civilian Conservation Corps	Builder
Carnes, W. G.	Landscape Arch.
Cornell, H.	Landscape Arch.

Narrative Statement of Significance (SEE CONTINUATION PAGES)

=====

9. Major Bibliographical References

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Bibliography (SEE CONTINUATION PAGE)

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
- #
- recorded by Historic American Engineering Record
- # UT-73

Primary Location of Additional Data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Intermountain Field Area, Colorado Plateau System Support Office; Zion National Park Archives

=====

10. Geographical Data

=====

Acreage of Property 42.7

UTM References

	Zone	Easting	Northing	
A)	12	324870	4120620	Junction with State Highway 9
B)	12	325280	4121220	
C)	12	326170	4122510	
D)	12	327100	4125240	
E)	12	327300	4125710	
F)	12	327900	4126230	
G)	12	328100	4126700	
H)	12	327680	4126800	
I)	12	327630	4127250	
J)	12	327680	4127980	
K)	12	327440	4128090	Temple of Sinawava Parking Area

Verbal Boundary Description

The property is located in unsurveyed areas of Townships 40S and 41S and in Sections 10, 15, 21, and 22, T41S, R9W in Washington County. The boundary encompasses the road and 10 feet to either side, as well as all associated resources described in this document.

Boundary Justification

The boundary of the road is drawn to include the road, its immediate setting, and all the historically associated improvements made to the road as described in this document. The boundary excludes the southern one and one-half mile portion of road which was realigned, and several features which have become physically isolated from the road due to realignment (e.g., Oak Creek Bridge and one retaining wall).

=====
11. Form Prepared By

=====
Name/title: Robert Sontag and Kathy McKoy, Historians
Organization: National Park Service Date: 8/15/1995; rev. 11/7/95
Street & number: 12795 W. Alameda Parkway, PO 25287 Telephone: 303-969-2760
City/town: Lakewood State: CO Zip: 80225-5287
=====

Property Owner

=====
Name: Zion National Park
Street: N/A telephone: (801) 772-3256
City: Springdale, Utah State: Utah Zip Code: 84767-1099
=====

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

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DESCRIPTION

The Floor of the Valley Road is a paved, two-lane scenic park road, located in Zion National Park in southwestern Utah. Zion Canyon is a narrow, deep canyon carved by the North Fork of the Virgin River. The nine mile long road, whose width varies from twenty-two to twenty-six feet, is flanked by towering sandstone cliffs (including the Great White Throne) and passes through a variety of ecological areas. Vegetation includes Fremont cottonwoods, willows and velvet ashes.

The Floor of the Valley Road begins at the south park boundary and entrance station and continues north for one and one-half miles until just after it crosses the North Fork of the Virgin River. At the junction with the Zion-Mt. Carmel Highway, the Floor of the Valley Road branches off northward along the floor of Zion Canyon, closely following the alignment of the river on the east side, and terminating at the Temple of Sinawava. Only the seven and one-half mile portion from the Zion-Mt. Carmel junction to the terminus meets National Register criteria for listing.

The Floor of the Valley Road was designed and constructed to harmonize with its surroundings. This includes the usage of a red tinted chip-sealer on the roadbed itself and native sandstone blocks in construction of associated features. Road features include retaining walls, culverts and drop inlets, remnants of an original bridle trail, and six parking areas. Except for the bridle trail and the Grotto Parking Area, all contribute to the road's significance. In addition, there are two bridges historically associated with the early road, one located at Cable Creek and the other at Oak Creek. The Cable Creek Bridge retains integrity and is being individually nominated; Oak Creek Bridge lacks integrity and is discussed below. The road has been well-maintained and is in excellent condition.

The road surface consists of 2 inches average of cut-back plant mix asphalt and red chip-seal coat over 6 inches of crusher run gravel base. The red color of the chip-seal material is considered an important aspect of the road because it reflects and perpetuates the NPS landscape architects' initial intent to ensure minimum visual impact to the natural surroundings.

INTEGRITY

The one and one-half mile section of road that extends from the south entrance until just past the North Fork of the Virgin River Bridge is ineligible for listing due to poor integrity. In 1961-1962 this stretch of road was rebuilt following a different alignment, thus it no longer retains integrity of location, design, or workmanship. The point where the Floor of the Valley Road meets the Zion-Mt. Carmel Highway, known as Canyon Junction, was modified (also presumably during Mission 66) from a "Y" shaped

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to a "T" shaped intersection. While the road does not retain its historic appearance at that particular location, this minor change does not erode the overall integrity of the road.

The remaining portion of the Floor of the Valley Road, and the majority of its associated features, retain a high degree of integrity. The road width has increased by four to eight feet, depending on the section. Otherwise, the road still appears much as it did when constructed. There have been minor modifications made, consisting mostly of routine maintenance (such as resurfacing and culvert repair or replacement in kind), but these have not impacted the road's original design and appearance. The road has been carefully maintained to preserve its historic character, and strongly conveys the NPS design ethic of the 1930s.

Descriptions of contributing and noncontributing road resources are described below.

CONTRIBUTING RESOURCES

Resources which contribute to the Floor of the Valley Road include the road itself, three retaining walls, and five parking areas, as well as culverts and drop inlets. The total number of contributing resources is nine. (Due to their small size, the culverts and drop inlets are not "counted" under Item 5, Classification, as per National Register staff instruction.)

Culverts and Drop Inlets

There are forty-five culverts and drop inlets along the road which are either original structures or replacements patterned after the original design guidelines to minimize visual impact. These consist of stone headwalls, spillways and catchment basins which feed into either a corrugated metal pipe or concrete box culvert. The headwalls are constructed of random-laid ashlar stone with cement mortar pointing. The dimensions for the headwalls from top to bottom vary from less than a foot to over 15 feet. The widths from side to side vary from 3 feet wide to over 15 feet. The rock wall portions are about 6 to 8 inches thick. Some of these have a metal grate over the up slope side of the road to prevent clogging by large rocks.

Retaining Walls

There are three retaining walls along the road, located between the entrance and Zion Lodge, constructed in random laid ashlar stone with cement mortar pointing. Dimensions for the walls from top to bottom vary from 5 feet to over 25 feet high. The width varies, end to end, from 50 to 150 feet. The stone is usually about 18 inches thick. Maintenance and repairs to the walls have been done sympathetically and have not resulted in a loss of integrity.

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Temple of Sinawava Parking Area

The Temple of Sinawava Parking Area is located at the terminus of the Floor of the Valley Road. It is a one-way parking loop, approximately 420 feet long and 200 feet wide at its widest point, with parking spaces located on either side of the road. The entire parking area has red ashlar sandstone curbing along its inner and outer perimeter. The curbing was built to specifications that required 6" to 1' lengths of dressed stone to be approximately 9" high (above parking area grade) and 8" wide. Surrounding the outside perimeter, are 5-foot wide gravel walkways which lead to the Gateway to the Narrows Trail which was listed on the National Register as part of the 1987 multiple property submission. The east end of the parking area was expanded in the 1960s, when some of the original curbs were relocated to accommodate the construction of additional parking spaces. As the original curbing was reused and the expansion did not significantly alter the design of the parking area, it still retains sufficient integrity to be a contributing feature to the Floor of the Valley Road.

Red Point Parking Area

This 164-foot long, 68-foot wide semicircular parking area is separated from the road by a 20-foot wide crescent shaped island. The entire parking area is curbed with red ashlar sandstone curbing (which follows the same design specifications as the Temple of Sinawava Parking Area) and has a gravel walkway on the south and west side of the parking area.

Great White Throne Parking Area

This 180-foot long and 30-foot wide semicircular parking area is separated from the road by a 10-foot wide baguette shaped island. The entire parking area is curbed with red ashlar sandstone curbing (which follows the same design specifications as the Temple of Sinawava Parking Area) and is surrounded with 5-foot wide asphalt walkways. A stone stairway is located on the south side of the parking area, leading to the viewing area. The stone stairway, rock-curbed trail, retaining wall and viewing areas are all part of the original design and are thus considered contributing features of the parking area.

Weeping Rock Parking Area

This 230-foot long and 150-foot wide (at its widest point) teardrop shaped parking area is connected to the road by a single, two-lane driveway approximately 50 feet long. The parking area has red ashlar sandstone curbing (which follows the same design specifications as the Temple of Sinawava Parking Area) and is surrounded with 5-foot wide walkways (surfacing varies - gravel, asphalt, concrete). Two small islands jut into the parking area from the northeast and southeast. Two stone stairways lead from the parking area down to Cable Creek. Built in the 1970s, these are nonhistoric. Also located between the parking area and Cable Creek (but not visible from the parking lot) are several retaining walls. Additions were made to the original walls in the 1970s, approximately doubling their

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original height. Constructed or modified using compatible materials, the stairways and walls are nonintrusive to the setting, but are also considered noncontributing features of the parking area. A path leads from the south side of the parking area across a stone bridge and to Weeping Rock Trail (both previously listed on the National Register).

Court of the Patriarchs Parking and Viewing Area

This 220-foot long and 44-foot wide semicircular parking area is separated from the road by a 12-foot wide baguette shaped island. The entire parking area (including the island) has red ashlar sandstone curbing which follows the same design specifications as the Temple of Sinawava Parking Area. There are no sidewalks around the parking area, only an approximately 150' long, 6' wide trail to the viewing area. (An original stone stairway that once led to the trail was removed in the 1960s.) The asphalt surfaced trail (once gravel surfaced) has sandstone curbing. The trail terminates at a circular viewing area, about 15' in diameter, and interpretive display. The parking area, and associated trail and viewing area are all part of the original design and are considered contributing resources.

NONCONTRIBUTING RESOURCES

Resources which are associated with the Floor of the Valley Road but which do not contribute to its significance include the Zion Lodge Entry Area, the Grotto Campground/Picnic and Parking Areas (two), the Bridle Trail, Oak Creek Bridge, and the revetments along the North Fork of the Virgin River. The total number of noncontributing resources is six (revetments being batch-counted as one resource).

Zion Lodge Entry Area

Originally constructed along with Zion Lodge by the Union Pacific Railroad in 1925, the loop drive historically provided vehicular access to the lodge entry, with a spur road off to a parking area for guests at lodge cabins (located south of Zion Lodge, referred to as the "Western Cabins"). The design for the layout of the lodge and cabins were prepared by the NPS Landscape Engineering Division in December 1924. This plan did not include the construction of parking areas, and we do not know how closely the plans were followed during actual construction.

The earliest "as constructed" site plan available, dated July 1934, indicates that a large rectangular parking area was constructed to the west of the guest cabins. A gravel walkway lined the parking area on its east side, closest to the cabins. This parking area still exists (slightly expanded) and is lined with sandstone curbing, similar to other parking areas associated with the Floor of the Valley Road. In addition, a swimming pool and bathhouse were prominently located in front of the lodge, connected to it by a walkway. Lawn was planted inside the area circumscribed by the loop drive, with the exception of a small, semi-

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circular area in the immediate vicinity of the lodge entrance. This area was planted in cacti. Scattered cottonwoods also grew within the drive area. To the north of the lodge, along the drive, there appears to have been a second parking area, considerably smaller than the one in front of the guest cabins.

A 1947 map indicates plans to construct a parking area immediately south of the swimming pool. This parking area was soon constructed, as it appears on a 1954 site map of the area. After the main lodge was destroyed by fire in 1968, the lodge was rebuilt. The swimming pool and bathhouse (and presumably the walkway) were removed in 1974. In the mid-1980s, the portion of the loop that was in front of the lodge was closed to vehicular traffic and replaced with concrete patio and pedestrian walkways. A new, larger parking area was built in the vicinity of the pool site (see "A" on 1982 site map) and a much larger, teardrop-shaped lot was superimposed over the parking area north of the lodge (see "B" on 1982 site map). In addition, the parking area at the guest cabins was lengthened on the north end (see "C" on 1982 site map). Of all the features in the entry area, only this last parking lot retains any degree of integrity. Because of its historical association with the lodge guest cabins, it is considered a contributing landscape feature to the Zion Lodge Historic District rather than the Floor of the Valley Road (an amendment to the district nomination should be prepared at a later date). The Zion Lodge Entry Area does not meet National Register criteria as a designed landscape, nor is it a contributing feature to the Floor of the Valley Road due to loss of integrity.

