

United States Department of the Interior
National Park Service**National Register of Historic Places Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of PropertyHistoric name: Scenic Drive and Capitol Gorge Historic DistrictOther names/site number: Capitol Gorge Road, Capitol Gorge Trail, Capitol Gorge Highway, Reef Road, Monument Road, Route 10, Utah State Route 24, and Blue Dugway

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. LocationStreet & number: N/A; Capitol Reef National ParkCity or town: Torrey State: Utah County: WayneNot For Publication: ☐ Vicinity: ☒**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

___national ___statewide ___local

Applicable National Register Criteria:

___A ___B ___C ___D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property X meets ___ does not meet the National Register criteria.

7/1/2025

Signature of commenting official:

Date

Utah State Historic Preservation Office

Title : SHPO

State or Federal agency/bureau
or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private: ☐
Public – Local ☐
Public – State ☐
Public – Federal ☒

Category of Property

(Check only **one** box.)

- Building(s) ☐
District ☒
Site ☐
Structure ☐
Object ☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing 0 Noncontributing 2

buildings

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<u>1</u>	<u>1</u>	sites
<u>49</u>	<u>68</u>	structures
<u>9</u>	<u>1</u>	objects
<u>59</u>	<u>72</u>	Total

Number of contributing resources previously listed in the National Register 1

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: Road-related (vehicular)

Current Functions

(Enter categories from instructions.)

RECREATION AND CULTURE: Outdoor Recreation

TRANSPORTATION: Road-related (vehicular)

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7. Description

Architectural Classification

(Enter categories from instructions.)

Modern Movement: Park Service Modern

Other- Rustic

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Earth, asphalt, sandstone

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Scenic Drive and Capitol Gorge Historic District is in Capitol Reef National Park (CARE, the Park; Map 1 through Map 21). The current boundaries of the Park encompass a 12.6-mile (mi) section of the original alignment of the Blue Dugway that is divided into three continuous segments, all of which are part of this nomination: Scenic Drive, Capitol Gorge Road, and Capitol Gorge Trail. Originally constructed in 1883 to serve as the primary transportation route for the Church of Jesus Christ of Latter-day Saints (Latter-day Saints) settlements along the Fremont River, the Blue Dugway became a Utah state highway before the National Park Service (NPS) assumed responsibility for the road's maintenance and administration in 1962. After CARE was established as a national monument in 1937, the Civilian Conservation Corps (CCC) and Works Progress Administration (WPA) crews worked to improve the road, which the NPS further developed during the Mission 66 era in 1957–1966. Currently, the section of the Blue Dugway that parallels the western side of the Waterpocket Fold is a two-lane, asphalt-paved corridor designated as Scenic Drive. Scenic Drive serves as the main north–south circulation route, carrying tourists through the middle section of the Park and providing access to scenic overlooks and hiking trails. As the road turns east and enters Capitol Gorge, it transitions to an unpaved, packed earth, one-and-one-half-lane corridor that winds through the gorge, passing in and out of a large wash. Named Capitol Gorge Road, it is closed to vehicular traffic, approximately 2.3 mi from its starting point, and transitions to a hiking trail: Capitol Gorge Trail. Subject to repeated damage from flooding, the road has been rehabilitated many times since it was first constructed in 1883. However, these changes illustrate the response and adaptation of the area's former residents and the NPS to the natural conditions and challenging topography. The road alignment continues to reflect early transportation in the area and its development to

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serve early Latter-day Saints settlements in south-central Utah, along with its later development into a state highway and as a major tourist route through CARE. Completion of this historic district nomination was identified as a stipulation to resolve adverse effects under the project Memorandum of Agreement between the National Park Service at Capitol Reef National Park (CARE) and the Utah State Historic Preservation Office regarding the Road and Parking Lot Rehabilitation Project, Wayne County, Utah. The status of documentation therefore reflects the existing conditions prior to project implementation.

Narrative Description

Overview

Starting at Utah State Route 24 (SR-24) approximately 10.5 mi east of Torrey, Utah, Scenic Drive winds south and east along the western margin of the Waterpocket Fold, a nearly 100-mi-long monocline of Moenkopi Formation, Chinle Formation, Wingate Sandstone, Kayenta Formation, and Navajo Sandstone that rises to 1,000 feet (ft) above the road. Beginning at an elevation of 5,500 ft, the road passes east–west through the small, former community of Fruita. Then, turning south, the road crosses through hills and washes for 7.9 mi before transitioning into Capitol Gorge Road. The road passes a small parking area and interpretive shelter before it enters Capitol Gorge. The cliffs of Capitol Gorge tower up to 1,400 ft above either side of the roadway and are less than 100 ft apart at times. Capitol Gorge Road follows the bottom of the gorge, weaving in and out of the wash and around large rockfalls before ending at a parking area with an interpretive shelter approximately 2.3 mi into the gorge. From the shelter, the roadway continues eastward as a 2.4-mi-long hiking trail, exiting the gorge and ending at the eastern boundary of the Park at an elevation of 5,240 ft.

At the historic town of Fruita, where the current Park headquarters and the Visitor Center stand, paved and unpaved roads branch off Scenic Drive towards parking areas, a campground, and Park buildings. Cohab Canyon Trail, a popular hiking trail, begins at the eastern side of Scenic Drive near the campground as well. Farther south along the roadway, formal asphalt-paved pullouts provide tourists with access to scenic overlooks. Additional visitor-created, unpaved pullouts line the roadway in areas where the topography is flat and provide room for one or two vehicles to park. Capitol Wash Road, Pleasant Creek Road, and Old Wagon Loop Trail are accessed from Scenic Drive. Because of the numerous washes that transect the road, there are 68 culverts and 13 low-water crossings along the road. These comprise the majority of structures in the district. Additional built features alongside the road include sandstone retaining walls, gabions, signs indicating points of interest, wayside exhibits, check dams, and traffic signs.

In 1997, the northern 1.7 mi of Scenic Drive that passes through the community of Fruita was listed in the NRHP as a contributing resource to the Fruita Rural Historic District (NRIS 97000246). However, all sections of Scenic Drive outside of the district boundary, Capitol Gorge Road, and Capitol Gorge Trail are undocumented. No comprehensive evaluation of the segment of the historic Blue Dugway inside the boundaries of the Park has been conducted. Further, the Fruita Rural Historic District nomination only documented and evaluated Scenic Drive from 1895 to 1947, the district's period of significance. One site along Capitol Gorge Trail, Pioneer Register, was individually listed in the NRHP in 1999 (NRIS 99001097).

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Contributing Features

Road Alignments: Scenic Drive, Capitol Gorge Road, Capitol Gorge Trail

First established in 1883 as a wagon road (Blue Dugway), Scenic Drive is a 7.9-mi, two-lane, chip-seal-paved road that extends south from Utah SR-24 to a parking area at the beginning of Capitol Gorge Road. For its first 2 mi, Scenic Drive passes through the former community of Fruita, where the Visitor Center, Park headquarters, and staff residences stand. Through Fruita, Scenic Drive has been widened to 22 ft wide with two traffic lanes, divided by a painted double-yellow centerline (Photo 1). In this northern section, many asphalt-paved and unpaved roads branch off Scenic Drive and continue outside the district boundary; these provide visitor and staff access to Park buildings and other points of interest. Scenic Drive widens near the Visitor Center to provide parallel parking on both sides of the road. The road also widens near the Ripple Rock Nature Center and Picnic Area to provide three parallel parking spaces and six parking spaces on the north side of Scenic Drive.

South of the Merin Smith Implement Shed, the road widens slightly to 25 ft to provide a narrow, asphalt-paved shoulder on the southern side, providing additional space between the traffic lane and a footpath. This section of Scenic Drive is also lined with a concrete curb on its southern side, and both the shoulder and curb continue to the water treatment plant (Photo 2). Immediately south of the water treatment plant, Scenic Drive crosses the Fremont River via the Fremont River Bridge. The road winds south and east towards the Gifford Barn, where the southern shoulder widens to provide a few parallel parking spaces.

Approximately 1.6 mi south of Utah SR-24 and just south of the Fruita Campground, Scenic Drive widens to form a one-way pullout on the west side of the road. A fee station and a wayside exhibit stand are at the southern end of the pullout. As Scenic Drive continues south of the kiosk and Boneyard Road, the road narrows to 20 ft with no painted centerline (Photo 3). The road is crowned in the center, and ditches line the sides of the road in many areas, directing water towards the washes. Eight asphalt-paved pullouts stand along Scenic Drive and numerous unpaved, visitor-created parking pullouts. Scenic Drive winds to the south and east for 6.3 mi past the kiosk before reaching an asphalt-paved parking area with a vault toilet and an interpretive shelter. Past the shelter, the road is named Capitol Gorge Road.

Capitol Gorge Road begins immediately east of the interpretive shelter. The chip seal surface of Scenic Drive ends and changes to an unpaved, graded, packed earth surface. Capitol Gorge Road is approximately 20 ft wide for the first tenth of a mile but narrows to 16 to 18 ft as it winds through the narrow gorge (Photo 4). The road crosses and parallels a large wash for its entire 2.3-mi length. No built features are associated with the length of Capitol Gorge Road except for a cluster at its eastern end that includes a low-water crossing, concrete wall, unpaved parking area, vault toilet, and an interpretive shelter with associated landscaping.

