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NPS Form 10-900 (Rev. 10-90) $\boxed{10}$
United States Department of the Interior National Park Service
NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM
1. Name of Property
HISTORIC NAME: Cable Creek Bridge
OTHER NAMES/SITE NUMBER: RT-0996J; 1590-009P (Federal Highways Dept.)
2. Location
STREET & NUMBER: Located at milepost 4.48 on the Floor of the Valley Road in Zion Canyon just south of the entrance to the Weeping Rock Parking Area. NOT FOR PUBLICATION
CITY OR TOWN: Springdale X VICINITY PARK NAME: Zion
STATE: Utah COUNTY: Washington CODE: UT053 ZIP CODE: 84767
<pre>3. State/Federal Agency Certification</pre>
As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this <u>X</u> 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, theproperty meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide <u>X</u> locally. (See continuation sheet for additional comments.) <u> Madual</u> <u> M14/95</u> Signature of certifying official/Title Date National Park Service
National Park Service Federal Agency
In my opinion, the property X meets does not meet the National Register criteria. (See continuation sheet for additional comments.)
Utah State Historic Preservation Office

State Agency

4. National Park Service Certific	have			
I hereby certify that this proper				
<pre>entered in the National Regi See continuation sheet. determined eligible for the National Register. See continuation sheet. determined not eligible for National Register. removed from the National Register. other, (explain):</pre>	Entered in the National Register			
Other, (exprain)				
5. Classification				
Ownership of Property	Category of Property			
private public-local public-State X public-Federal	building district site X structure object			
Name of related multiple property Zion National Park MRA	y listing			
Number of Resources within Proper Contributing Noncor				
0 0 1 <u>0</u> 1	0 building 0 sites 0 structures <u>0</u> objects 0 Total			
Number of contributing resources previously listed in the National Register 0				
6. Function or Use				
Historic Functions Category:	Subcategory:			
TRANSPORTATION	Road-related: bridge			
Current Functions Category: TRANSPORTATION	Subcategory: Road-related: bridge			

7. Description

_____ Architectural Classification:

Other: NPS Rustic

Materials

foundation	N/A
walls	N/A
roof	N/A
other	N/A

NARRATIVE DESCRIPTION

SEE CONTINUATION SHEETS

8. Statement of Significance _____ Applicable National Register Criteria

- A Property is associated with events that have made a significant х contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a Х 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.
- Property has yielded, or is likely to yield, information D 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.
- \mathbf{F} a commemorative property.
 - less than 50 years of age or achieved significance within G the past 50 years.

Areas of Significance

Landscape Architecture Transportation

Period of Significance 1932

Significant Dates 1932 - Built

Significant Person N/A Cultural Affiliation N/A

Cable Creek Bridge

Architect/Builder

Merrit, Chapman and Scott	Inc.	Builder
Bureau of Public Roads		Engineer

Narrative Statement of Significance

SEE CONTINUATION SHEETS

______ 9. Major Bibliographical References _____

Bibliography

SEE CONTINUATION SHEETS

Previous documentation on file (NPS)

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

Primary Location of Additional Data:

___ State Historic Preservation Office

- Other State agency
- X Federal agency
- ___ Local government
- ___ University
- __ Other

Name of repository: Zion National Park Archives

_____ 10. Geographical Data ______ 0.1

Acreage of Property

UTM References

Zone Easting Northing 328100 4126430 12

Verbal Boundary Description

The bridge is located in unsurveyed area of Township 40S, R9W in Washington County. The boundaries extend 10 feet on each side of the paved road bed and include the abutments and guardrails of the structure. The Cable Creek Bridge is on the Floor of the Valley Road which is an approximately 7.5 mile long automobile road that starts at the intersection with the Zion-Mt. Carmel Highway and terminates at the Temple of Sinawava Parking Area.

Boundary Justification

The boundaries are drawn to include the bridge and its immediate setting.

11. Form Prepared By NAME/TITLE: Robert Sontag, Historian ORGANIZATION: National Park Service DATE: 7/27/1995 STREET & NUMBER: 12795 W. Alameda Parkway, PO 25287 PHONE: 303-969-2760 CITY/TOWN: Lakewood STATE: CO ZIP: 80225-5287 Property Owner Name: Zion National Park telephone: (801) 772-3256 Street: N/A 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. NPS Form 10-900-a (8-86)

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DESCRIPTION

The Cable Creek Bridge is located at milepost 4.48 on the Floor of the Valley Road in Zion Canyon just south of the entrance to the Weeping Rock Parking Area, in Zion National Park. The Floor of the Valley Road is an approximately 7.5 mile long automobile road that starts at the intersection with the Zion-Mt. Carmel Highway and terminates at the Temple of Sinawava Parking Area.

The rustic design bridge is a single-span concrete bridge with stone abutments measuring approximately 102 feet long with a 20-foot wide roadway and two flanking 3-foot wide sidewalks. Sandstone curbing separates the roadbed from the pedestrian walks. The overall deck width is 29 feet 3 inches. The bridge structure consists of 4 turned down concrete beams with integral deck spanning 35 feet between stone abutments. The concrete beams bear on the abutments approximately 15 feet above Cable Creek allowing for a bridle path and associated rusticated stone retaining wall to pass beneath on the south end. Each approach to the bridge is flanked by two rusticated ashlar stone abutments that gently curve away from the bridge and the road. All four stone abutments are approximately 3 feet higher than the road surface forming stone guardrails leading to the bridge approach.