Grotto Campground/Picnic and Parking Areas

The original Grotto Campground was modified into a picnic area in the 1960s. A vehicular drive and parking area were superimposed over the campground and all original camping sites were obliterated. At the same time, a second rectangular parking area was constructed directly across the road. Both parking areas allow visitor access to the Emerald Pools and East Rim trails. Other than two comfort stations (already listed on the National Register), there only water spigots remain to indicate the area's earlier use as a campground. Fire hearths installed by the CCC in the 1930s have been removed. The campground area no longer retains its historic appearance as a campground and is ineligible for the National Register, either as a designed campground or as a contributing road feature. Both parking areas are nonhistoric and are thus noncontributing road features.

Bridle Trail

Sited between the Floor of the Valley Road and the North Fork of the Virgin River, the gravel surfaced bridle trail was constructed in 1931 when work was begun on the Floor of the Valley Road. The original trail was just under 4 miles long and seven feet wide, constructed "in order that park

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visitors can walk or ride horseback in the narrow canyon without interference from automobile travel" (Aug. 31, 1931 report, Superintendent to the NPS Director). Its alignment paralleled the road, traversing up the canyon floor to the Temple of Sinawava. The trail's proximity to the road varied from being right next to it, to meandering as much as one-quarter mile away. The trail has suffered numerous changes through time: large portions have been washed out by floods, some sections have been incorporated into other trail systems, while others have been abandoned. Consequently, the trail no longer retains historic integrity. It is not considered a contributing feature to the road, nor is it individually eligible.

Oak Creek Bridge

The 1926 Oak Creek Bridge is located a one-quarter mile north of the current boundary and one-eighth of a mile east of the present day Floor of the Valley Road. The bridge is of a common construction with a concrete slab and nine post on each side with dual four-inch round metal rails connecting the concrete post to form a guardrail. On the east side of the bridge is suspended a metal half pipe flume which carries irrigation water from the Crawford water diversion ditch to the South Campground. The bridge no longer retains its historic association with the Floor of the Valley Road. The section of road it is located on was realigned in 1961 leaving the original section functioning as an access road to the administrative parking area. Because it is no longer associated with the historic road, and lacking engineering and architectural significance, the bridge does not meet National Register criteria for listing. The rerouted portion of the road also lacks integrity due to change in alignment; both road and bridge are located outside the boundary drawn around the eligible section of road.

Revetments, North Fork of the Virgin River

The river revetments, located in Zion Canyon along the North Fork of the Virgin River, consist of a series of basket dams occurring along the river's length. The revetments consist of hand-placed river stone, dredged from the bottom of the river bed, anchored with wire mesh. In 1931, the construction of two 1,500-foot "rock dykes," according to Superintendent Thomas, "enabled construction of the new road past the lodge on a new alignment, allowing it to follow the river to a point near the public campground, thus making available for parking and construction purposes a large area which formerly was a part of the river channel." Like other building activities in the park, the earliest placement and installation of river control structures was overseen by the Western Office of Design and Construction (later, the Bureau of Plans and Design).

After the creation of the Emergency Conservation Works program in 1933, additional river bank protection structures, known as "basket dams," were constructed by the Civilian Conservation Corps. The actions of the river,

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however, necessitated frequent repair or replacement of the early structures. In fact, documentation indicates that the majority of existing "riprap" dates from the Mission 66 era of park development. "Bank Protection" plans from the Engineering Division, Western Office of Design and Construction, executed in January 1963, illustrate a system of twenty structures were to be built along the river for bank protection. Rock and wire were the predominant construction materials used for the riprap to be anchored, in some cases, in a concrete base. Plans indicate that new construction was both added to existing revetments (to lengthen, strengthen, or repair the older structures) and built along entirely new areas of the river bank. The 1963 plans are stamped "as constructed drawing," indicating that these plans were subsequently executed.

The early revetments do not retain physical integrity from the historic period, due to the fact that most suffered extensive modifications in the mid-1960s. A few examples are completely functionless and are no longer associated with the river, having been stranded after the river changed its course. Much of the 1960s construction incorporated or expanded the earlier river control structures, thereby changing or obscuring their original qualities of design, location, materials and workmanship.

SUMMARY OF CONTRIBUTING AND NONCONTRIBUTING ROAD RESOURCES:

Contributing

Floor of the Valley Road
Culverts and drop inlets

Retaining walls

Parking areas:

Temple of Sinawava
Red Point
Great White Throne
Weeping Rock
Court of the Patriarchs

Noncontributing

Zion Lodge Entry Area
Grotto Campground/Picnic and Parking
Areas*
Bridle Trail
Oak Creek Bridge
Revetments

*includes Grotto and Emerald Pools parking areas

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STATEMENT OF SIGNIFICANCE

Summary

The Floor of the Valley Road is associated with the Zion National Park multiple property nomination theme "Landscape Architecture and Transportation" (see Zion National Park Multiple Resource Area nomination, listed 1987). The road is eligible for listing at the local level of significance under criterion A, for its association with the early park development of its transportation system, and under criterion C, as design and placement clearly illustrate the design philosophy of road construction developed by National Park Service landscape architects in the Western Office of Design and Construction during the late 1920s and early 1930s. The period of significance dates from 1932, when the 1925 road was replaced by the current road, to 1942, when additional road features were completed. Significant dates are 1932, the road's date of construction, and 1940-1942, when additional parking areas were built.

Expanded Statement of Significance

The Floor of the Valley Road is the final generation of three roads to carry automobile traffic up the canyon. When President William H. Taft signed the presidential proclamation establishing Mukuntuweap National Monument in 1909 (to be designated Zion National Park in 1919) only a primitive wagon road provided access into the canyon.

In the 1916, Congress allotted \$15,000 for construction of a new road. Engineer W. O. Tufts, was sent from Washington D.C. to survey the new road. By the summer of 1917 the first automobile road into the canyon was completed. This barely passable dirt road carried visitors as far as the Cable Works at what is now the Weeping Rock Parking Area. This road, along with the Wylie tourist camp, and the new Union Pacific depot at Lund, Utah helped to establish the development of automobile touring in Zion.

In 1925, a new gravel surfaced road was constructed, called the "Government Road," at a cost of \$70,000. It began at the park's south entrance (at that time just below the North Fork of the Virgin River Bridge), continued north up the canyon, and terminated at the Temple of Sinawava. The completion of the road coincided (by design) with Union Pacific's construction of a spur line from Lund to Cedar City, and with their building of a new hotel in Cedar City and a new lodge in the park. These improvements marked the advent of a new era for Zion National Park tourism. Segments of the old Government Road can still be seen on the east slope of the canyon, up slope from the present road.

In addition to improving visitor access to the park, construction of the Government Road inaugurated the beginning of ten years of close cooperation between the National Park Service and the Union Pacific Railroad to bring

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visitors to the parks of the Colorado Plateau. Known as the "Grand Circle," this tourism route looped through Southern Utah and Northern Arizona transporting tourists to Zion, Grand Canyon, and Bryce Canyon national parks; Cedar Breaks and Pipe Spring national monuments, and the Dixie, Powell, and Kaibab national forests. The Union Pacific transported tourists by train to the station in Cedar City, where passengers then paid a flat fee to take an automobile excursion through the loop. En route, they stayed at park lodges at Zion, Grand Canyon, and Bryce Canyon, all built and owned by Union Pacific. The automobile portion of the loop could take anywhere from three days to two weeks, depending on the preferences of the customer.

The present day Floor of the Valley Road was constructed from 1931 to 1932 (also referred to as the "Zion Canyon Scenic Drive"). The reconstruction of the road was part of the emergency employment program initiated by Congress in response to the Great Depression, even prior to President Franklin D. Roosevelt's public work programs. Superintendent Thomas J. Allen Jr. conveyed to the NPS Director in his August 29, 1931 report that "a road of modern standards [had been] substituted for the old unsatisfactory canyon road" and that the project "helped very materially in relieving unemployment conditions in this section."

The new road was located further down the canyon wall, closer to the canyon floor, hence the name. It continued approximately one mile further south to the new southern boundary (additional land having been acquired in 1931). Road design and construction followed the strict guidelines developed by the NPS Western Office of Design and Construction (WODC), Landscape Division.

The Western Office assigned landscape architect Harry Langley to work in Zion, Grand Canyon, and Bryce Canyon national parks and Cedar Breaks and Pipe Springs national monuments to ensure the office's design philosophy and guidelines were adhered. Langley reported to the Western Field Office but was to be responsive to park needs by assisting in the design and supervision of park projects (including the design and construction of the Floor of the Valley Road) while ensuring the preservation of the park's a natural appearance. Guidance from the WODC included guidelines on the design of the curbing, culverts, bridges, pullouts and overlooks, intersections, guardrails, river bank revetments, and the treatment of road banks, including placement of vegetation.

In addition to Langley's part-time supervision of landscaping issues, Thomas C. Parker, Associate Engineer from the Field Office, was appointed to supervise all construction work in the park during this time. According to the same 1931 report by Superintendent Thomas referenced earlier, Parker

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"was in the park practically all summer supervising construction work in the park."

The project was constructed under two separate contracts at a total cost of \$383,820.36. The first contract provided for the construction of 3.387 miles of gravel surfaced road, 18 feet wide, from the south entrance to a point 2,000 feet beyond Zion Lodge. The second contract covered the construction of 2.963 miles of gravel surface road, 16 feet wide, from the end of the first section to the Temple of Sinawava, and one masonry bridge at Cable Creek. In addition, a 3.7-mile long 7-foot wide bridle path was constructed on the embankment. Incorporated into the design were the already existing entry/parking area at the Zion Lodge and the loops for the Grotto Campground.

The Civilian Conservation Corps (CCC) was responsible for the work which took place during the remainder of the historic period (1933-1942). The modifications continued to be directed by landscape architects from the WODC, Landscape Division and its successor, the Branch of Plans and Design also located in San Francisco, California. Modifications to the road include: road bank sloping and planting done in 1933-1935 to disguise the cut and fill work required by the road; construction of several additional river revetments in 1934-1935; construction of the Temple of Sinawava Parking Area in 1934; and construction of the Court of the Patriarchs, Weeping Rock, Great White Throne, and Red Point (Now called Raspberry Point) parking areas in 1941-1942. The CCC was also responsible for the restoration of a road segment washed out after the sloughing of the slope dammed the river and forced it to change its course right through the roadbed in 1941. A similar event occurred again in the spring of 1995. At the present time, the Federal Highway Administration is planning to once again restore the roadbed to its original grade and location. The closing of the CCC Camps at Zion in July 1942 marked the end of Floor of the Valley Road construction projects during the historic period, and this year is the end-date for the road's period of significance.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9 Page 11 Washington County, UT
Zion National Park MRA

BIBLIOGRAPHY

PUBLISHED SOURCES

Croteau (Designer/Compiler), Todd A., Michael F. Anderson (Author), and Richard H. Quinn (Editor)

- 1993 "Highways in Harmony, Southwest Circle Tour Roads and Bridges." Pamphlet prepared by Historic American Engineering Record (HAER) to outline the UT-72 HAER project. Pages: 1 to 16

McClelland, Linda Flint

- 1993 *Presenting Nature: The Historic Landscape Design of the National Park Service, 1916 to 1942*

UNPUBLISHED SOURCES

Anderson, Michael F.

- 1993 "Zion National Park Roads And Bridges." Historic American Engineering Record (No. UT-72), Washington, D.C. Pages: 1 to 70

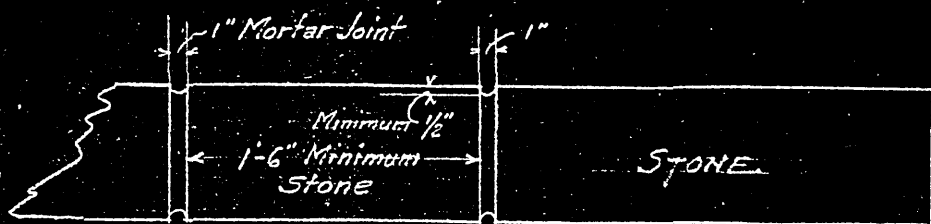
Harrison, Laura S.