Capitol Gorge Trail begins at the eastern side of the parking area at the end of Capitol Gorge Road. The unpaved trail follows a clearly defined, packed earth alignment for approximately 550

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ft before dropping into the wash. For the next 2.35 mi, the trail follows the wash, at times rising to stone benches when the wash becomes deeply incised and filled with large rocks. At its narrowest point along the trail, the stone walls of the gorge are less than 20 ft apart (Photo 5). Near the trail's eastern end, the gorge widens to over 100 ft, and no defined footpath exists. Capitol Gorge Trail provides access to the Pioneer Register, where early European American settlers and travelers incised their names (Photo 6); an Ancestral Puebloan rock art panel; and the trail to the Tanks, naturally formed pockets in the sandstone that hold water. Although the historic alignment continues to the east, outside of the Park boundary, the boundary is delineated with a fence, preventing unauthorized vehicle access and cattle from trespassing into the Park.

Scenic Drive, Capitol Gorge Road, and Capitol Gorge Trail are considered contributing to the Scenic Drive and Capitol Gorge Historic District. The road retains nearly the same alignment developed during the period of significance, and it retains its spatial relationships to the surrounding natural features. Only a small portion of Scenic Drive near milepost 5.3 has been realigned to straighten this section of the road and avoid travel through a large wash. However, this does not significantly detract from the road's integrity. The road also continues along the historic route through Fruita and past Pioneer Register, reflecting its long use as a transportation corridor. Further, the continued access to trailheads, points of interest, and scenic overlooks provides a tangible connection to its significance in recreation. Some integrity of materials and workmanship has been lost as a result of paving the section of Scenic Drive between the Fruita Campground and Capitol Gorge Road in 1991. However, these changes are not extensive enough to result in an overall loss of historic integrity.

WPA Era Constructed Stone Culverts

Between the Fruita Campground and Capitol Gorge Road, 20 culverts likely constructed by the CCC or WPA between 1938 and 1942 cross beneath Scenic Drive, of which 17 are contributing resources. These are concentrated in two main areas: between the fee station and Danish Hill and near the Old Wagon Trail Parking, at mileposts 1.65, 1.82, 2.07, 2.18, 2.26, 2.56, 2.65, 2.68, 3.14, 3.30, 3.38, 4.67, 5.31, 6.19, 6.21, 6.58, and 6.63. The headwalls of these culverts feature large, coursed, squared sandstone blocks. Seven of these culverts have corrugated steel piping, and the culverts at mileposts 2.26, 3.14, and 3.38 are box culverts that are entirely stone. Culverts 2.26 and 3.14 each boast two adjacent box culverts that share sandstone inlet and outlet basins (Photo 7). Culverts 2.65, 3.3, and 3.38 are single-boxed culvert and lack stone basins but feature stepped stone wingwalls on the inlet and outlet. Culvert 2.65 is an abandoned culvert and only contains an outlet headwall.

The nine CCC/WPA culverts retain integrity of location, design, setting, materials, workmanship, feeling, and association. Any repairs have used in-kind or compatible materials. These nine culverts, particularly the box culverts, represent a distinctive design and illustrate the workmanship of the CCC/WPA by using large, squared, coursed sandstone blocks likely found on site and shaped with hand tools. All nine are considered contributing to the district.

Seven of these culverts appear to have been originally built during the WPA era but rebuilt during the Mission 66 era. Five of these culverts have headwalls with lower courses of sandstone blocks that are squared and larger than the sandstone blocks used in the upper portions of the

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headwalls; the large sandstone blocks appear very similar to the blocks used to construct the box culverts known to have been built by the CCC/WPA. Stonework built during the Mission 66 era also used sandstone blocks, but these blocks were not as carefully squared and coursed, and the blocks were generally smaller than those used during the WPA era. The culverts at mileposts 3.30 and 6.63 have boxed inlets that also use the same materials and construction methods as those found at mileposts 2.26 and 3.38. However, the upper courses of stonework are Mission 66 in design and materials (Photo 8).

Although these seven culverts have lost historic integrity as it relates to the WPA era, they illustrate the repairs and rehabilitation of Scenic Drive during the Mission 66 era when the Park received large amounts of federal funding. This funding was used for a main goal of the Park: improving Scenic Drive for the increasing numbers of tourists. No alterations have been made to these culverts since the end of the period of significance, and any repairs have used in-kind or compatible materials. Therefore, these culverts retain integrity of location, design, setting, materials, workmanship, feeling, and association.

Mission 66-Constructed Stone Culverts

In addition to the seven CCC/WPA culverts rehabilitated during the Mission 66 era, 25 culverts were constructed in 1966; of these, 22 are contributing features. These culverts all feature headwalls with roughly squared and coursed sandstone blocks, all of which are smaller than the blocks used by the CCC/WPA (Photo 9). Remnants of the original mortar also indicate that the Mission 66 builders used a higher percentage of Portland cement, based on the color, and used a larger grain size of sand and small pebbles. In addition, several inlet headwalls are curved or angled to capture more water, a feature not seen in the WPA-constructed culverts.

The 21 Mission 66 era culverts are considered contributing to the district. Three culverts, at mileposts 5.56, 6.53, and 7.64, have lost integrity due to the replacement of their concrete headwalls in 1999. No alterations have been made to the remaining culverts since the end of the period of significance, and any repairs have used in-kind or compatible materials. Therefore, these culverts retain integrity of location, design, setting, materials, workmanship, feeling, and association.

CCC-Constructed Low-water Crossings

Three low-water crossings along Scenic Drive were likely built by the CCC or WPA. These crossings, near Grand Wash at mileposts 3.03, 3.33, and 3.42, are constructed of large, squared sandstone blocks similar to those used for the box culverts and culvert headwalls (Photo 10). The northern side of culvert 3.03 has at least two courses of large sandstone blocks mixed with smaller blocks; additional courses are likely present below ground level but were not visible. Two corrugated steel pipes extend through the low-water crossing. The southern side of this culvert was not visible because it was covered with soil, and the entire structure had been capped with concrete slabs. The low-water crossings at mileposts 3.33 and 3.42 also consist of several courses of sandstone blocks but lack culverts. Both have been capped with asphalt paving.

The three low-water crossings are considered contributing to the district despite losing some integrity of materials and workmanship as a result of the concrete and asphalt covering.

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However, their integrity of location, design, setting, feeling, and association remains; their construction, clearly visible on the sides of the crossings, continues to illustrate the work of the CCC or WPA in the Park. Further, no historic materials appear to have been removed, only covered with non-historic materials.

Sandstone Block Retaining Walls

There are five sandstone block retaining wall segments that line Scenic Drive. Four sandstone retaining walls were constructed as part of the 2010-2011 improvement project and were designed to assist with embankment protection and erosion control. These walls are found at mileposts 2.19, 4.10, 5.62, and 5.69. These walls are typically six courses with raked joints and concrete foundations set below grade and reinforced with rebar. The walls are angled towards the roadway and backfilled with dirt. They vary greatly in length, from 40 to 260 ft long, but each is about 2 ft thick. The stone used was locally sourced and is visually compatible with other rock wall features throughout Scenic Drive. The fifth retaining wall, at milepost 5.71, uses the same materials and construction materials used for the culvert headwalls during the Mission 66 era. This wall was likely built in 1966 when Park maintenance crews also built culverts in the same area using the same materials. The northern portion of the wall appears to have been constructed or rebuilt during the 2010-2011 project.

The five sandstone block retaining walls are non-contributing to the district. The walls have been either constructed or modified outside the period of significance.

Mission 66 Interpretive Shelters

Two interpretive shelters were constructed in 1963 with Mission 66 funding in Capitol Gorge. Historically referred to as the Upper Interpretive Shelter, one stands at the end of Scenic Drive and the beginning of Capitol Gorge Road. In addition to providing a roadside stop for tourists, a set of gates near the shelter can be used to close Capitol Gorge Road when flooding threatens. The second shelter, the Lower Interpretive Shelter, stands at the end of Capitol Gorge Road and the beginning of Capitol Gorge Trail; the trailhead passes through the shelter. In June 1966, “during periods when storms are not threatening, the park ranger worked out of the lower shelter.”¹ It was thought the ranger would have a better opportunity to speak with visitors and provide protection for the rock art and other features in the area.”²

Both interpretive shelters have an associated parking area and vault toilet, which are discussed in further detail below, as well as associated landscaping. The Upper Interpretive Shelter comprises of five evenly spaced sets of posts and beams composed of square steel tubes (Photo 12). A flat, steel roof is attached to the underside of the beams and has a corrugated metal ceiling. Open on all four sides, the interpretive shelter stands on a concrete foundation capped with a sandstone slab patio. The shelter has a low, uncoursed sandstone block wall that extends across the eastern and southern sides of the shelter. The wall continues from the north end of the shelter to Capitol Gorge Road, where a shorter section also stands on the north side of the road; the set of metal

¹ SMR June 1966, 2, on file at the Capitol Reef National Park archives collection.

² SMR June 1966, 2, on file at the Capitol Reef National Park archives collection.