The bridge railing is connected to the concrete deck of the bridge and runs between the north and south stone abutments. The railing consists of two horizontal wood rails supported by 5 equally spaced wood support posts measuring 2 feet 8 inches in height.

INTEGRITY

The original vertical post and rail guardrail was replaced prior to 1962 with the horizontal railing described above. This alteration is sympathetic to the original design in scale and materials and does not impair the bridge's integrity. There have been minor modifications made as part of routine maintenance, but none have impacted the road's original design and appearance. The bridge has been maintained to preserve its historic character, and strongly conveys the NPS design ethic of the 1930s.

STATEMENT OF SIGNIFICANCE

Summary

The Cable Creek Bridge is located on and historically associated with the Floor of the Valley Road. As such, it is associated with the historic context of "Landscape Architecture and Transportation" discussed in the Zion National Park multiple property nomination (see "Multiple Resources for Zion National Park nomination," listed 1987). The bridge 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 its rustic design and placement clearly illustrate the design philosophy developed by National Park Service

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landscape architects in the Western Office of Design and Construction during the late 1920s and early 1930s. The period of significance and significant date is 1932 when the bridge was constructed.

Expanded Statement of Significance

The Cable Creek Bridge was constructed as part of a 1932 realignment of an earlier park road that provided vehicular access up Zion Canyon. The 1932 Floor of the Valley Road was the third of such roads constructed since the creation of the park. 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, the road was replaced with the \$70,000 "Government Road." The new road was gravel surfaced, starting at the south entrance (at that time just below the North Fork of the Virgin River Bridge), continuing north up the canyon, and terminating 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 as well as 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.

Not only was the "Government Road" a vast improvement for the occasional visitor but it also inagurated the begining of ten years of close cooperation between the National Park Service and the Union Pacific Railroad (UP) to bring visitors to the desert southwest parks of Southern Utah and Northern Arizona as part of the UP's "Grand Circle" tourism route. The "Grand Circle" included a loop through Southern Utah and Northern Arizona to include Zion, Grand Canyon, and Bryce Canyon national parks; Cedar Breaks and Pipe Spring national monuments, and the Dixie, Powell, and Kaibab national forest. By developing lodges at Zion, Grand Canyon and Bryce Canyon the UP could carry its train passengers to the train station in Cedar City, the passengers then could pay a flat fee to take an automobile excursion through the loop. The automobile portion of the loop could take anywhere from three days to two weeks, depending on the preferences of the customer.

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In 1932 work was completed on the present day Floor of the Valley Road (also referred to as the "Zion Canyon Scenic Drive"). 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 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.

Included in the original 1932 construction phase was the roadbed itself, the Cable Creek Bridge, and the bridle path which paralleled the road from the North Fork of the Virgin River Bridge all the way to the Temple of Sinawava. Incorporated into the design was the already existing 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. These modifications include: the road bank sloping and planting done in 1933-1935 to disguise the cut and fill work required by the road; the construction of several additional river revetments in 1934-1935; the construction of the Temple of Sinawava Parking Area in 1934; and the 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. This occurred again in the spring of 1995. At the present time, the Federal Highway Administration is planning to once again restore the road bed 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.

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PUBLISHED SOURCES

Anderson, Michael F.

1993 Zion National Park Roads And Bridges. Historic American Engineering Record, Washington, D.C. Pages: 1 to 70

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

Harrison, Laura S.

- 1994 By Motor Through Wonderland: Historic Roads in the National Park System. National Park Service, Denver, CO. Pages: 14 to 256
- Jurale, Jim, and Nancy Witherall
 - 1987 Multiple Resources for Zion National Park. National Park Service, Denver, CO. Pages: SEC7-4 to SEC7-5

UNPUBLISHED SOURCES

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- 1962 Final Construction Report (1960) on Project Zion 1-a, Bituminous Surfacing. U.S. Dept. of Commerce, Bureau of Public Roads, Denver, CO. Pages: 1 to 9
- Parker (Author), Thomas C.
 - 1932 Construction Report of Post Construction Account No. 504.4. National Park Service, Zion National Park, Springdale, Utah 84767. Pages: 1 to 3
 - 1938 Field Report, Plans and Design Division. National Park Service, San Francisco, CA. Pages: All
 - 1942 Final Construction Report on Flood Damage to Floor of the Valley Road and Water System. National Park Service, Zion National Park, Springdale, Utah 84767. Pages: All

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1927 Various park design drawings from the Zion National Park to archives.

1984

- 1960 Zion National Park Masterplan. National Park Service, Zion National Park, Springdale, UT. Pages: All
- 1931 Zion National Park Superintendent's Annual Report. National Park Service, Zion National Park, Springdale, Utah 84767. Pages: All

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The following information applies to all photographs listed below:

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

PHOTO # RESOURCE

DIRECTION OF VIEW

Cable Creek Bridge, detail of to north 1. underside construction and abutment 2. Cable Creek Bridge, south abutment to northeast and span