- 1994 *By Motor Through Wonderland: Historic Roads in the National Park System* (draft). National Park Service, Denver, CO. Pages: 14 to 256

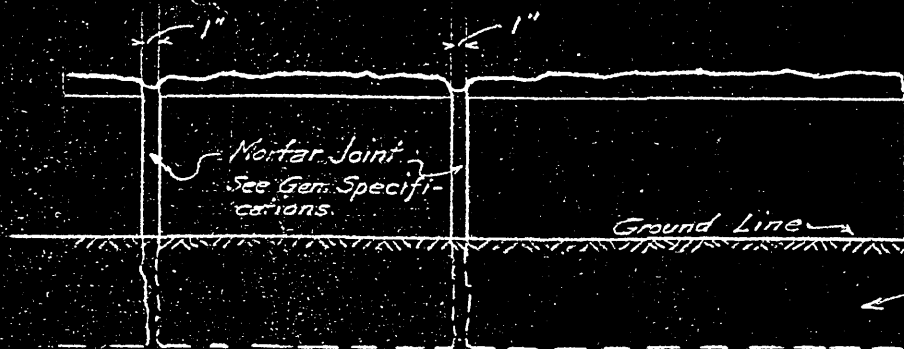
Jurale, Jim, and Nancy Witherall

- 1987 "Multiple Resources for Zion National Park." National Register nomination. National Park Service, Denver, CO. Pages: 7.4-7.5

Zion National Park archives: final construction reports, field reports, superintendents' reports, masterplans, drawings, and maps.

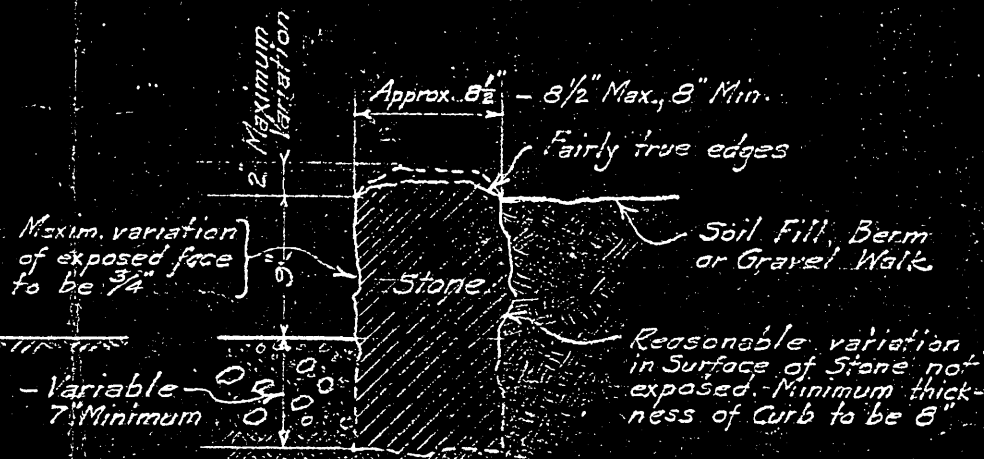


PLAN OF CURB
Scale 1/2" = 1'-0"



ELEVATION
Scale 1/2" = 1'-0"

GENERAL SPECIFICATIONS
 Minimum length of Stone shall be 1'-6".
 Average Mortar Joint shall be 1", never to be less than 3/4" or greater than 1 1/2".
 All exposed Mortar Joints shall be raked out to a depth not less than 1/2" or greater than 1"



CROSS SECTION
Scale 1/2" = 1'-0"

Note :- This is for Dressed Stone Curb only.

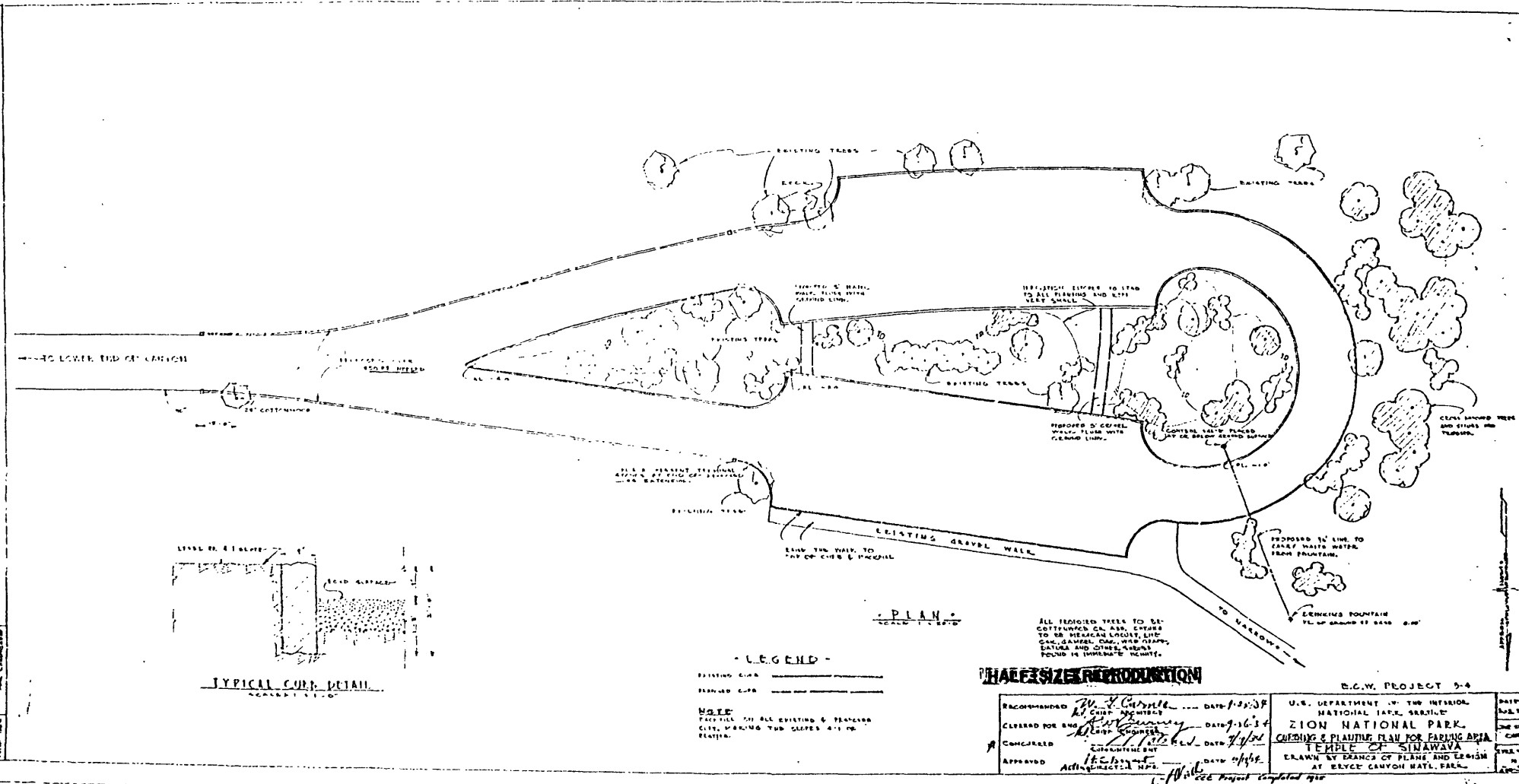
NO CHANGE IN EXISTING DESIGN

1-4-35

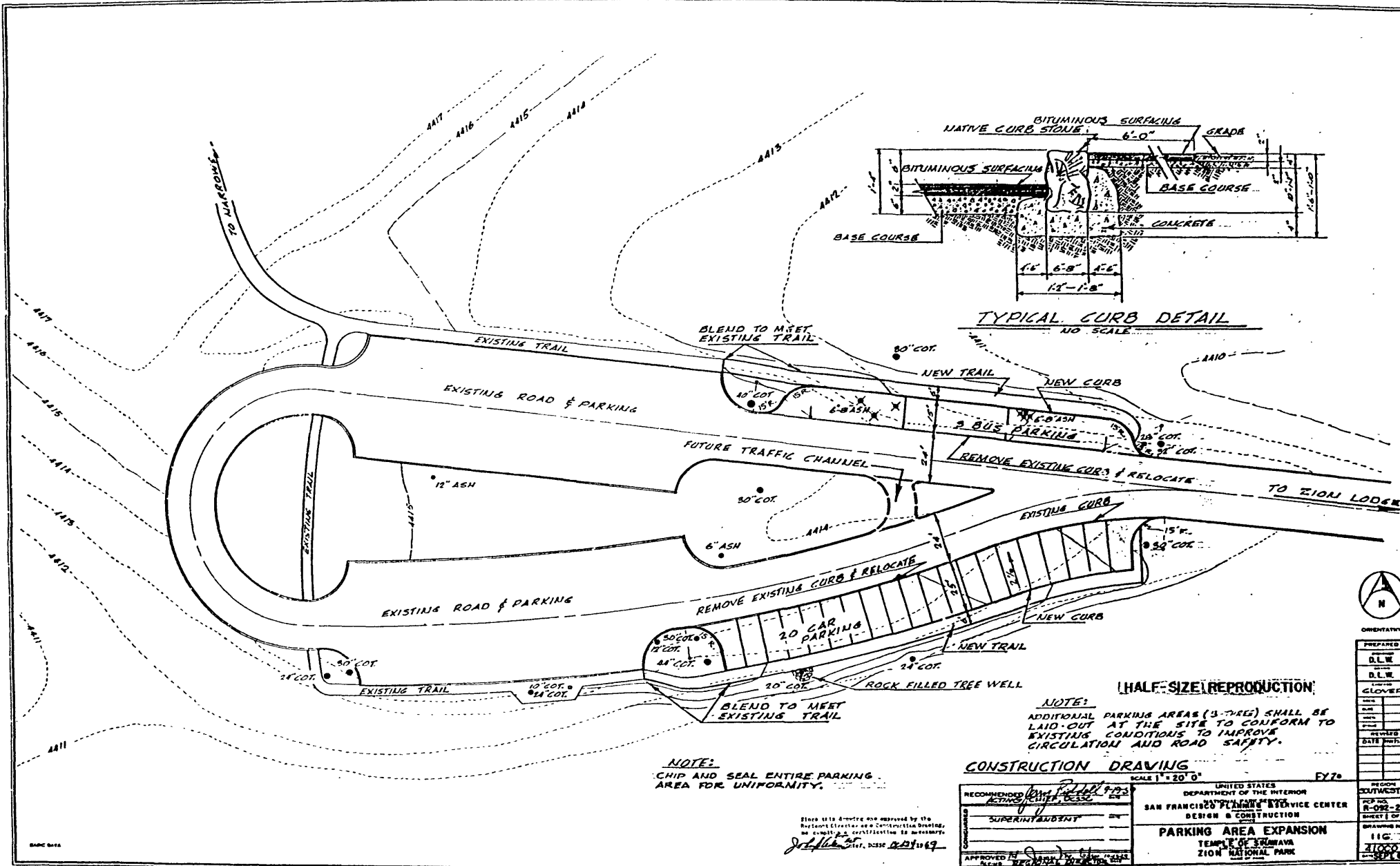
Cleared for ECW
F.W.C. 11-17-35

Recommended	W. A. Corne	Date 11-4-35
	Deputy Chief Architect	
Cleared for Eng.	W. J. Durr	Date 11-15-35
	Asst. Chief Engineer	
Concurred		Date
Concurred		Date 10/30/35
Approved	Frank Stamer	Date 11-20-35
	Director	

U.S. DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE		Date 10-30-35
ZION NATIONAL PARK		Sheet No. 1
STANDARD DETAIL OF STONE CURBING		One Station
Drawn By Branch of Plans and Design.		Drawing No. N.P. 210-3058