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gates is placed between the wall's sections. Wooden benches line the southern and eastern walls of the Upper Interpretive Shelter, and a large wayside exhibit stands near the shelter's southeast corner.

The Lower Interpretive Shelter has three post and lintel support beams, and an uncoursed sandstone block wall at the northern end that supports a flat steel roof with a corrugated metal ceiling (Photo 13). A low, uncoursed sandstone block wall extends across the shelter's south and east sides. The shelter's southernmost posts are anchored in this wall, whereas the middle support structures have one post anchored in the wall and one in the patio. Like the Upper Interpretive Shelter, the patio has a concrete foundation with sandstone slabs. A small opening was cut into the eastern wall sometime after the original construction to provide access to the Capitol Gorge Trail. Both interpretive shelters also have small, low landscaping beds encircled by sandstone blocks filled with native vegetation and rock.

The two Mission 66 era interpretive shelters are considered contributing to the district. Although the interpretive panels and kiosks have been removed from the Upper Interpretive Shelter, the resources retain their other character-defining features and remain associated with the Mission 66 era at the Park. Therefore, they retain integrity of location, design, setting, materials, workmanship, feeling, and association.

Mission 66 Sandstone Signs

Nine sandstone signs stand alongside Scenic Drive and indicate points of interest and warnings regarding potential flooding in the washes (Photo 14). Each consists of a large sandstone slab with lettering affixed to one side of the slab that has been tool finished; the other side is roughly finished. Two signs near Grand Wash also have ashlar foundations. The signs were planned and developed between 1957 and 1964 as part of the Park's Mission 66 improvements. All nine signs are considered contributing to the district and retain integrity of location, design, setting, materials, workmanship, feeling, and association.

Mission 66 Parking Areas

Two parking areas associated with Scenic Drive were built during the period of significance: one at the Upper Interpretive Shelter and the second at the Lower Interpretive Shelter. Earl Sawyer and his construction crew cleared and graded both parking areas in 1963, along with associated walkways. The Upper Interpretive Shelter parking area is rectilinear in shape with an elliptical island between the road and parking spaces (Photo 15). The parking area is currently asphalt paved with a sandstone block curb, ten parking spaces, and some parallel parking. The Lower Interpretive Shelter parking area is elliptical in shape, unpaved, and provides non-delineated parking spaces on both sides of a central aisle (Photo 16).

The two parking areas in Capitol Gorge are considered contributing to the district. The parking area associated with the Upper Interpretive Shelter has lost integrity of materials and workmanship due to the asphalt pavement applied in 1991. However, it continues to retain integrity of location, setting, design, feeling, and association. The Lower Interpretive Shelter's parking area also retains much of its historic integrity. Although some of the edges of the parking area have been slightly changed due to repeated grading and clearing of debris, resulting in

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diminished integrity of design and workmanship, overall, it has integrity of location, setting, materials, feeling, and association.

Non-Contributing Features

Low-water Crossings

Thirteen low-water crossings were constructed on Scenic Drive after the period of significance. All 13 are poured concrete slabs with sloping sides to direct water across the road and through the washes (Photo 17). Seven were installed in 1983, three in 1997, and three in 2010. Because they were built after the period of significance, they are considered non-contributing. However, they are considered compatible with the district. Although concrete was not used during the period of significance except for foundations, the long-lasting material is necessary to prevent additional roadbed erosion in the washes. Further, the low-water crossings' lengths represent a very small percentage of the road's total length.

CCC/WPA-Constructed Culverts

Two culverts likely constructed by the CCC/WPA are considered non-contributing to the district because they have lost their historic integrity and are in very poor condition (Photo 19). These culverts are at mileposts 1.90 and 1.95. All three of these culverts are in the section of Scenic Drive between the Fruita Campground and Danish Hill that was rehabilitated by the CCC and WPA, and the extant materials are large sandstone blocks indicative of their work. However, the headwall at mileposts 1.90 and 1.95 have collapsed. Both headwalls at culvert 1.90 appear to have been disassembled to replace the corrugated steel pipe but not accurately or carefully reassembled. This is also evident at the inlet for culvert 1.95, which also has its outlet headwall replaced with a concrete headwall. Because of the alterations and poor conditions, these three culverts have lost integrity of design, materials, workmanship, feeling, and association.

Mission 66 era Culverts

Three Mission 66 era culverts, at mileposts 5.56, 6.53, and 7.64, have lost integrity due to the replacement of their concrete headwalls in 1999.

Concrete Culverts

Eighteen culverts with concrete headwalls were built or altered in 1997, 1999, and 2010. Each culvert has a section of corrugated steel piping that runs beneath the road and connects to square, poured concrete headwalls (Photo 18). Because they were built after the period of significance, they are considered non-contributing. These culverts are also incompatible with the district. Their headwall design and appearance do not reflect any of the construction techniques used during the period of significance for culverts and appear to be more recent installations.

Culverts with pipe only- no headwalls

Seven culverts at mileposts 0.3, 0.47, 0.58, 0.75, 0.84, 0.87, and 1.67 contain a CMP outlet and no headwalls. These culverts were generally constructed after 1997, are outside the district's period of significance, and are considered non-contributing resources.

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Fremont River Bridge

The extant Fremont River Bridge was built in 1986 to replace a former bridge extensively damaged by flooding. The bridge is 47 ft long and carries two lanes of traffic. A pedestrian pathway extends across the bridge's western side and is separated from the traffic lanes by a steel guardrail; steel guardrails also line the outside edges of the bridge. The bridge has a concrete decking, wingwalls, and abutments (Photo 20). No historic materials from earlier bridges remain; therefore, the Fremont River Bridge is considered non-contributing to the district. The bridge has no outstanding stylistic elements but is rather plain in appearance; therefore, it is compatible with the district.

Ditches

Many areas of Scenic Drive are lined with ditches to direct water away from the road and into the various washes (Photo 21). Although ditches are known to have been excavated during the WPA era during road improvements and were likely present before this, they are constantly filled with soil and re-excavated after rainfall and flooding events. Because Scenic Drive is in an area prone to extensive erosional changes, it is improbable that any ditches first excavated during the period of significance remain. Their general alignments alongside the road may remain, but because the ditches lack built materials that would allow for identification, they do not have integrity of location, design, workmanship, feeling, and association. Therefore, the ditches are considered non-contributing but compatible with the district.

Signage (Traffic signs and wayside exhibits)

Traffic signs such as stop signs, speed limit signs, directional signs, and indicators of upcoming curves are found on both sides of Scenic Drive. These are standardized regulatory signs mounted to square wooden posts painted brown (Photo 22). Carsonite delineators with upper reflective tape also mark many culvert headwalls on both sides of Scenic Drive. Several wayside exhibits stand along the route and are clustered at the interpretive shelters in Capitol Gorge. All are considered non-contributing because they were installed after the period of significance and are elements in the landscape that are replaced regularly due to general wear and tear. The signs and wayside exhibits are compatible with the district.

Vault Toilets

The district has two vault toilets, one at each interpretive shelter. Both were constructed in 1997 and replaced four chemical toilets installed in 1963. Each vault toilet has a rectilinear concrete foundation, a gabled roof with synthetic shakes, a single vault toilet enclosed by walls clad in vertical cast concrete siding, a steel door, and a cast concrete privacy wall that screens the door (Photo 23). Both toilets are considered non-contributing because they were installed after the period of significance. The vault toilets are compatible with the district because of their relatively small size, and the design mimics natural materials.

Formal Parking Pullouts

Ten formal parking pullouts line Scenic Drive and are on both sides of the road (Photo 24). Four of these pullouts, those at mileposts 2.45 (Danish Hill), 5.89 (Slick Rock Divide), 6.54 (Old Wagon Trail), and 7.10 appear as existing or planned on a 1964 Park roads plan (Drawing CARE 158 2012D). However, these four pullouts were paved and lined with sandstone block curbs in

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2010, leading to a loss of integrity of materials, workmanship, feeling, and association. Although the parking pullouts retain integrity of location, setting, and design, they cannot be identified as Mission 66 or earlier road features. Therefore, they are non-contributing but are compatible with the district.

The six other parking pullouts at mileposts 1.62 (fee station), 3.49, 4.05, 4.96, 5.12, and 6.89 are also considered non-contributing to the district. All but the pullout at milepost 3.49 are paved and lined with sandstone curbs. Because they were added to the road after the period of significance, they are considered non-contributing. However, they are compatible with the district because the parking pullouts are small, relatively few in number, and use sandstone blocks similar to historic materials.

Visitor-created Parking Pullouts

Between the fee station and Capitol Gorge Road, dozens of visitor-created parking pullouts line both sides of Scenic Drive. The earthen pullouts are small and can accommodate one or two vehicles at most (Photo 25). They are frequently found in flatter sections of topography, such as north and south of Danish Hill. All are non-contributing to the district.

Fencing

Wood post and rail fencing line Scenic Drive along many sections as it passes through Fruita (Photo 26). The fencing separates the roadway from sidewalks, orchards, fields, and parking areas and helps to provide a barrier between tourists and vehicular traffic. All fencing was installed after the period of significance but is compatible with the Scenic Drive and Capitol Gorge Historic District.

