

PH0507334

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED NOV 18 1977

DATE ENTERED SEP 13 1978

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC GENERALS' HIGHWAY STONE BRIDGES

AND/OR COMMON

CLOVER CREEK BRIDGE, MARBLE FORK (LODGEPOLE) BRIDGE

2 LOCATION

STREET & NUMBER N/A

CITY, TOWN

Sequoia National Park

VICINITY OF Lodgepole

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

17th

STATE

California

CODE

06

COUNTY

Tulare

CODE

107

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 AGENCY

REGIONAL HEADQUARTERS. (If applicable)

National Park Service, Western Regional Office

STREET & NUMBER

450 Golden Gate Avenue, Box 36063

CITY, TOWN

San Francisco

VICINITY OF

STATE

California

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC. Tulare County Courthouse

STREET & NUMBER

Mineral King and Mooney Boulevards

CITY, TOWN

Visalia

STATE

California

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Generals Highway Stone Bridges Historic District contains two stone and concrete highway bridges erected in 1930-1931. The bridges, which cross the Marble Fork of the Kaweah River and Clover Creek, are both a part of the grade of the Generals' Highway. Structurally, they are quite similar. The heart of each is a reinforced concrete barrel arch. The arch of the Marble Fork (Lodgepole) Bridge spans a distance of 45 feet, while that span of the Clover Creek bridge is 90 feet. In both cases the arch supports a roadway 25-feet wide. Although the concrete arch is the structural heart of each bridge it is not the dominant visual feature, for the side walls of the bridges were built of massive uncoursed masonry. This masonry forms both the arching and the retaining walls for the bridge approaches. The road grade was formed by filling the space between the retaining walls and above the concrete arch.

Although the two bridges are within a mile of each other, they are in distinctively different settings. The Marble Fork Bridge stands in a wooded setting studded with numerous glacial boulders, while the Clover Creek bridge spans a barren granite canyon cut into bedrock. This canyon causes the Clover Creek Bridge to be larger and more spectacular than the Marble Fork structure, although the Marble Fork is a more important watercourse.

Both structures are in excellent condition and unaltered since their construction. The setting of the Marble Fork Bridge has been partially impaired by the construction of a gas station approximately 30 yards southeast of the south end of the bridge. The gas station is screened by vegetation. The setting of the Clover Creek Bridge is unaltered.

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input checked="" type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1930 - 1931

BUILDER/ARCHITECT National Park Service

STATEMENT OF SIGNIFICANCE

The Generals Highway Stone Bridges Historic District, Sequoia National Park, contains two bridges which exhibit local significance in terms of architecture and landscape architecture. These qualities of significance result from the design of the structures in question and from the workmanship involved in the execution of the designs.

The Clover Creek and Marble Fork (Lodgepole) Bridges were erected by the National Park Service in 1930-1931 as a part of the Generals Highway project, a fifteen-year effort to construct a modern highway between Sequoia and General Grant National Parks. (General Grant National Park is now part of Kings Canyon National Park.) Every effort was made during the construction of the route to minimize landscape damage. Although the actual road design work was done by engineers from the United States Bureau of Public Roads, final design decisions affecting the landscape were decided by National Park Service landscape architects. Like the remainder of the road, the two bridges in question were a result of the collaboration between the professionals of these two organizations.

The Generals Highway project was a facet of a larger road-building project that involved nearly all of the national parks then extant. A part of this park development program was the development of highway structure designs harmonized with their natural settings. One aspect of this question was the design of stone bridges. Stone, the landscape architects of the Park Service believed, was a material that offered high potential for non-intrusive structural design. The design inspiration for the two bridges in question (as well as for several other bridges in Yosemite and Mount Rainier National Parks) was taken from pioneer bridge design work done in the late 1920's by the Westchester County, New York, parkway system. The Westchester County parkways included bridges with modern reinforced concrete cores and rustic stone exteriors. The NPS Division of Landscape Architecture sent two of its Landscape architects to New York to observe this bridge work and to consider its possible adaption to National Park work. John Wosky, the resident summer landscape architect of Yosemite National Park, was one of the Westchester observers; he was also the designer of the Clover Creek and Marble Fork bridges.

Architectural plans for the Marble Fork bridge were developed by Wosky at the San Francisco Field Office of the National Park Service in the fall of 1928. Structural plans were forthcoming from the Bureau of Public Roads in January 1929. The Clover Creek span was designed during the spring of 1930. Bids for the construction of the two bridges and the nearby Silliman Creek culvert were received on July 15, 1930, and the contract was awarded to the W. A. Bechtel Company. Work began at once.

(more)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Historic Resource Files, "Clover Creek Bridges," "Marble Fork (Lodgepole) Bridge," National Park Service, Western Regional Office, Cultural Resource Management, San Francisco, California.
2. Bureau of Public Roads (U.S.D.A.), "Plans for Proposed...Structures...Generals Highway...", (11 sheets), May 8, 1930, (In files of Sequoia National Park).

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1.55

UTM REFERENCES

A

1	1	3	4	3	8	2	0	4	0	5	2	5	5	0
ZONE		EASTING				NORTHING								

B

1	1	3	4	4	9	5	0	4	0	5	2	2	5	0
ZONE		EASTING				NORTHING								

VERBAL BOUNDARY DESCRIPTION

The Generals' Highway Stone Bridges Historic district contains two separate units:
 (1) Beginning at point 225+00 on the Generals' Highway, proceed north 200 feet; thence west 150 feet; thence south 200 feet; thence east 150 feet to point of beginning.
 (2) Beginning at point 265+00 on Generals' Highway, proceed north 100 feet; thence west 250 feet; thence south 150 feet; thence east 250 feet; thence north 50 feet to point of beginning.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

William Tweed, Park Technician

ORGANIZATION

Sequoia and Kings Canyon National Parks

DATE

March 28, 1977

STREET & NUMBER

Ash Mountain Headquarters

TELEPHONE

209--565-3341

CITY OR TOWN

Three Rivers

STATE

California 93271

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES

NO

NONE

Alfred M. ...

AUG 30 1977

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National State Local.

FEDERAL REPRESENTATIVE SIGNATURE

Deputy Assistant Secretary

TITLE

DATE NOV 10 1977

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

R. B. Kettig

DATE

9/13/78

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST:

William Levovich

DATE

September 11, 1978

KEEPER OF THE NATIONAL REGISTER

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CONTINUATION SHEET

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Construction did not go smoothly. Despite low wages that caused abnormally high levels of labor turnover (this was 1930!), the Bechtel Company found that they had badly underestimated the cost of the project. When work was discontinued for the winter on November 16, 1930, the three-bridge project was only 31% complete.

Work did not begin again until May 11, 1931. During the winter Bechtel had sub-contracted the remainder of the work to C. D. DeVelbiss of San Francisco. DeVelbiss hired Finnish stone cutters from a quarry at Porterville, California. Each exterior stone had to be cut to precise measurements set forth in the architectural plan. Cutting the hard granite into precise, seven-sided blocks was not easy.

Work dragged on through the summer and it was late October before the sub-contractor completed the project. The results were two structures of surpassing grace. Built of native stone, carefully chosen to match the coloring of each bridge's natural setting, the bridges were and are monuments to the engineers and landscape architects who designed them and the craftsmen and laborers who built them. They are among the last manifestations of the age of large, hand-crafted highway structures.

Significant values requiring management in the historic district relate to the preservation of the appearances of the two bridges and the settings thereof. Preservation of the bridges' settings entails the protection of natural vegetative cover. Management of this vegetation in the form of prescribed burning or removal of hazard trees will not have an adverse effect.