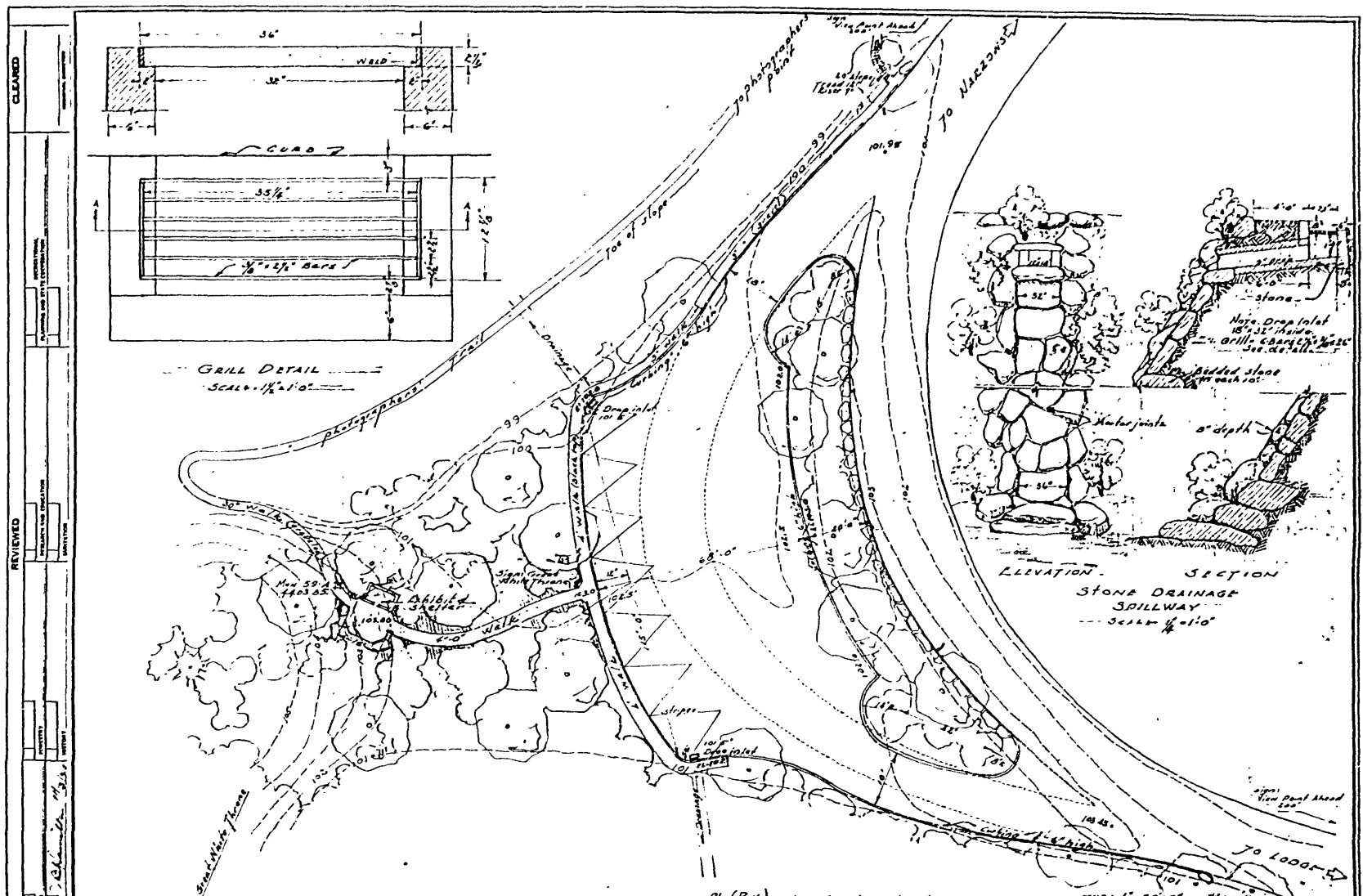


Temple of Sinawava Parking Area, original design



Temple of Sinawava Parking Area, 1969 modifications

TRIM LINE



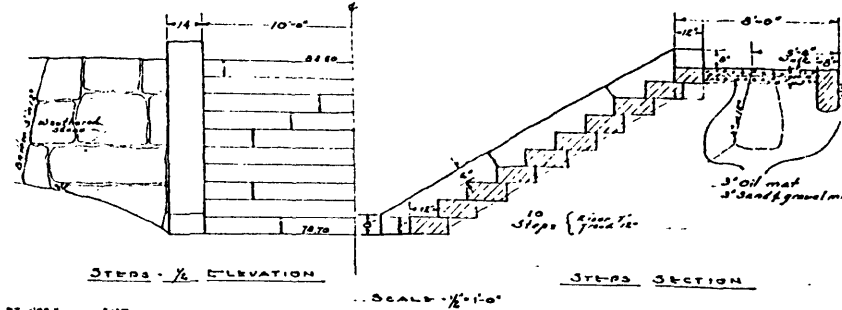
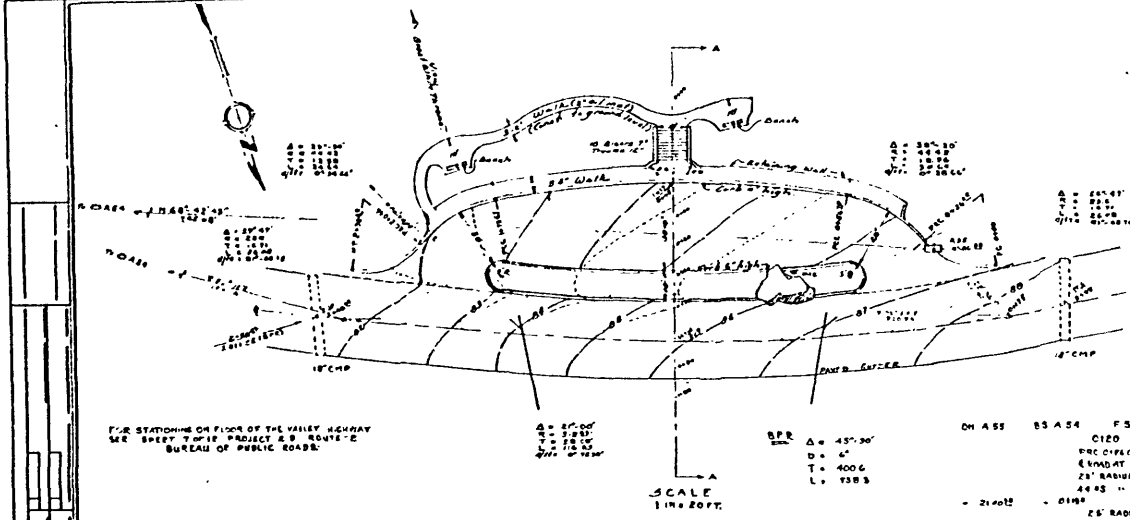
DESIGNED BY	REVIEWED	CHECKED	DATE
W. A. G. G.	W. A. G. G.	W. A. G. G.	11-13-49
DATE	APPROVED	DATE	
10-20-49	W. A. G. G.	11-12-49	

BASIC DATA
 Refer. Plan 200 3551 original design, 11. 1935

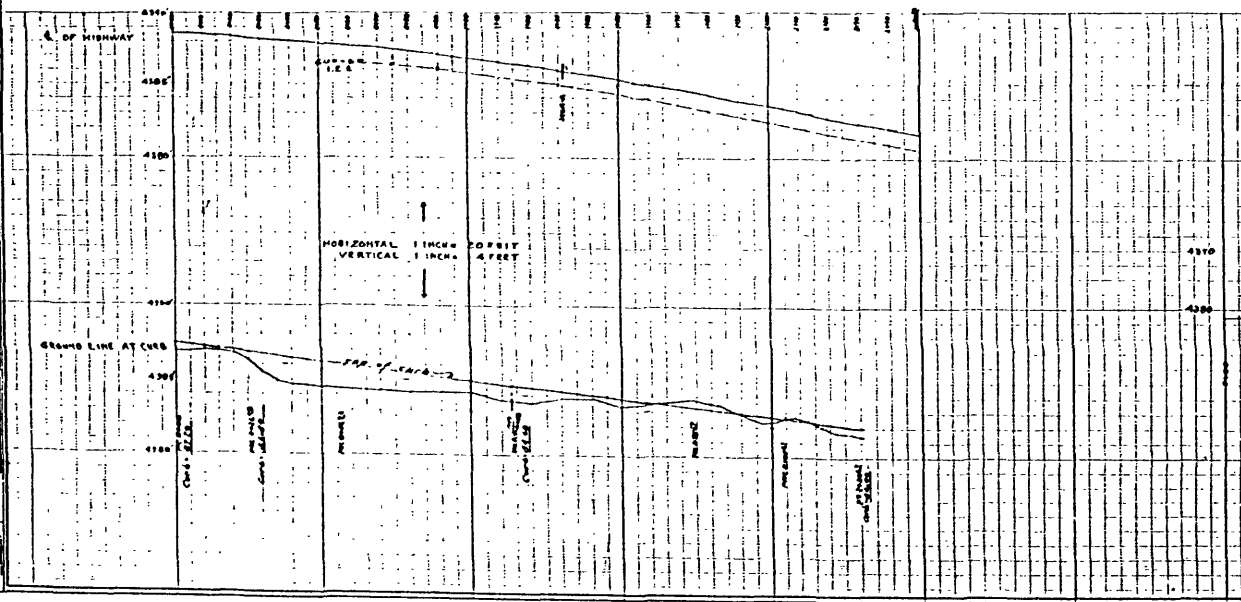
HALF-SIZE REPRODUCTION

Job No. 96 (R-16) Classification No. 710	SCALE 1" = 20'-0"	REGION III
RECOMMENDED W. A. G. G. REGIONAL LANDSCAPE ARCHITECT DATE 11-13-49	CONCURRED Paul R. Frawley SUPERINTENDENT DATE 4/6/50	APPROVED W. A. G. G. REGIONAL DIRECTOR DATE 11-12-49
UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE BRANCH OF PLANS AND DESIGN ZION		SHEET 1 OF 1
RED POINT PARKING AREA		DRAWING NO. NP:ZIO 3061-A
ZION CANYON ZION NATIONAL PARK		

TRIM LINE



ON ASS	ES AS4	FS	RT. HOR. Δ	DIST.
		C120	220° 12'	32.55
		PCC 01428	36° 30'	3.88
		END OF PCHP	201° 10'	46.30
		21' RADIUS PT	128° 04'	24.69
		44.83 "	332° 33'	46.18
		25' RADIUS PT	280° 48'	42.48
		PCC 21042	212° 44'	36.88
		PCC 14732	228° 18'	66.99
		1' ROAD ON 18" EMP	196° 40'	10.08
		21' RADIUS PT	346° 09'	20.20



Job No. 99-710 P.C.P. No. 0-16

RECOMMENDED BY: *H. Hall* DATE: 2-2-41
 REGIONAL CHIEF OF PLANNING

DESIGNED BY: *John Smith* DATE: 2-4-41
 SUPERINTENDING

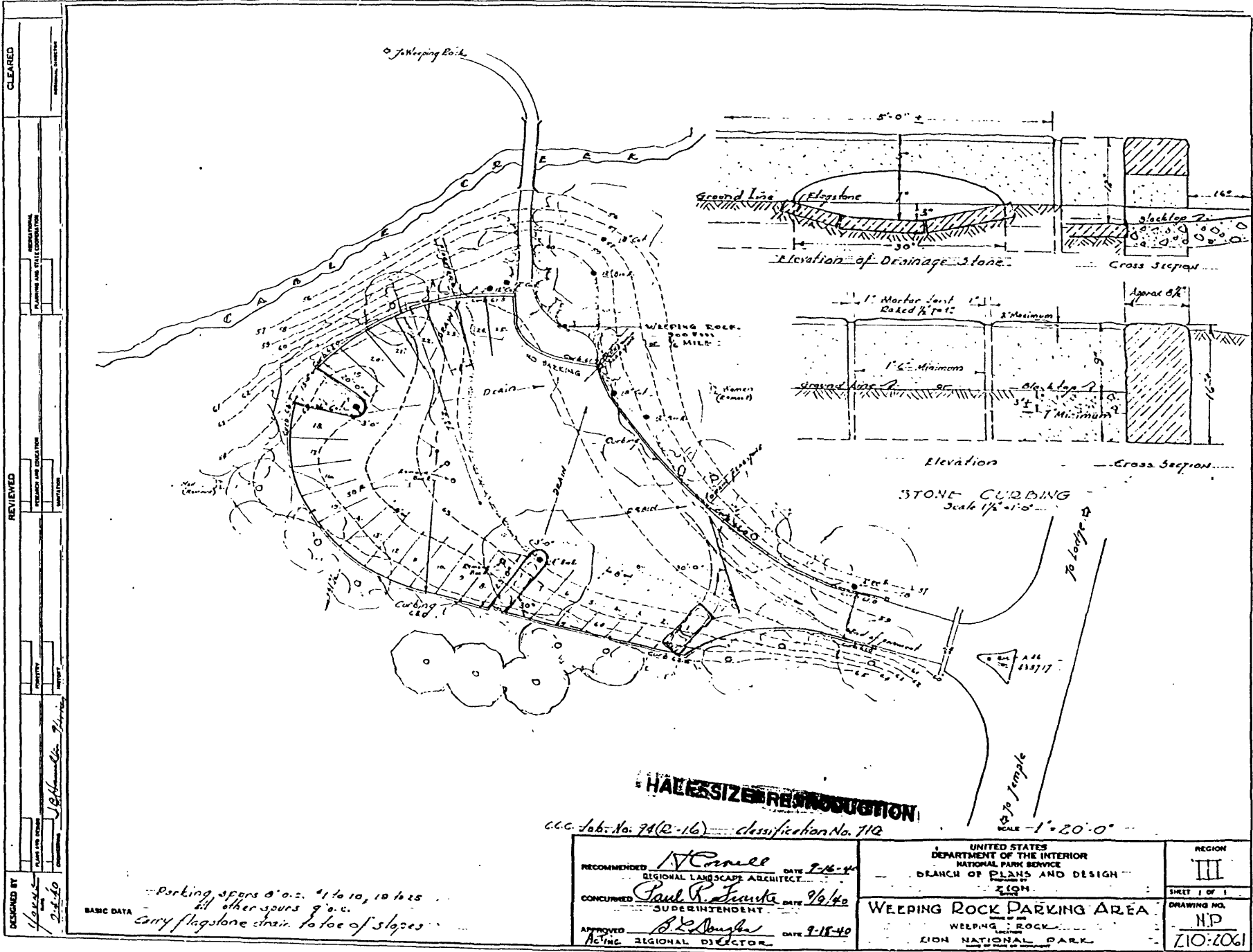
APPROVED BY: *H. Hall* DATE: 2-2-41
 REGIONAL DIRECTOR