The following table summarizes the contributing and non-contributing features associated with the Scenic Drive and Capitol Gorge Historic District. A detailed list of the features found in the district is provided at the end of this nomination.

Resource Name	Resource Type	Construction Date	Classification	FMSS Location/Description
Scenic Drive	Structure	1883	Contributing	71063 / FD Scenic Drive RT 10
Capitol Gorge Road	Structure	1883	Contributing	71074 / FD Capitol Gorge Road RT 101
Capitol Gorge Trail	Structure	1883	Contributing	90112 / FD Capitol Gorge/Tanks Spur Trail
CCC/WPA-constructed culverts (16)	Structure	1938–1942	Contributing	[Asset of 71063 (e.g., Asset: 453714 / Culvert, Cross Drainage, Native Stone, 40.0 FT, 32.0 IN, historic]

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Resource Name	Resource Type	Construction Date	Classification	FMSS Location/Description
CCC/WPA-constructed low-water crossings (3)	Structure	1938–1942	Contributing	[no record in FMSS]
Mission 66 culverts (23)	Structure	1966	Contributing	[Asset of 71063 (e.g., Asset: 453714 / Culvert, Cross Drainage, Native Stone, 40.0 FT, 32.0 IN, historic)]
Sandstone block retaining walls (5)	Structure	1966, 2010-2011	Non-Contributing	[no record in FMSS]
Sandstone directional signs (9)	Object	Ca. 1964	Contributing	[Asset of 71063 (e.g., Asset: 1303491 / Sign, Identification, Other, Masonry/Stone, Egyptian Temple, MP 7.1]; Asset: 453746/ Sign, Regulatory, Other, Mason/Stone, Grand Wash, MP 3.3; Asset: 453900 Sign, Identification, Destination, Masonry/Stone, Capitol Gorge/Pleasant Creek, MP 7.9)
Capitol Gorge interpretive shelters and associated landscaping (2)	Structure	1964	Contributing	70743 / FD Interp Shelter (Capitol Gorge) B31; 97531 / FD Interp Shelter (End of Capitol Gorge); [no associated maintained landscape record in FMSS]
Capitol Gorge Trail parking areas (2)	Structure	1963	Contributing	82466 / FD Capitol Gorge Parking RT 905

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Resource Name	Resource Type	Construction Date	Classification	FMSS Location/Description
Pioneer Register	Site	1871–1946*	Contributing	[no record in FMSS]
Culverts with concrete headwalls (17)	Structure	1997, 1999, 2006, 2010	Non-contributing	[Asset of 71063 (e.g., 453669 / Culvert, Cross Drainage, Galvan Steel, 3.3 FT, 18.0 IN); headwall not described]
Culverts with pipe only, no headwalls (7)	Structure	Unknown	Non-contributing	[Asset of 71063 (e.g., 453669 / Culvert, Cross Drainage, Galvan Steel, 3.3 FT, 18.0 IN); headwall not described]
Culverts with significant loss of historic integrity (3)	Structure	1938–1942	Non-contributing	[Asset of 71063 (e.g., 453669 / Culvert, Cross Drainage, Galvan Steel, 3.3 FT, 18.0 IN); headwall not described]
Mission 66 culverts (3) with significant loss of historic integrity	Structure	1966	Non-contributing	[Asset of 71063 (e.g., 453669 / Culvert, Cross Drainage, Galvan Steel, 3.3 FT, 18.0 IN); headwall not described]
Concrete low-water crossings (13)	Structure	1983, 1997, 2010	Non-contributing	[no record in FMSS]
Fremont River bridge	Structure	1986	Non-contributing	106572 / Fremont River Scenic Drive Bridge
Visitor-created parking pullouts	Site	Unknown	Non-contributing	[no record in FMSS]
Vault toilets (2)	Building	1997	Non-contributing	70864 / FD Vault Toilet Capitol Gorge (first) B33; 70869 / FD Vault Toilet Capitol Gorge (second) B35

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Resource Name	Resource Type	Construction Date	Classification	FMSS Location/Description
Traffic signage (speed limit, parking signs, etc.) and wayside exhibits	Object	2010	Non-contributing	Signs - [Asset of 71063 (e.g., Asset: 1300022 / Sign, Regulatory, Other, Aluminum, Authorized Vehicles Only, MP 1.1]; Waysides – 112015 / Interpretive Media
Gabion wall	Structure	1997	Non-contributing	[no record in FMSS]
Concrete curbs	Structure	2010	Non-contributing	[no record in FMSS]
Concrete curb with paved shoulder	Structure	2010	Non-contributing	[no record in FMSS]
Fee station kiosk	Structure	2002	Non-contributing	82483 / FD Fee Station Pullout RT 923
Formal parking pullouts (11)	Structure	Ca.1964, 2002, 2010	Non-contributing	82484 / FD Slick Rock Divide Pullout RT 924; [no other records in FMSS]
Check dams (3)	Structure	1997	Non-contributing	[no record in FMSS]
Fencing	Structure	Unknown	Non-contributing	252223 / FRUIT & FRONT COUNTRY DISTRICT BOUNDARY FENCE

*This is the Pioneer Register's period of significance. Signatures later than this appear but are considered non-contributing or graffiti.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ 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.
- ☐ C. Property embodies the distinctive characteristics of a type, 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

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Entertainment/recreation

Exploration/settlement

Transportation

Period of Significance

1883–1966

Significant Dates

1883

1937–1942

1957–1966

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Elijah Cutler Behunin

State of Utah Road Commission

CCC, WPA

NPS

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Scenic Drive and Capitol Gorge Historic District is significant under Criterion A in the area of **Settlement** for its associations with the early Latter-day-Saints settlement of Fruita that was established in the 1880s and its role in connecting other small Latter-day Saint communities in the area. Because the route has served as a transportation corridor for over 100 years by European American settlers and possibly for thousands of years by local Native American tribes, it is also significant in the area of **Transportation**. As part of the route's more recent history, it was further developed during the CCC and WPA era in the late 1930s and early 1940s and during the Mission 66 era in the early to mid-1960s to improve visitor access to the natural and cultural features within CARE; it is, therefore, significant in the area of **Recreation**. Scenic Drive and Capitol Gorge Historic District is significant at the state level. The period of significance is 1883–1966, and significant dates include 1883 (initial construction), 1938–1942 (CCC and WPA improvements), and 1957–1966 (Mission 66 improvements). Scenic Drive and Capitol Gorge Historic District is historically significant under Criterion D because the post-contact sites within the district have the potential to yield information pertaining to a number of important themes, including the CCC and Mission 66 programs, park management strategies, and recreation and tourism. Scenic Drive and Capitol Gorge Historic District retains integrity of location, setting, feeling, and association as it relates to its period of significance. Integrity of design, materials, and workmanship have been diminished, although not fully lost, as a result of alterations made after the period of significance, including paving Scenic Drive and installing concrete low-water crossings and culvert headwalls; most of these alterations are compatible with the district. The road retains its historic relationship to the natural and cultural landscape. It continues to reflect its early use as a rural wagon road through Capitol Gorge. Its later development as automobile tourism increased after Capitol Reef National Monument was established in 1937 and continued to grow in the post-World War II era.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Historical Overview

Early Settlement in the Capitol Reef Region, Precontact–1937

Latter-day Saint settlers were the first settlers near the Waterpocket Fold. After reaching the Great Salt Lake on July 24, 1847, and quickly establishing a settlement, Latter-day Saints leader Brigham Young directed exploring parties to investigate land to the south suitable for settlement and agriculture. The challenging topography combined with arid environmental conditions resulted in the Capitol Reef area being one of the last to be settled in Utah.

In 1882, early Latter-day Saints settler Ephraim Hanks and his family became the first permanent European American settlement in the present-day Park boundaries when they established a homestead on Pleasant Creek. Near the Present-day Capitol Reef Field Station, they named the

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homestead Floral Ranch.³ Several remnant structures associated with the Hanks's homestead, including three dugouts, were listed in the NRHP on September 13, 1999, as part of the "Capitol Reef National Park Multiple Property Nomination."⁴

In addition to the Hanks family on Pleasant Creek, additional Latter-day Saint settlers were establishing small communities along the Fremont River. West of the Waterpocket Fold, the towns of Bicknell (1875), Fremont (1876), Loa (1878), Lyman (1879), Teasdale (1878), Grover (1880), and Torrey (1884) were settled. East of the Waterpocket Fold, new settlements included Caineville (1882) and Hanksville (1883); additional early settlements were wiped out by repeated flooding of the Fremont River.⁵ People traveled between settlements along the Fremont River. However, through the Waterpocket Fold, the river passed through the Fremont Canyon, a narrow gorge with tall cliffs on each side. A wagon road followed the river, but it crossed the Fremont River over 50 times and was repeatedly washed out and destroyed due to frequent flooding. Not only was the road very difficult to travel and frequently destroyed, but it was also dangerous as the Fremont River could rise quickly during sudden rainstorms.⁶ This was especially problematic for the settlements east of the Waterpocket Fold since all their supplies had to be brought from the west.⁷ These factors created a need for a new route through the Waterpocket Fold that was safer, easier to travel, and less likely to be destroyed by flooding.

The Blue Dugway:

In 1882, Elijah Cutler Behunin and his family moved to Caineville, east of the Waterpocket Fold. Unhappy with the existing wagon road in Fremont Canyon, through which all supplies needed to come, and likely cognizant of the need for a better road to encourage additional settlement in the area, Behunin formed a work party of local men to build a new route through the Waterpocket Fold that would eliminate the need to follow the Fremont River.⁸ Although it has not been documented, it is likely that Behunin and the other Latter-day Saints settlers were aware of the route through Capitol Gorge. Whether they knew about the route from earlier explorers or Native Americans or from scouting a route on their own is unknown. Regardless of how he came to know of Capitol Gorge, Behunin chose to build a wagon route through the gorge.

In 1883, Behunin and his work party set out to build this new wagon road that would circumvent the Fremont River. The new road traveled south from the Fremont River and followed the western edge of the Waterpocket Fold before turning into Capitol Gorge. From the eastern side

³ Frye, *From Barrier to Crossroads*, Chapter 4; Christine Jacobs Landrum, "1883–1915: Ephraim K. Hanks Homestead/'Floral Ranch,'" in *Capitol Reef National Park Level II Cultural Landscape Inventory: Pleasant Creek Settlements: Floral Ranch and Sleeping Rainbow Ranch* (Lakewood, CO: National Park Service Intermountain Support Office, 2001), 37–39.

⁴ Benjamin Brower and Kathy McKoy, "Capitol Reef National Park Multiple Property Submission, National Register of Historic Places Multiple Property Documentation Form," National Park Service, 1996, F-42.

⁵ Frye, *From Barrier to Crossroads*, Chapter 4.

⁶ Lenard E. Brown, *Capitol Reef Historical Survey and Base Map* (National Park Service Division of History, Office of Archeology and Historic Preservation, 1969), 6, accessed August 2023, <http://npshistory.com/publications/care/hsbm.pdf>.

⁷ Frye, *From Barrier to Crossroads*, Chapter 4.

⁸ Frye, *From Barrier to Crossroads*, Chapter 4.

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of Capitol Gorge, the road turned northeast and extended to Caineville. Using several teams of mules, Behunin and the work party took eight days to clear rock and debris from 3.5 mi of the bottom of Capitol Gorge to make it passable to horses and wagons.⁹ However, other construction details remain unknown, such as if the construction started in Caineville or the west side of the Waterpocket Fold, how much clearing or grading was done outside of Capitol Gorge, how long the entire construction effort took, the names of the other men involved, and if any earlier trails were incorporated into the road's alignment.

East of Capitol Gorge, the road passed through a section of dark blue clay. Because of the clay, the road became known as the Blue Dugway. In 1892, the Wayne County Board of Commissioners appropriated \$100 of territorial road funds to improve the wagon road through Capitol Gorge. The types of improvements are not specified, but likely amounted to clearing the road of debris and boulders and possibly smoothing or grading some sections. Almost 20 years later, the Blue Dugway became the first state road in Wayne County.¹⁰ Writing in an article for the Utah Historical Quarterly journal, Dwight L. King recounted the road as it was during his childhood, around 1925:

The road was primitive, ungraded, fit only for use by freight wagons of the Conestoga type, or buggies, or men on saddle horses. It passed through what is now the Capitol Reef National Park, down the bottom of a deep gully called Capitol Wash [also known as Capitol Gorge] where the ledges were straight up from each side of the road and there was barely room for a wagon to pass along the bottom of the dry wash. After the road came out of the Waterpocket Fold at the bottom of Capitol Wash, it wound through a blue clay country where there stood a series of reef formations with a cap rock of sandstone and dark blue clay for a base.¹¹

King continued:

Anyone who has ever traveled over blue clay knows that when it's wet its consistency is that of gumbo — slick, slippery, and sticky. The horses pulling the freight wagons bringing supplies to Caineville during all of the winter and in the summer on rainy days traversed the area with great difficulty and often fell and slid off the road or were injured as they attempted to pull the heavy freight wagons around the Blue Dugway.¹²

King's description of the Blue Dugway illustrates the remoteness of the Waterpocket Fold area and the few improvements made to the road despite being a state highway. In marked contrast to the rough condition of the Blue Dugway, the Lincoln Highway, an interstate automobile road that crossed northern Utah, had been completed over a decade earlier in 1913. However, it

⁹ Frye, *From Barrier to Crossroads*, Chapter 4.

¹⁰ Frye, *From Barrier to Crossroads*, Chapter 4.

¹¹ Dwight L. King, "The Blue Dugway," in *Utah Historical Quarterly* vol. 49(1), 1981: 66.

¹² King, "The Blue Dugway," 67.

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remained unpaved in many areas.¹³ Although King's perspective only discusses conditions on the east side of the Waterpocket Fold, characteristics on the west side can be hypothesized. The road followed the same alignment as it does in the present, indicated by the lack of traces of other road alignments; it passed in and out of the washes and over small hills where it was likely damaged frequently during floods, and it likely was no wider than one wagon, except for in small areas where the terrain became flatter. Based on early photographs of the Blue Dugway, it appeared little changed by the time motor-powered vehicles started to travel the route around the 1920s (Figure 1).

Despite the rough conditions, the Blue Dugway flooded less frequently and less suddenly than the former Fremont River route, and it did not require fording a river dozens of times. Although the Blue Dugway was prone to damage from floods sweeping through Capitol Gorge and the numerous smaller washes, it was frequently repaired and acted as a vital route between the communities east and west of the Waterpocket Fold. It also influenced the development of the small settlement of Fruita, which is discussed in the next section. The road remained the only transportation route through the Waterpocket Fold until 1962 when a new state highway was built; this will be discussed more in the following sections as well.

Establishment of Fruita and an Expanding Local Economy:

Several Latter-day Saints families settled just west of Fremont Canyon in the 1880s, including Elijah Cutler Behunin, Elijah's son Hyrum Behunin, Nels Johnson, and Leo R. Holt. These settlers built small houses, outbuildings, and corrals and planted established agricultural fields and orchards where arable land was present. In 1897, Nels Johnson received the first homestead patent in the settlement.¹⁴ The settlement was initially called Junction, but the name was changed to Fruita between 1900 and 1903.¹⁵ By 1910, Fruita was home to 9 families that totaled 61 people.

The settlers in Fruita relied primarily on agriculture, both for subsistence and for trade. Fruita's sheltered location made growing fruit possible, including apples, cherries, peaches, grapes, tomatoes, and other garden produce.¹⁶ These foods were not easily grown to the west and east, and the Blue Dugway made trade between the settlements possible. In addition, the settlers used the grapes and other fruits to make distilled liquor and wine that "produced a significant source of income for some of Fruita's residents," likely through trade with the neighboring settlements.¹⁷ Although Fruita's residents raised livestock on a small scale, neighboring ranchers used the Blue Dugway as their route to move cattle and sheep. In the winter, livestock would

¹³ Richard Weingroff, "The Lincoln Highway," US Department of Transportation Federal Highway Administration, last updated June 30, 2023, <https://highways.dot.gov/highway-history/general-highway-history/lincoln-highway>.

¹⁴ National Park Service, *Cultural Landscapes Inventory: Fruita Rural Historic District, Capitol Reef National Park* (National Park Service, 2010), 22.

¹⁵ Frye, *From Barrier to Crossroads*, Chapter 4.

¹⁶ Frye, *From Barrier to Crossroads*, Chapter 4.

¹⁷ National Park Service, *Cultural Landscapes Inventory: Fruita Rural Historic District*, 23.

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graze on the east side of the Waterpocket Fold, and in the summer, ranchers would herd them through Capitol Gorge along the Blue Dugway to pastures to the west of the Fold.

In addition to the local residents and ranchers, the Blue Dugway became used for two extractive industries: uranium mining and oil drilling. In 1901, Thomas Pritchett and H. J. McClellan filed the Nightingale Mining Claim at the western entrance into Grand Wash. Additional mining claims were made in this area, and the Nightingale Mine became known as the Oyler Mine.¹⁸ Although the amount of uranium extracted from the mines was relatively small, the Blue Dugway was the only way to access the mines in Grand Wash and was the primary route to transport the ore out of the Waterpocket Fold.

The second extractive industry, oil drilling, had a larger effect on the Blue Dugway than mining. In 1921, the Ohio Oil Company, a branch of the Standard Oil Company, discovered oil fields in the vicinity of Caineville. The Ohio Oil Company used the Blue Dugway to transport supplies from Richfield, Utah, to the mining operation. In the Salt Lake Tribune on April 3, 1921, an ad, likely placed by someone with a vested interest in Richfield but uncredited, noted that “Wayne and Sevier counties now have large forces of men at work improving the entire distance between Richfield and the Caineville [Oil Fields],” which included the Blue Dugway, and that “THIS MEANS GOOD ROADS TO THE OIL FIELDS.”¹⁹ This exclamation seems questionable, as it differs markedly from the account given by Dwight L. King around the same time. Given the repeated flooding events along the Waterpocket Fold and Capitol Gorge, the ad may have been published soon after the road was repaired.