SCALE: AS INDICATED

UNITED STATES
 DEPARTMENT OF THE INTERIOR
 BUREAU OF LAND MANAGEMENT
 ZION NATIONAL PARK
 FIELD OFFICE

GREAT WHITE THRONE PARKING AREA
 FLOOR OF THE VALLEY HIGHWAY - GREAT WHITE THRONE
 ZION NATIONAL PARK

DRAWING NO. NP-206
 SHEET 1 OF 1



CLEARED

REGIONAL PLANNING AND TITLE COORDINATION

REVIEWED

DESIGNED BY

DATE 2-1-40

BASIC DATA

Parking spaces 8'0" x 11' to 10, 10 to 25
 all other spaces 9'0" x 11
 carry flagstone chain to toe of slopes

HALF SIZE REPRODUCTION

C.C. Lab. No. 74(R-16) Classification No. 712

RECOMMENDED *N. Conell* DATE 2-1-40
 REGIONAL LANDSCAPE ARCHITECT
 CONCURRED *Paul R. Jankie* DATE 9/6/40
 SUPERINTENDENT
 APPROVED *B. R. Douglas* DATE 9-18-40
 ACTING REGIONAL DIRECTOR

UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE
 BRANCH OF PLANS AND DESIGN
 ZION
WEEPING ROCK PARKING AREA
 WEEPING ROCK
 ZION NATIONAL PARK

REGION III
 SHEET 1 OF 1
 DRAWING NO. N.P. 710:2061

CLEARED

REVIEWED

DESIGNED BY

DATE

SCALE

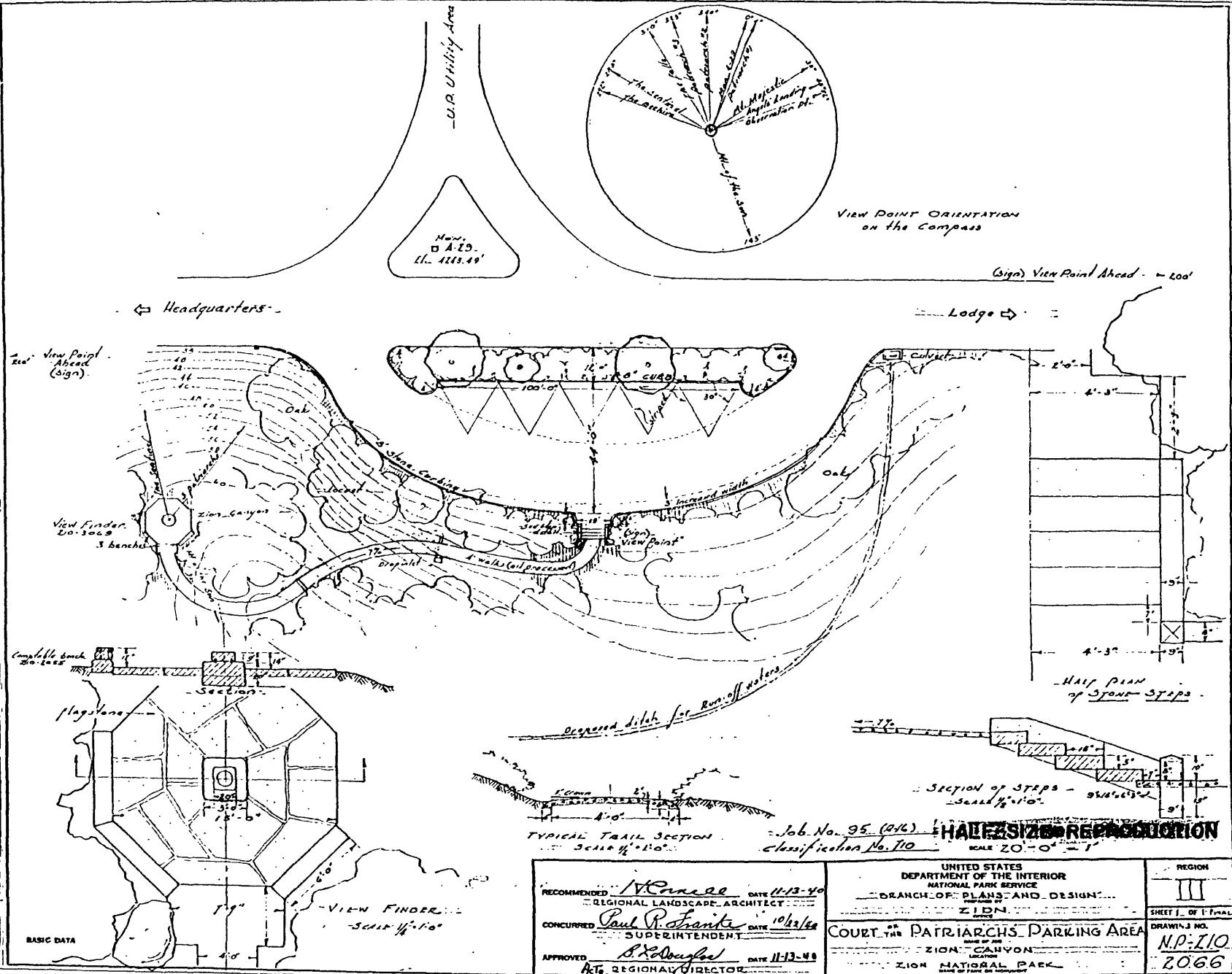
BY

DATE

SCALE

BY

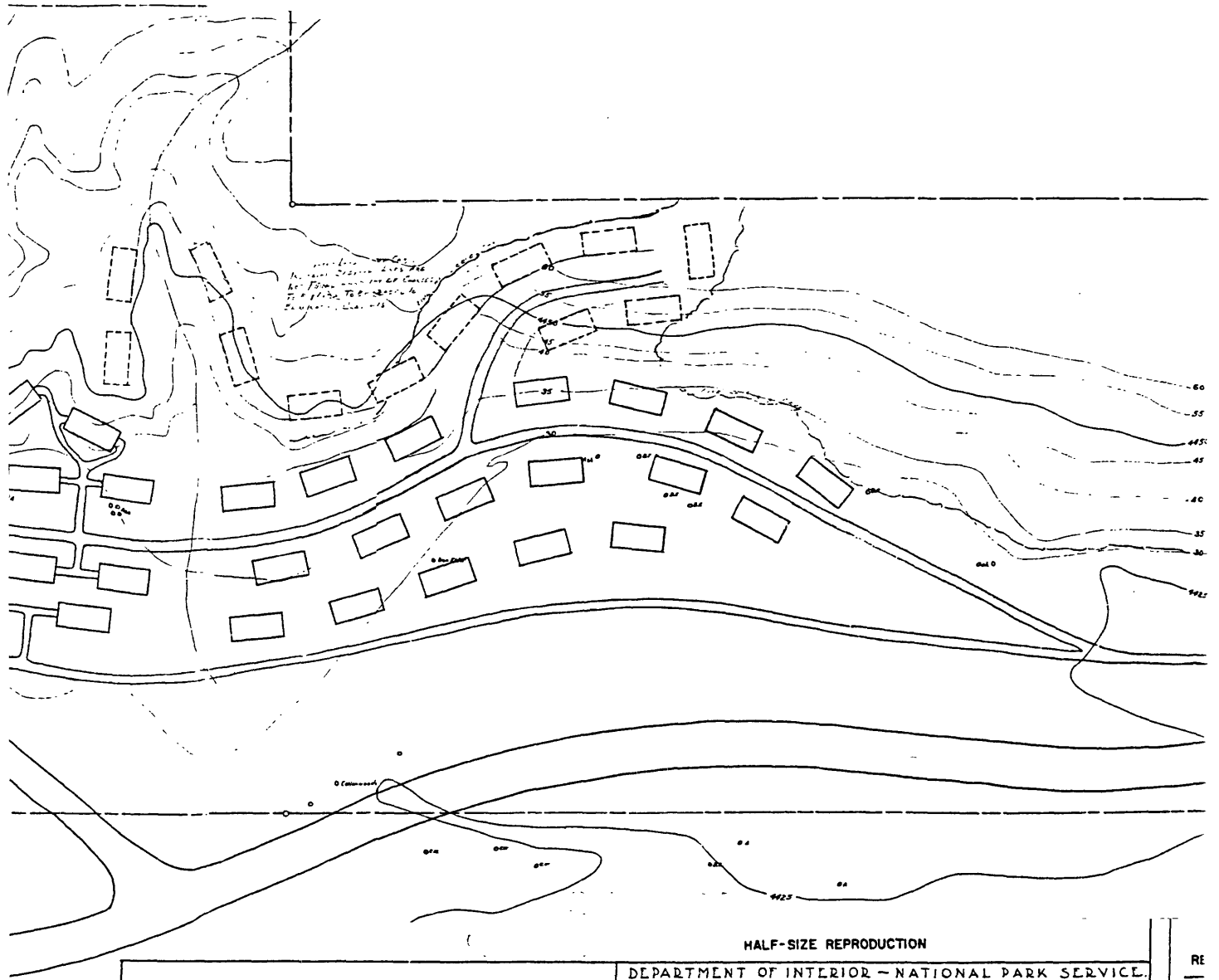
PLANNING AND SITE DEVELOPMENT
 CIVIL ENGINEERING
 ARCHITECTURE
 LANDSCAPE ARCHITECTURE
 SURVEYING
 GEOLOGICAL ENGINEERING
 METEOROLOGY
 AERONAUTICAL ENGINEERING
 ELECTRICAL ENGINEERING
 MECHANICAL ENGINEERING
 CHEMICAL ENGINEERING
 INDUSTRIAL ENGINEERING
 AGRICULTURAL ENGINEERING
 MARINE ENGINEERING
 MINING ENGINEERING
 METALLURGICAL ENGINEERING
 CIVIL ENGINEERING
 ARCHITECTURE
 LANDSCAPE ARCHITECTURE
 SURVEYING
 GEOLOGICAL ENGINEERING
 METEOROLOGY
 AERONAUTICAL ENGINEERING
 ELECTRICAL ENGINEERING
 MECHANICAL ENGINEERING
 CHEMICAL ENGINEERING
 INDUSTRIAL ENGINEERING
 AGRICULTURAL ENGINEERING
 MARINE ENGINEERING
 MINING ENGINEERING
 METALLURGICAL ENGINEERING



RECOMMENDED V. P. ... DATE 11-13-40
 REGIONAL LANDSCAPE ARCHITECT
 CONCURRED Paul R. ... DATE 10/22/40
 SUPERINTENDENT
 APPROVED B. ... DATE 11-13-40
 REGIONAL DIRECTOR

UNITED STATES
 DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE
 BRANCH OF PLANS AND DESIGN
 COURTESY OF THE
 ZION NATIONAL PARK
 ZION NATIONAL PARK
 MADE OF FIBRE AND CELLULOSE

REGION
 III
 SHEET 1 OF 1-FINAL
 DRAWING NO.
 N.P.: 110
 2066



HALF-SIZE REPRODUCTION

Recommended by Concurred In by
 LANDSCAPE ENGR. N.P.S. Superintendent.
 Approved by Date:
 DIRECTOR NAT'L PARK SERVICE
 Project Completed 1924

DEPARTMENT OF INTERIOR - NATIONAL PARK SERVICE.
 ZION NATIONAL PARK - UTAH.
 PLOT PLAN - UNION PACIFIC CAMP LAYOUT.
 SCALE ONE INCH = 20 FT. CONTOUR INTERVAL - FIVE FEET DEC. 12, 1924.
 PREPARED BY LANDSCAPE ENGINEERING DIVISION - N.P.S.