However, the claim that the Blue Dugway was being improved was not completely inaccurate. To stabilize the road and protect it from flooding, the oil company installed two concrete dams at the eastern end of Capitol Gorge in 1921; it is unknown if the Utah highway authorities or local authorities were consulted before construction took place. However, the dams may have caused more problems than they solved. In a 1921 article in *The Richfield Reaper*, the author wrote, “In some places the ‘road’ is eroded so deep that big holes are formed which the [automobile] had to negotiate going through.”²⁰ The author continues, recounting a story of a group whose automobile became stuck in one of the large pools created by the dam; the only way they were able to escape was by knocking a hole in the dam and waiting for the water to drain.

Few documents regarding the Blue Dugway between 1921 and 1937 could be found for this nomination, including newspaper articles, photographs, and other primary sources. However, a new type of industry was growing in south-central Utah and the Waterpocket Fold area that would have a substantial impact on the Blue Dugway: tourism.

“Wayne Wonderland” and Capitol Reef National Monument:

¹⁸ O’Bannon, *Capitol Reef*, 50–52.

¹⁹ “Richfield The Logical Supply Point and Nearest Route to Southern Utah Oil Fields,” *Salt Lake Tribune* April 3, 1921, 10.

²⁰ “The Editor and Camera Goes Visiting,” *The Richfield Reaper* August 11, 1921, 7.

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By the late 1920s, Zion National Park (est. 1919) and Bryce Canyon National Park (est. 1928) had been established in southern Utah. With the national park designations came upgraded railroad facilities, tourist lodges and amenities, improved access to the parks and surrounding areas, and maybe most importantly, visitors and the money they spent. Meanwhile, the area around the Waterpocket Fold remained isolated, with few roads, few to no amenities for visitors, and communities that remained mostly self-sufficient. As Bradford Frye notes in his administrative history of the Park, the town of Boulder, just a few miles south of Torrey, “was the last place in the continental United States to get its mail by mule.”²¹ Well aware of what tourism could bring to the area, a local “Booster’s Club,” led by Joseph Hickman and Ephraim Pectol, was formed in 1921 to help publicize the Waterpocket Fold area and its scenery and areas of geologic interest. Soon, they joined with the Richfield Chamber of Commerce, the Salina Lions Club, and the Wayne Commercial Club to create the Wayne Wonderland Club. Going forward, the Capitol Reef region was marketed as the “Wayne Wonderland,” a title that included the county name and extolled the area’s scenic beauty. However, convincing local residents of the potential for tourism in the Waterpocket Fold area was more difficult, as few “could appreciate the slickrock desert country as anything more than a hard place to live in or travel through.”²²

In 1924, Joseph Hickman was elected to the Utah State Legislature, where he introduced and passed a bill to create a Board of State Park Commissioners, with intentions to create Wayne Wonderland State Park, which would encompass part of the Waterpocket Fold and Capitol Reef. With this news, local business and political leads planned a two-day festival to celebrate the future establishment and opening of Wayne Wonderland State Park, complete with a rodeo, dance, and speeches by political, Latter-day Saints, and business leaders, including Utah governor George H. Dern. However, Wayne Wonderland State Park was never created, partially because its main supporter, Joseph Hickman, died shortly after the celebration. Under the leadership of Ephraim Pectol, the Wayne Wonderland boosters continued to advocate for a state park, national monument, or national park in the area, and the club became absorbed by the Associated Civics Clubs of Southern Utah that represented all of southern Utah.²³

The NPS did not become involved with a potential national monument or park until 1931 when Zion National Park Superintendent Thomas J. Allen, Jr. met with the Associated Civics Club. After Allen toured the Capitol Reef area, he believed that the area had the potential to become a national park. Allen then reported the findings of his visit to Roger W. Toll, the Superintendent of Yellowstone National Park, who was responsible for investigating potential new NPS areas in the western US. Allen also submitted a map of the area to Toll, which indicated that the Blue Dugway had become a graded dirt road from Fruita through Capitol Gorge and onto Hanksville (Figure 3).²⁴ No documentation regarding these improvements to the Blue Dugway could be found as part of this nomination, but they seem to have been a part of a natural evolution as the road became used more for vehicles than horses and wagons. After Toll visited the Capitol Reef

²¹ Frye, *From Barrier to Crossroads*, Chapter 8.

²² Frye, *From Barrier to Crossroads*, Chapter 8.

²³ Frye, *From Barrier to Crossroads*, Chapter 8.

²⁴ Frye, *From Barrier to Crossroads*, Chapter 8.

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area in 1932, the process toward a national monument continued to move forward, although slowly.

Finally, on August 2, 1937, President Franklin D. Roosevelt established the 37,000-acre Capitol Reef National Monument.²⁵ That same day, Utah Governor Henry H. Blood, NPS western division director Frank A. Kittredge, superintendent of southern Utah national parks Preston P. Patraw, and other state and NPS officials officially designated Capitol Reef National Monument with a large celebration held in Capitol Gorge.²⁶ With the designation came changes to help accommodate visitors, including improvements to the Blue Dugway. For clarity, this NRHP nomination will refer to the portions of the Blue Dugway within the national monument boundaries by their current names: Scenic Drive, Capitol Gorge Road, and Capitol Gorge Trail.

The Public Works Era at Capitol Reef, 1937–1943

Capitol Reef National Monument's establishment was part of Roosevelt's larger program to expand and improve the NPS and increase national parks and monuments throughout the country. Between 1933 and 1945, Roosevelt designated 24 new national parks, monuments, battlefields, and military parks.²⁷ Capitol Reef's monument status was also granted during Roosevelt's New Deal and the creation of the Public Works Administration (PWA). As part of the PWA, programs such as the WPA and CCC established work programs and camps in many of the national parks and monuments to improve roads and facilities for visitors, among other projects.²⁸

After Capitol Reef National Monument was established, it was administered by Preston P. Patraw, who was the coordinating superintendent of Zion and Bryce National Parks and Cedar Breaks, Pipe Springs, Timpanogos, and Lehman Caves National Monuments. Despite its designation, Capitol Reef National Monument received no budget for any survey or development during its first year, and access for visitors was still very limited. It also had no on-site custodian or other NPS staff until 1944. However, Patraw was able to send a CCC camp to Capitol Reef and help determine projects for the workers, including improving roads, building trails, constructing buildings and structures for visitors, conducting boundary and archeological surveys, building a boundary fence, and installing a water and sewer system.²⁹

As engineer Frank C. Huston noted in a 1938 report, "This road has never been constructed but follows an old wagon road which has served this country for years. For some 2 mi it follows the bottom of a wash and is impassible after big storms."³⁰ Huston's report includes several

²⁵ "Capitol Reef's Rugged Beauty Gains in Popularity," *Deseret News* June 15, 1940, 53; Frye, *From Barrier to Crossroads*, Chapter 8.

²⁶ "Capitol Reef Dedication Attracts Over 2500 Visitors to Exercises," *The Salina Sun* October 1, 1937, 1.

²⁷ Digital Public Library of America, "America's Great Depression and Roosevelt's New Deal," accessed August 2023, <https://dp.la/exhibitions/new-deal/legacy/national-parks>.

²⁸ John C. Paige, *The Civilian Conservation Corps and the National Park Service, 1933–1942; An Administrative History* (National Park Service, 1985), 7–15.

²⁹ Frye, *From Barrier to Crossroads*, Chapter 5.

³⁰ Frank C. Huston, "Report on Roads, Capitol Reef National Monument," 1938, on file in the Capitol Reef National Park archives collection.

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photographs depicting the conditions of Scenic Drive and Capitol Gorge Road, including a bridge over the Fremont River and the Slick Rock Divide bridge (Figure 2). The bridges were built from several materials and techniques: the Fremont River bridge was constructed of wooden cribbing filled with rocks, whereas the Slick Rock Divide bridge features a large wall composed of squared, coursed sandstone blocks. The Slick Rock Divide bridge's materials and techniques appear very similar to those used in the following years by the CCC; this may indicate that some culverts presumed to have been built by the WPA or CCC predate the Public Works Era.

In July 1938, the NPS received \$6,050 in WPA funds for the "construction of a museum building, protection of natural resources, and road and trail improvements" at Capitol Reef.³¹ Scenic Drive and Capitol Gorge became an immediate area of focus. Initially, 20 WPA workers made minor road repairs on Scenic Drive near Fruita and improved trails to the petrified forest and Hickman Bridge. Soon after, a CCC stub camp of about 70 workers transferred from Zion National Park to Capitol Reef to help.³² In October 1938, CCC and/or WPA workers (records are unclear who conducted the work) widened Scenic Drive at Danish Hill, just south of Fruita, from 8–10 ft wide to 17 ft wide, a width that could accommodate two passenger vehicles traveling side by side. The workers also rebuilt almost a mile of the road towards Floral Ranch, where the present-day Capitol Reef Field Station Stands.³³

Only one month later, in November 1938, the CCC and/or WPA workers rebuilt an additional 7.2 mi of road; documents do not specify if this was in an area currently composed of Scenic Drive, Capitol Gorge Road, Capitol Gorge Trail, or elsewhere. The workers also excavated a drainage channel on the east side of Danish Hill, regraded a portion of the road over the hill, and applied gravel to 0.5 mi of the road. Routine maintenance work (details not specified) was also completed on 6 mi of road. The workers also replaced one rock culvert with a steel culvert and constructed one rock culvert.³⁴ Although the location of the steel culvert replacement is not noted in the report, it indicates that culverts were already present along the Blue Dugway. However, it is unknown if these were built by local residents as needed or by the Utah State Highway Department, which continued to retain ownership and administration of the road.

Work continued in 1939, and in May, the CCC/WPA workers helped maintain Scenic Drive and made small improvements to the road from the western end of Capitol Gorge towards Fruita. Their work includes "cut-slope flattening, providing improved sight distance on the sharper curves, minor widening, and drainage improvement, which included stone check dams in the road ditches that are eroding badly."³⁵ Work at the monument continued for the next few years.

³¹ "Near Million In WPA Funds Is Transferred," *Deseret News* July 5, 1938, 9.

³² "Capitol Reef Development Work Starts," *The Richfield Reaper* July 21, 1938, 1.

³³ Leon S. Stanley, Administrative Report, October 1938, on file in the Capitol Reef National Park archives collection.

³⁴ Leon S. Stanley, Narrative Report, November 1938, on file in the Capitol Reef National Park archives collection.

³⁵ Harlan B. Stephenson, Monthly Narrative Report, May 1939, on file in the Capitol Reef National Park archives collection.

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Although no drawings or other documents regarding low-water crossings could be found as part of this nomination, based on the field survey, it also appears that the CCC/WPA built several low-water crossings. These low-water crossings are characterized by large, squared, coursed sandstone blocks at mileposts 3.027, 3.334, and 3.418 near Grand Wash. Each low-water crossing has been capped with concrete, but enough integrity remains to associate them with the Public Works Era of construction. The low-water crossing at milepost 3.027 also features two culverts in its middle, further suggesting the low-water crossings were constructed simultaneously by the WPA-CCC.

One of the more extensive projects was a large, stone, double culvert at milepost 2.26 near Danish Hill. In 1941, the NPS Division of Engineering, Regional Office, designed the culvert, which crosses diagonally under Scenic Drive. The inlet features cut sandstone blocks along the bottom and sides of the wash west of the road to channel water into the culvert; large, squared sandstone blocks that form the walls of the double culvert beneath the road; massive slabs of sandstone blocks that form the top of the culverts and support the overlying roadbed; and an outlet with cut sandstone blocks along the bottom and sides of the wash to direct the water away from the road.³⁶ The plans depict similar designs for additional culverts: those at mileposts 3.143, 3.302, and 3.376, all near Grand Wash. The plans also depict smaller culverts that have squared, coursed, sandstone block headwalls around a circular pipe (Figure 4).

The last project to be completed at Capitol Reef during the Public Works Era was in April 1942, when a WPA crew finished building the stone culverts in the Danish Hill section of Scenic Drive before all equipment, including tools and trucks, were transported back to Zion National Park.³⁷

Compared to Zion National Park, where the CCC built the Floor of the Valley Road, the CCC/WPA workers at Capitol Reef generally maintained Scenic Drive as it had evolved since 1883 to accommodate horses, wagons, and automobiles. Floor of the Valley, however, was planned and designed by architects and engineers to “harmonize with its surroundings” and to provide visitors with sweeping views, whereas Scenic Drive was unplanned and undesigned, and its vernacular origins reflected the easiest transportation route in the Capitol Reef area.³⁸ Floor of the Valley Road conveys the design aesthetic and philosophies of landscape architecture adopted by the NPS in the 1930s, whereas Scenic Drive conveys a long, natural development that resulted from peoples’ transportation needs.

During the early 1940s, the State of Utah made initial plans to reroute SR-24 out of Capitol Gorge and either through the Fremont Canyon or around the southern end of the Waterpocket Fold. With this in mind, in 1943, Zion National Park Superintendent Paul Franke proposed that

³⁶ National Park Service Division of Engineering, “Capitol Gorge Highway Danish Hills Section,” Drawing NM-CR 5302, 1941, on file at the Technical Service Center, Denver.

³⁷ Sam D. Hendricks, Memorandum for the Regional Director, April 21, 1942, on file in the Capitol Reef National Park archives collection.

³⁸ Robert Sontag and Kathy McKoy, “Floor of the Valley Road National Register of Historic Places Registration Form,” National Park Service, 1995, 7-1.

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the section of the road through Capitol Gorge should be converted into a scenic drive, similar to Floor of the Valley Road. Franke wrote to his regional director:

We much prefer that a parking area be developed at the entrance to both Grand and Capitol Gorges, and a by-pass [sic] to permit cars to the wash and travel on the wash gravel down into the gorges. In this way an unimproved road can be maintained in passable condition by removing rocks after each flood. Proper signs at each parking area can describe possible gorge hazards. Such a drive into the gorges would remain always one of the great thrills of this monument.³⁹

A road system plan for Capitol Reef that was drawn in 1945 by “JEK” (only initials provided) of the NPS Division of Plans & Design illustrates Franke’s plan (Figure 5).⁴⁰ The drawing shows a new route for State Highway 24 through Fremont Canyon, replacing its route through Capitol Gorge. However, the State of Utah made no additional plans for rerouting State Highway 24 until 1955, when a large amount of federal funding for Capitol Reef became available and was used to finally create Franke’s scenic drive.

World War II and the Post-War Period, 1944–1954

Work at Capitol Reef National Monument slowed greatly during World War II as the CCC and WPA were disbanded in 1942 and 1943, respectively, and men enlisted to fight in the war. Funding was also diverted to wartime efforts. No records regarding Scenic Drive and Capitol Gorge Road between 1943 and 1949 could be found during research efforts for this nomination; however, because the road remained under the jurisdiction of the State of Utah, it is likely that maintenance and repairs continued to be made to keep the road passable after flooding and general wear and tear.

Capitol Reef also gained its first custodian and ranger, Charles Kelly, who was appointed to oversee the monument. Although Kelly was promised a house, all he received was a short-wave radio.⁴¹ Kelly’s work focused mainly on patrolling the monument for vandalism, trying to eliminate mining within the national monument boundaries, and adding new lands to the monument rather than improving Scenic Drive. However, in 1950 and 1951, monument staff constructed rock signs at the entrances to Capitol Reef and the ranger station; hand-carved wooden signs were also installed along the roads.⁴²

During this time, Scenic Drive and the section through Capitol Gorge remained part of SR-24 and were under the jurisdiction of the State of Utah Road Commission, which oversaw all maintenance and construction activities. Road improvements ranged greatly in size, with smaller projects including grading or removing debris and larger projects involving rebuilding the entire

³⁹ Frye, *From Barrier to Crossroads*, Chapter 16.

⁴⁰ National Park Service Division of Plans and Design, “Road System Plan, A Part of the Master Plan, Capitol Reef National Park,” Drawing NM-CR 2101A, April 1945, on file at the Technical Service Center, Denver.

⁴¹ Frye, *From Barrier to Crossroads*, Chapter 5.

⁴² SMR December 1950, 1, on file at the Capitol Reef National Park archives collection; SMR February 1951, on file at the Capitol Reef National Park archives collection.

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road when flooding damaged or obliterated the road, a not entirely uncommon event. Through the 1950s, State of Utah Road Commission crews graded portions of Scenic Drive and Capitol Gorge Road and applied layers of gravel to facilitate automobile travel. They cleared rocks and other debris that hindered travel. One large project eliminated and widened several sharp curves along the road in the national monument; however, the curves are not specified in any of the Superintendents' Reports. Repeated flooding events washed out the road through Capitol Gorge, making it impassable for hours or months at a time until the State of Utah road crews could reroute the road or clear it. Because the gorge is so narrow through much of its length, the road was typically rerouted to conform to the wash or areas of higher ground, whichever proved easier to clear.⁴³ The continued destruction of the road and required repairs undoubtedly influenced the State of Utah to reroute SR-24 out of Capitol Gorge once again, a massive change to Capitol Reef that occurred during its next major development era: Mission 66.

The Mission 66 Era at Capitol Reef, 1955–1966

Conrad L. Wirth's Nationwide Plan:

The growing number of visitors to national parks and monuments, limited budgets, and inadequate park staffing in the post-World War II years resulted in damage to natural features and park facilities, as well as “the public’s experience of the parks. The degradation of the experience eroded the national park idea itself.”⁴⁴ In 1955, NPS director Conrad L. Wirth proposed a 10-year program to “modernize, enlarge, and even reinvent the park system,” which he dubbed Mission 66.⁴⁵ In 1956, Congress funded the Mission 66 program, and the completion of Mission 66 projects in 1966 would coincide with the 50th anniversary of the establishment of the NPS. The goal of the Mission 66 program was to “re-conceptualize how the parks functioned as public places” and sought to make visitation more efficient.⁴⁶ Plans included improving roads, trails, utilities, campgrounds, and buildings for visitor use, and improving interpretive displays through visitor centers, roadside displays, and amphitheaters, all while improving protection measures for both natural and cultural features.⁴⁷

Mission 66 coincided with the Modern Movement in architecture, which incorporated prefabricated materials, concrete and steel, little ornamentation, and large expanses of windows. Park architects adopted the Modern style while adapting it to reflect the natural landscape, resulting in the “Park Service Modern” style. Newly constructed park buildings incorporated prefabricated materials and standardized layouts, but fit into their surroundings by using “low, horizontal profiles, stone veneer, wood siding, and dark or muted paint colors.”⁴⁸ The

⁴³ Various SMRs, 1950–1962, on file at the Capitol Reef National Park archives collection.