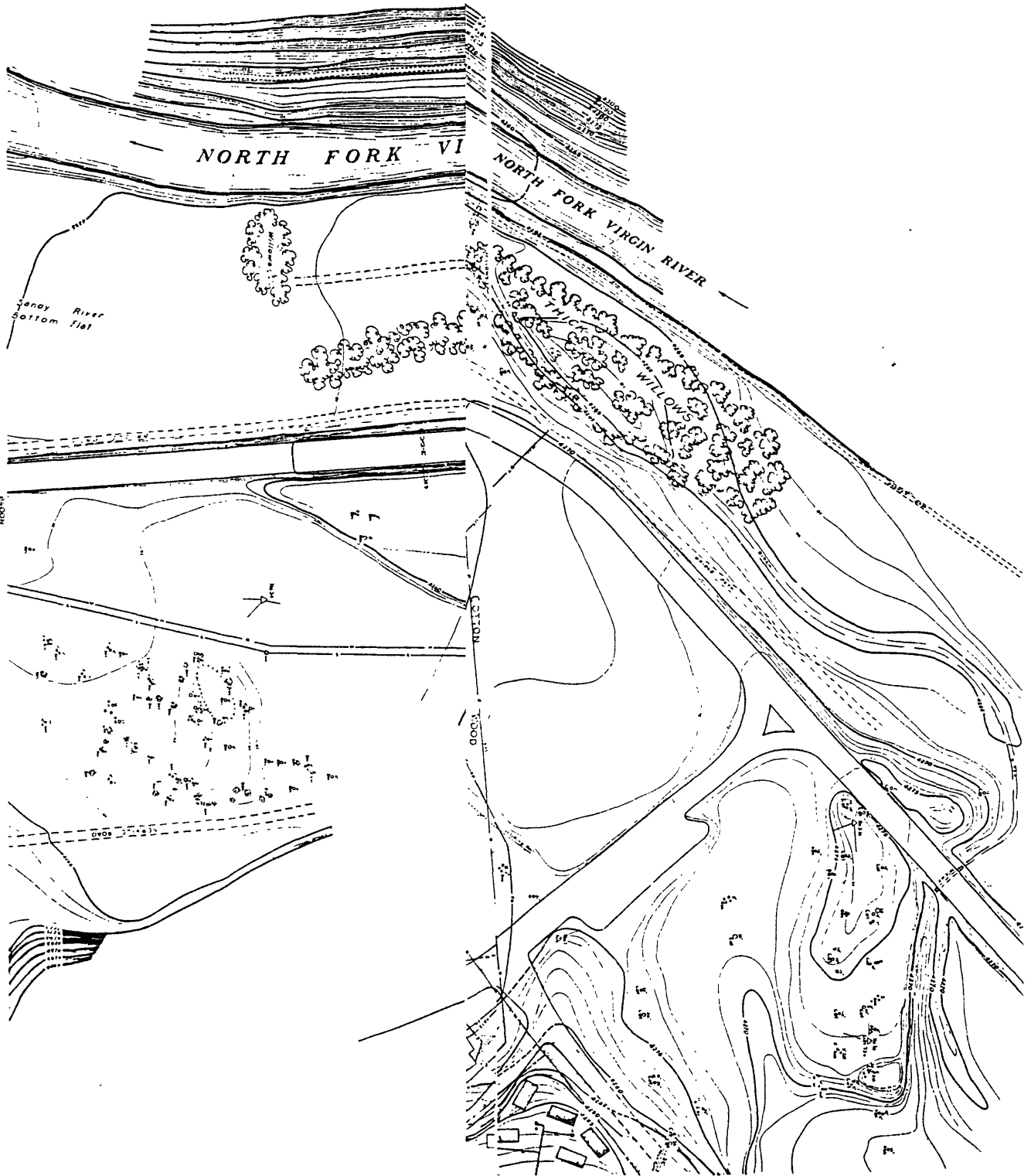
HP-7.10-5

RE

N.P. 7-5012

10000

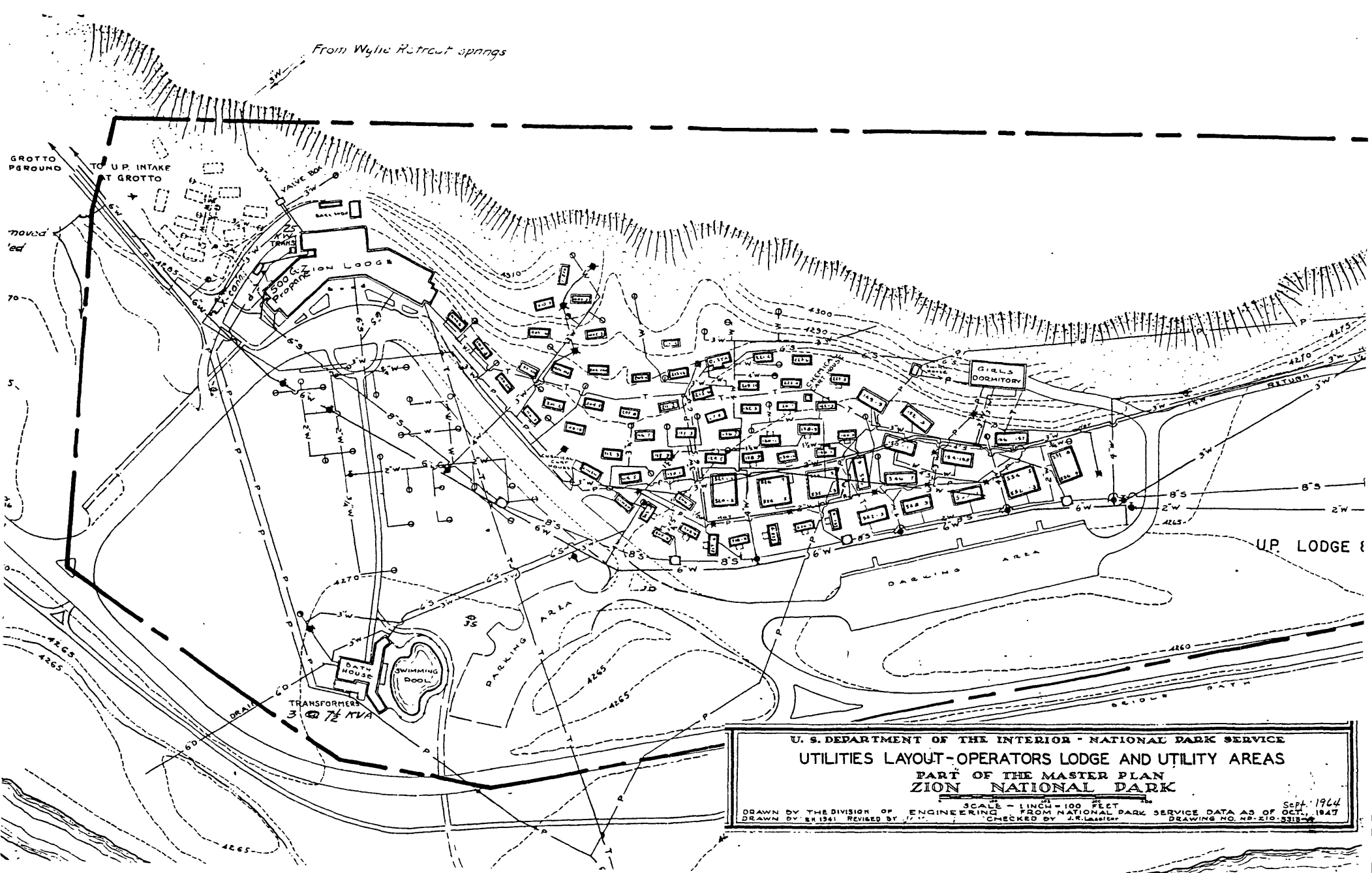
Zion Lodge Area, July 1934 (Topographic Map, #5012)



DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
ZION NATIONAL PARK
TOPOGRAPHICAL MAP
OFFICE OF THE SUPERVISOR
WASHINGTON, D.C.

LODGE AREA

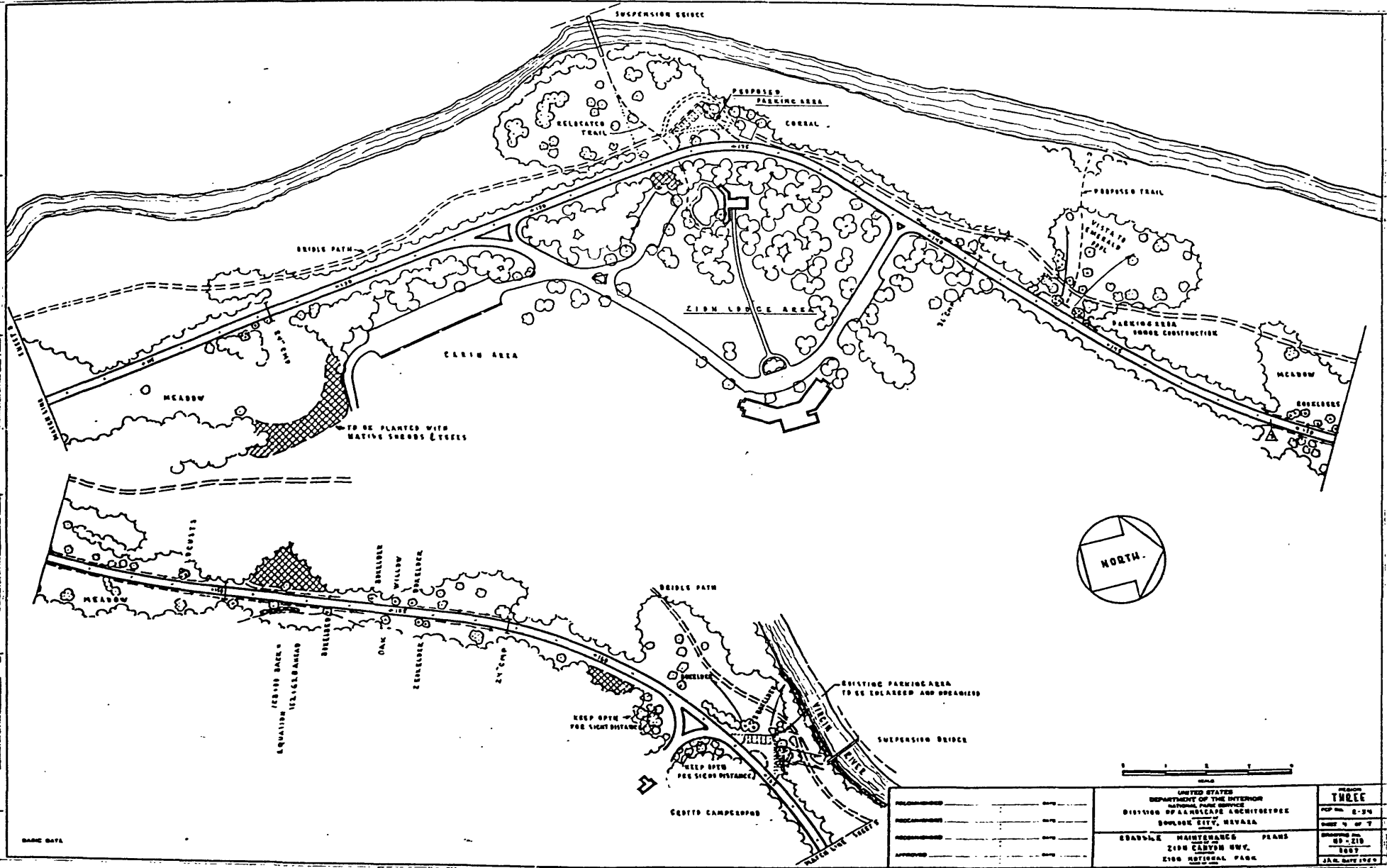
SHEET 8
NUMBER OF SHEETS COMPLETED
SCALE: 1"=40 FT.



U. S. DEPARTMENT OF THE INTERIOR - NATIONAL PARK SERVICE
 UTILITIES LAYOUT-OPERATORS LODGE AND UTILITY AREAS
 PART OF THE MASTER PLAN
 ZION NATIONAL PARK

SCALE - 1 INCH = 100 FEET
 DRAWN BY THE DIVISION OF ENGINEERING FROM NATIONAL PARK SERVICE DATA AS OF OCT., 1947
 DRAWN BY: R.H. 1941 REVISED BY: J.F. CHECKED BY: J.R. LARSEN DRAWING NO. NP-210-5313-2

Sept. 1964



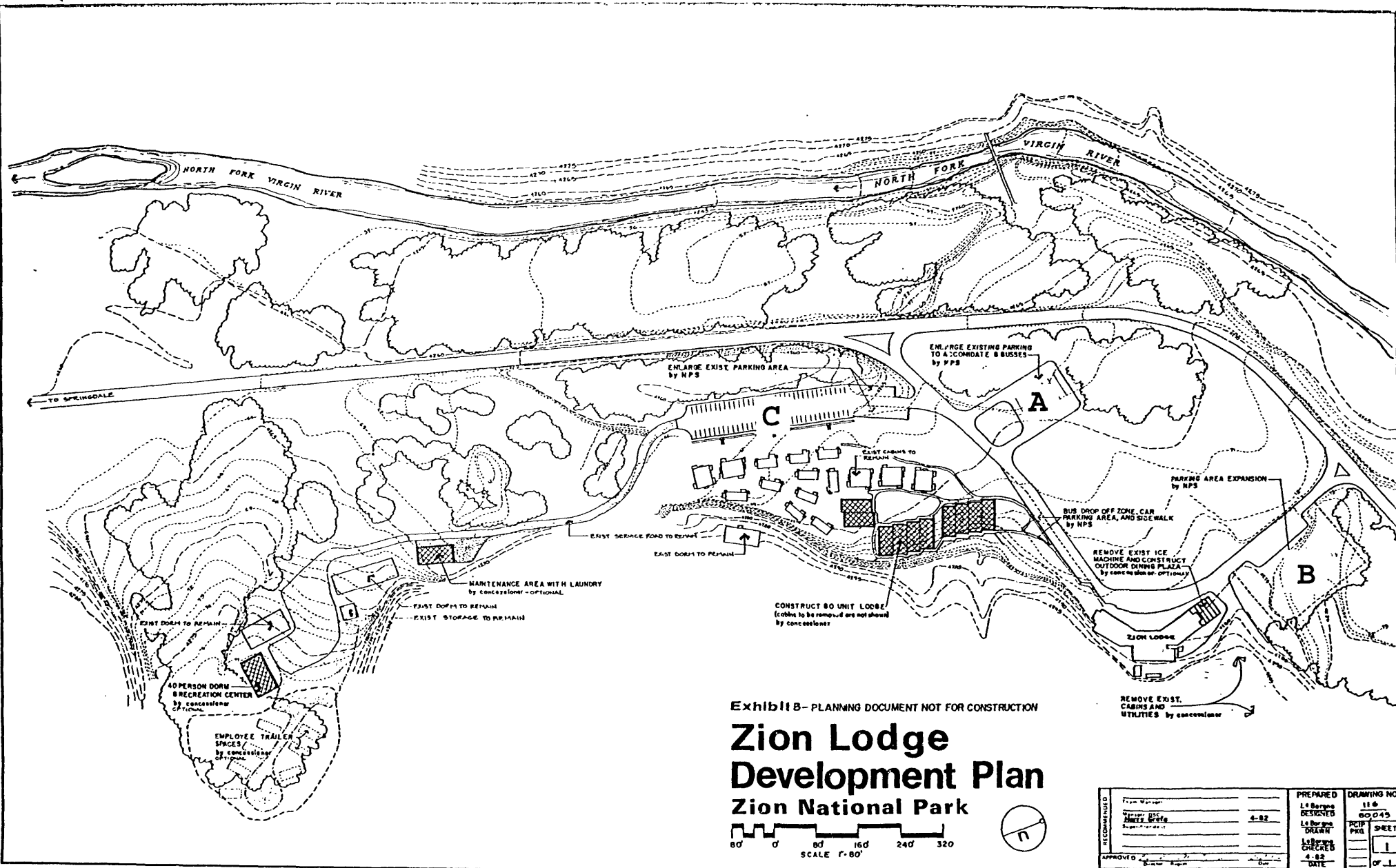
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 DATE: [blank]

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE

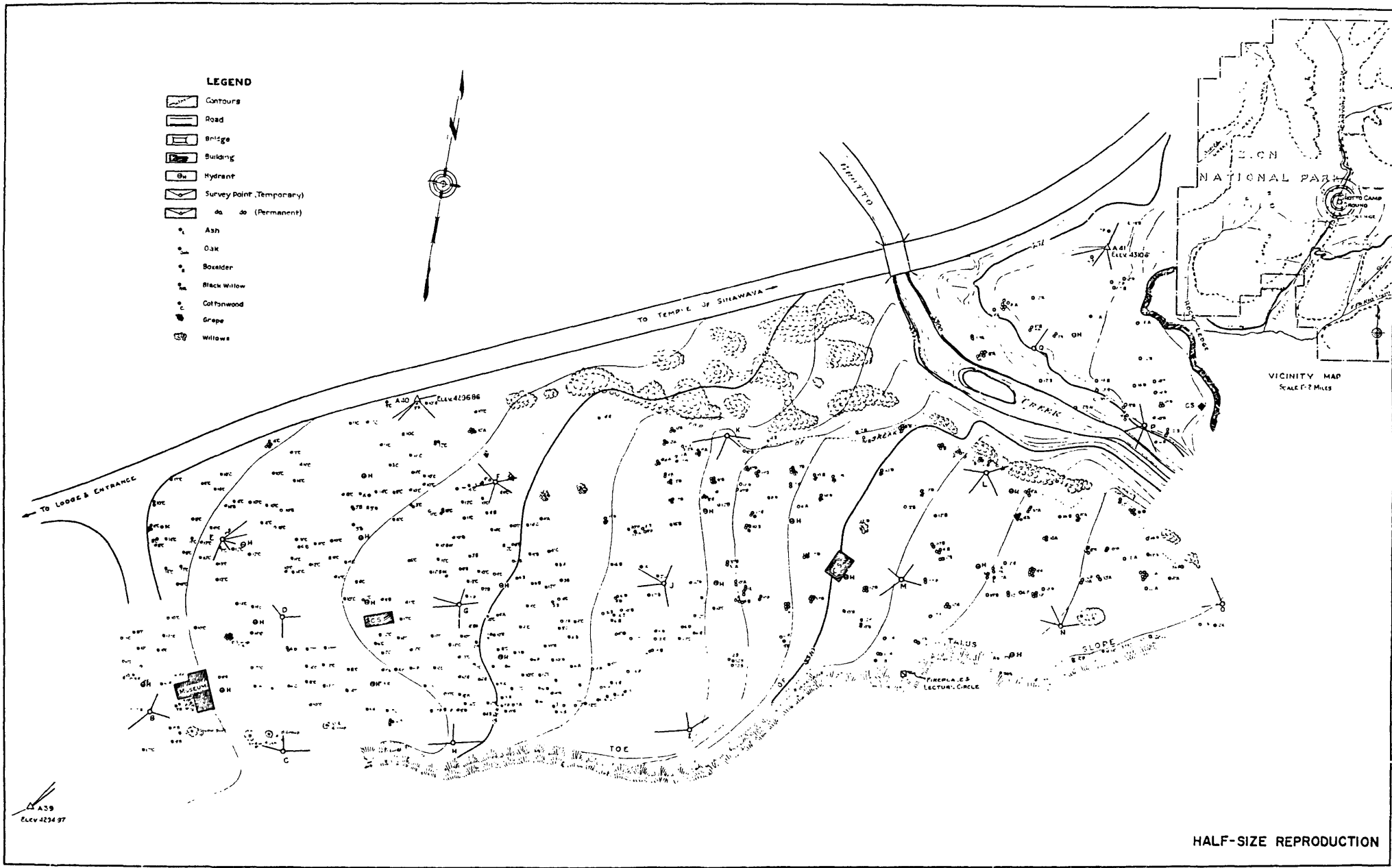
UNITED STATES
 DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE
 DIVISION OF LANDSCAPE ARCHITECTURE
 BOULDER CITY, NEVADA

SHEET
THREE
 OF 7
 JAN. 20, 1954

(11) Zion Lodge Entry/Parking Areas, 1954



(12) Zion Lodge Entry and Parking Areas (existing and proposed, 1982)



LEGEND

- Contours
- Road
- Bridge
- Building
- Hydrant
- Survey Point, Temporary
- do do (Permanent)
- Ash
- Oak
- Boxelder
- Black Willow
- Cottonwood
- Grape
- Willows

HALF-SIZE REPRODUCTION

ZIO-30-B

DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE
 ZION NATIONAL PARK
 TOPOGRAPHICAL MAP
 OFFICE OF THE CHIEF ENGINEER
 SAN FRANCISCO, CALIF.

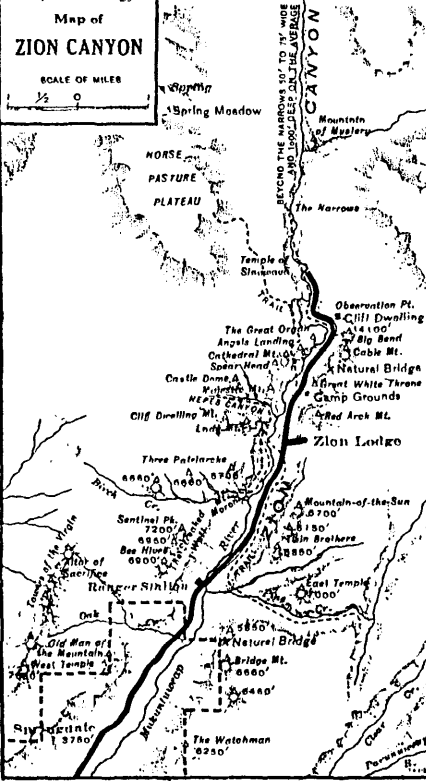
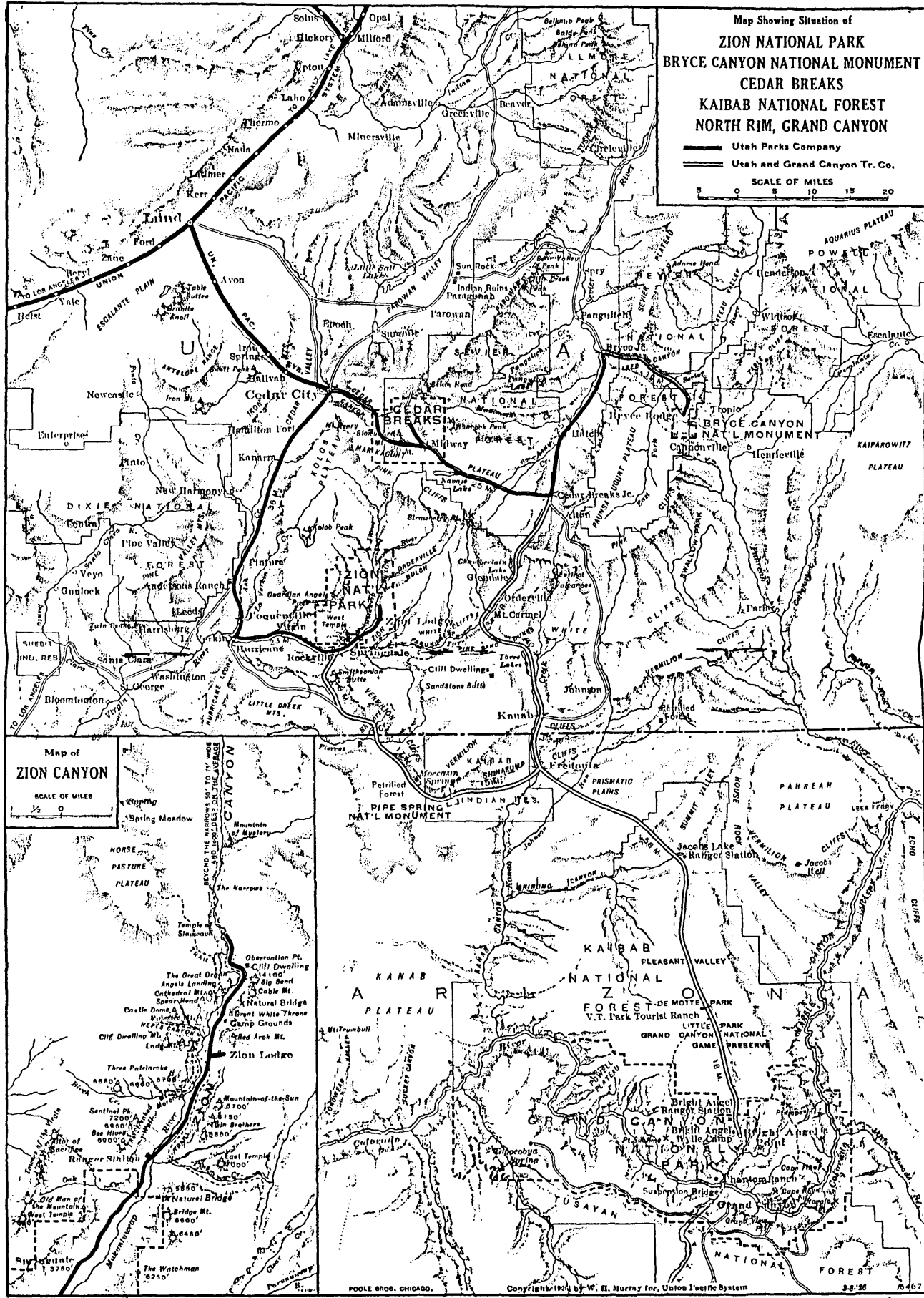
GROTTO CAMPGROUND AREA

COMPLETE IN ONE SHEET
 SCALE-1:40FT

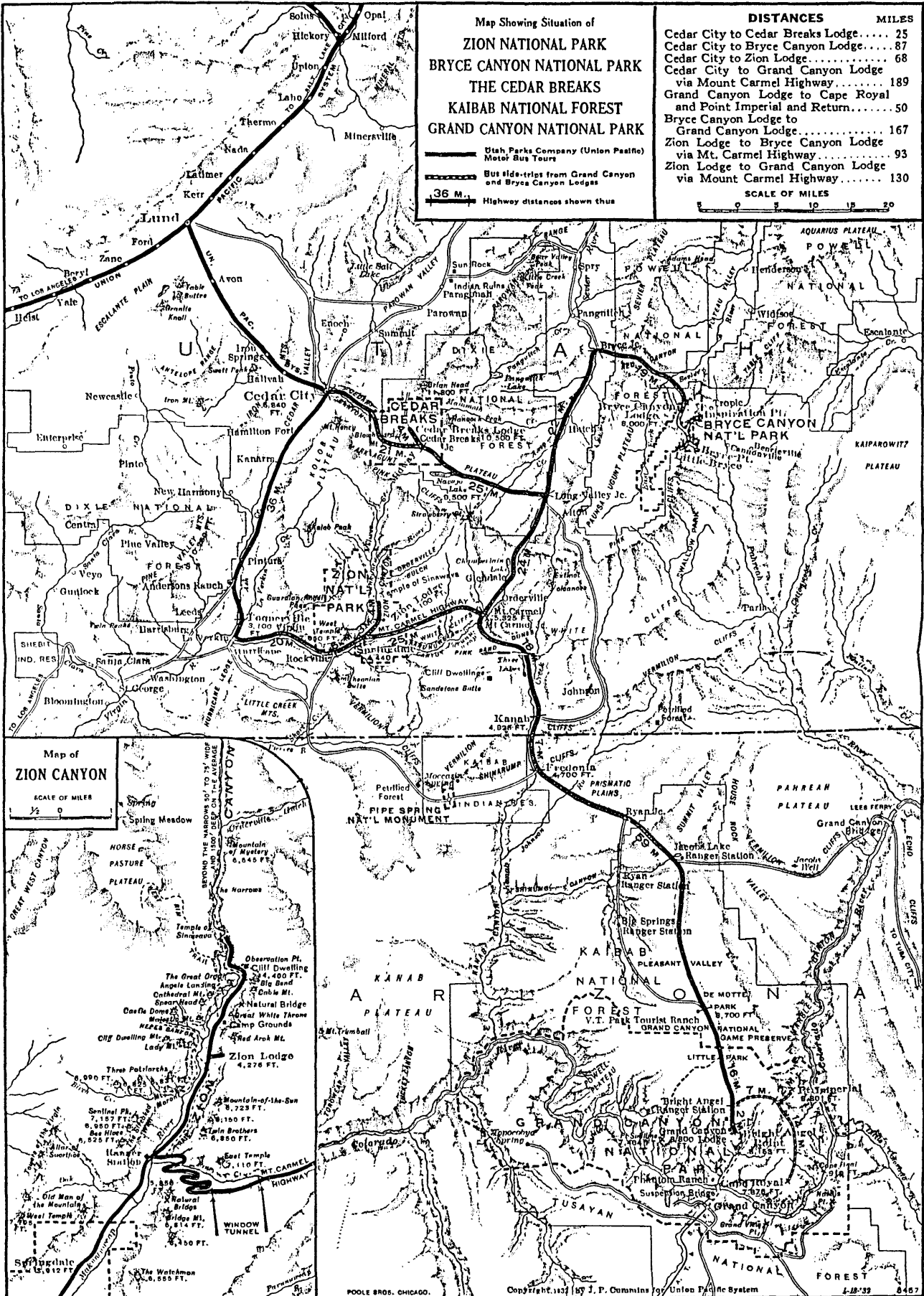
Map Showing Situation of
ZION NATIONAL PARK
BRYCE CANYON NATIONAL MONUMENT
CEDAR BREAKS
KAIBAB NATIONAL FOREST
NORTH RIM, GRAND CANYON

— Utah Parks Company
 — Utah and Grand Canyon Tr. Co.

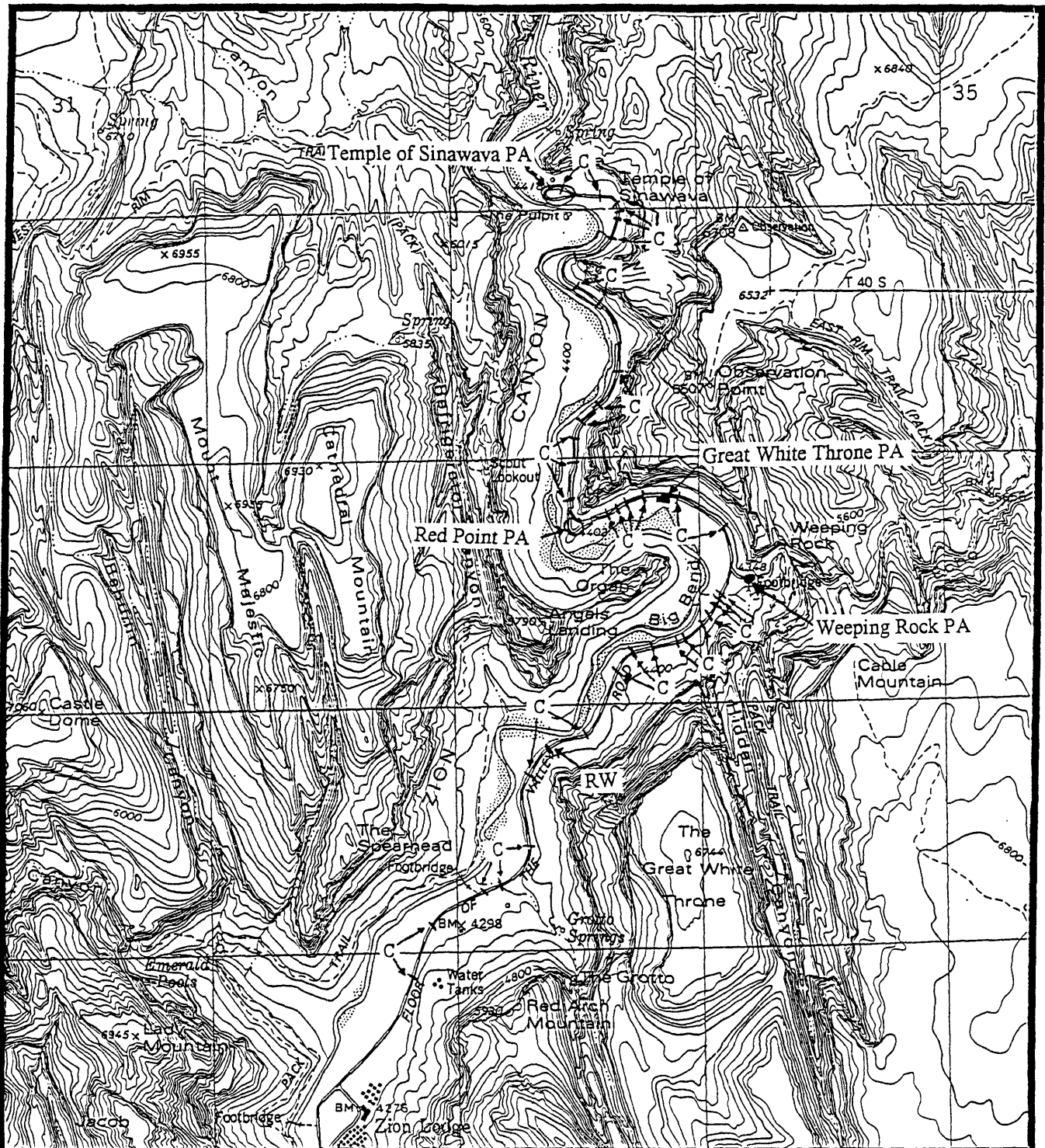
SCALE OF MILES
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Early development of the "Grand Circle" tourism route
 (Union Pacific Railroad's "Red Book," 1926)



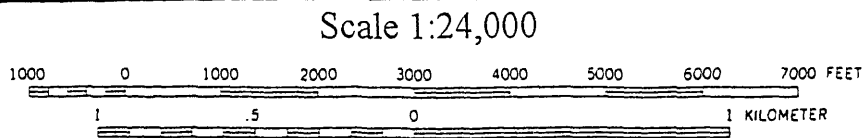
Map showing the completed "Grand Circle" tourism route (Union Pacific Railroad's "Red Book," 1932)



USGS, Temple of Sinawava, 7.5'
Washington County
1980

Zion National Park

Culverts, Inlets, Retaining Walls and Parking Areas
Located Along the Floor of the Valley Road, Zion Canyon



CONTOUR INTERVAL 80 FEET

Key
C-Culvert
PA-Parking Area
RW-Retaining Wall

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section PHOTOGRAPHS Page 12 Washington County, UT
Zion National Park MRA

The following information applies to all photographs listed below:

- 1) Property: Floor of the Valley Road
- 2) Location: Zion National Park, Washington County, Utah
- 3) Photographer: Seyoha Harris
- 4) Date Taken: May-June 1992
- 5) Location of
Negatives: Zion National Park Archives

<u>PHOTO #</u>	<u>RESOURCE</u>	<u>DIRECTION OF VIEW</u>
1.	Culvert Headwall/Retaining Wall	to north
2.	Concrete Lined Box Culvert	to northwest
3.	Retaining Wall	to north
4.	Spillway and Catchment Basin	to northeast
5.	Stone Catchment Basin and Culvert	to north
6.	Concrete Lined Drop Inlet	to east
7.	Bridle Trail Remnant	to northeast
8.	Great White Throne Parking Area, Steps down to trail	to north
9.	Great White Throne Parking Area, Shows the common construction details of all parking areas	to east
10.	Great White Throne Parking Area, Shows the common construction details of all parking areas	to northwest
11.	Concrete Lined Drop Inlet	to east
12.	Stone Catchment Basin and Culvert Headwall	to east
13.	Red Point Parking Area	to east
14.	Oak Creek Bridge	to northwest

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section PHOTOGRAPHS Page 13 Washington County, UT
Zion National Park MRA

Attached are the following architectural drawings and maps provided as supporting documentation:

Page No.	Title/Drawing No.	Date
1	Standard Detail of Stone Curbing, #3058	11/35
2	Curbing & Planting Plan for Parking Area, #3046 (Temple of Sinawava)	10/34
3	Parking Area Expansion, #41000 (Temple of Sinawava)	10/69
4	Red Point Parking Area, #3061-A	11/40
5	Great White Throne Parking Area, #2063A	2/41
6	Weeping Rock Parking Area, #2061	9/40
7	Court of the Patriarchs Parking Area, #2066	11/40
8	Union Pacific Camp Layout, #5 (Zion Lodge Entry/Parking Area)	12/24
9	Zion National Park, Topographic Map, #2015 (Zion Lodge Entry/Parking Area)	7/34
10	Utilities Layout, Operator's Lodge, #5313 (Zion Lodge Entry/Parking Area)	10/47
11	Roadside Maintenance Plans, #2067 (Zion Lodge Entry/Parking Area)	1/54
12	Zion Lodge Development Plan	4/82
13	Grotto Campground (Picnic Area), #5078	1935
14	Map, Grand Circle Tourism Route (early development)	1926
15	Map, Grand Circle Tourism Route	1932