⁴⁴ Ethan Carr, *Mission 66: Modernism and the National Park Dilemma* (Amherst, MA: Library of American Landscape History, 2022), 6.

⁴⁵ Carr, *Mission 66*, 3.

⁴⁶ Maren Bzdek and Janet Ore, *The Mission 66 Program at Rocky Mountain National Park: 1947–1973* (Colorado State University, 2010), 3, accessed August 2023, <http://npshistory.com/publications/romo/mission-66-pgm.pdf>.

⁴⁷ Ethan Carr, Elaine Jackson-Retondo, and Len Warner, National Park Service Mission 66 Resources, National Register of Historic Places Multiple Property Documentation Form, 2015, 40, accessed August 2023, <http://www.nps.history.com/publications/mission66/nr-mission66.pdf>.

⁴⁸ Bzdek and Ore, *The Mission 66 Program*, 3–8, 14–15.

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standardization of buildings also helped visitors immediately identify a building type, such as a comfort station.

Mission 66 at Capitol Reef

In 1955, NPS staff developed a Mission 66 Master Plan for Capitol Reef. One of the largest proposed changes was a new route for Utah State Highway 24 along the Fremont River through Fremont Canyon. This would move the road out of Capitol Gorge, which the Master Plan described:

The existing primitive through road poses a real threat to the visitor. Capitol Gorge is so narrow through most of its length, that there is barely room for a car to travel. Twelve and fifteen foot floods have been recorded through this passage and there are no places to pull out, while the water has the right-of-way.⁴⁹

The Master Plan continued:

The present road grew from a wagon road, developed as part of the State Highway system to connect towns to the north, south and east of the monument. This being a public highway, it became nearly impossible to contact visitors and direct them through the area along any organized interpretive route. It became increasingly difficult to protect the geologic formations, cave sites, and pictographs. The protection of the monument, as well as its effective presentation and interpretation is practically impossible under the present layout. The present layout is like a seventeen mile long roadside park where the visitor cannot get out of sight or sound of the booming through traffic.⁵⁰

This single paragraph highlighted several goals for the national monument: first, creating a scenic drive for visitors by which they enjoy the cultural and natural features of Capitol Reef; second, creating more areas for interpretive activities; and third, protecting cultural and natural features from damage or vandalism that was increasing as a result of the growing number of visitors. These three goals are neatly aligned with the overall goals of the nationwide Mission 66 program.

Park staff proposed that “from the State highway location in Fruita the monument interpretive road should be constructed from Fruita to Pleasant Creek using much of the abandoned pioneer road, [which would] provide ready access to the gorges, scenic views... and many other important features,” in addition to parking areas and short trails.⁵¹ The Master Plan’s reference to an “abandoned pioneer road” is curious, as the first pioneer road, the Blue Dugway, remained in active use as State Highway 24. It is possible that the “abandoned pioneer road” was a road segment between the west end of Capitol Gorge and Pleasant Creek, the present-day Pleasant Creek Road, but this is not clear in the Master Plan. It is also possible that the Master Plan considered the road to be abandoned after the new route for State Highway 24 was constructed.

⁴⁹ National Park Service, Mission 66 for Capitol Reef National Park, 3.

⁵⁰ National Park Service, Mission 66 for Capitol Reef National Park, 4.

⁵¹ National Park Service, Mission 66 for Capitol Reef National Park, 4–5.

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The Master Plan continued with additional plans for interpretation:

This road [from Fruita to Pleasant Creek] would provide ready access to the gorges, scenic views, geologic phenomena, pictographs and many other important features in a proper sequence for thorough understanding and appreciation. At each interpretive site parking areas would be provided, and from them short trails, safe for unsupervised use by visitors would enable them to see each of the spectacular features.⁵²

The State of Utah was moving forward with their plan to reroute State Highway 24 as well, although planners were not always in agreement with NPS planners. Between March 1955 and June 1957, the State of Utah reconstructed State Highway 24 between Torrey and Fruita.⁵³ The road was widened and paved, and Park staff anticipated it would finally provide reliable access to the Park and greatly increase visitation. The next step for the State of Utah Road Commission was to determine where the new road alignment through Capitol Reef would travel. Surveyors examined possible routes along Pleasant Creek Road to Notom along Pleasant Creek and the Fremont River from Fruita to Notom Road in 1956.⁵⁴ The State of Utah initially favored the Pleasant Creek Route and started constructing a new road on this route in 1956. However, it was not completed and is no longer extant; the Pleasant Creek Trail along the north side of Pleasant Creek follows this portion of the road alignment.

The NPS continued to push for a Fremont River route (Figure 6). Their desire for this route was so great that representatives from NPS, the Bureau of Public Roads, the State Road Commission, and local groups informally surveyed an alignment along the Fremont River in April 1958.⁵⁵ One year later, the State Road Commission agreed with NPS to construct the Fremont River road alignment, and the Bureau of Public Roads conducted an official survey of the alignment in March through June 1959.⁵⁶

Although State Highway 24 was owned by and under the jurisdiction of the State of Utah, as part of an agreement with the state, NPS funds totaling \$709,050 were allocated for building a 4-mi section of the highway that traveled through the national monument's boundaries.⁵⁷ The NPS, working with the Bureau of Public Roads, contracted the Whiting and Raymond Construction Company of Springville, Utah, for \$570,388 to construct State Highway 24 through the national

⁵² National Park Service, Mission 66 for Capitol Reef National Park, 4–5.

⁵³ SMR May 1955, 1, on file at the Capitol Reef National Park archives collection; SMR June 1957, 1, on file at the Capitol Reef National Park archives collection.

⁵⁴ SMR January 1956, 1, on file at the Capitol Reef National Park archives collection.

⁵⁵ SMR April 1958, 1, on file at the Capitol Reef National Park archives collection.

⁵⁶ SMR March 1959, 1, on file at the Capitol Reef National Park archives collection; SMR June 1959, 3, on file at the Capitol Reef National Park archives collection.

⁵⁷ SMR September 1960, 1–2, on file at the Capitol Reef National Park archives collection; SMR December 1960, Monthly Progress Report, on file at the Capitol Reef National Park archives collection.

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monument in June 1961.⁵⁸ Work progressed quickly, and the new route, including the section through Fremont Canyon, was completed in July 1962.⁵⁹

The new State Highway 24 route resulted in more visitor traffic to Capitol Reef, something that local residents had been waiting for since the 1920s. With Scenic Drive and the road through Capitol Gorge fully within the national monument, the State of Utah transferred the administration of the road to NPS. All maintenance for the present-day Scenic Drive, Capitol Gorge Road, and Capitol Gorge Trail became the responsibility of the NPS.⁶⁰ Once administration fell fully to NPS, annual repairs and maintenance projects retained the same focus: clearing and repairing the roads to ensure they were passable after floods and maintaining the surface in generally good driving condition.

Now that the highway traveled through Fremont Canyon, travel through Capitol Gorge became obsolete. Nearly two decades later, Paul Franke's scenic drive could become a reality. In 1962, shortly after State Highway 24 was opened to vehicular traffic, monument Superintendent William T. Krueger and Principal Naturalist Kenny Dale conducted a trip through Capitol Gorge in July. Their purpose was to identify features of interpretive value for tourism and determine how best to protect them.⁶¹ Protection of these features was key, and in September, monument staff blocked the road at the eastern end of Capitol Gorge to limit access, probably by placing rocks across the road, an effective method with materials that could be obtained from only a few feet away. The monument experienced an immediate change in visitor use with the Capitol Gorge section closed to through-traffic (Figure 7). Superintendent Krueger noted "we are experiencing more general use of the gorge itself, the adjacent trails and the other attractions along the scenic road."⁶²

In April 1963, the NPS Western Office of Design and Construction (WODC) completed plans for an entrance station, interpretive shelter, and toilet at the western end of Capitol Gorge. That same month, the NPS contracted Earl Sawyer of Hatch, Utah, who had been constructing the Fruita Campground and the monument's residential area roads, to construct a parking area and associated walkways at the western entrance to Capitol Gorge. The NPS also contracted Sawyer to construct a second parking area, associated walkways, and a concrete pad at the wash crossing in Capitol Gorge at the road's terminus, approximately halfway through the gorge.⁶³ Sawyer and his company, along with day laborers, began grading for the project in June and were able to complete work for both areas in Capitol Gorge by September.⁶⁴

⁵⁸ SMR June 1961, 2, on file at the Capitol Reef National Park archives collection.

⁵⁹ SMR July 1962, 3, on file at the Capitol Reef National Park archives collection.

⁶⁰ SMR January 1956, 1, on file at the Capitol Reef National Park archives collection.

⁶¹ SMR July 1962, 1, on file at the Capitol Reef National Park archives collection.

⁶² SMR September 1962, 2–3, on file at the Capitol Reef National Park archives collection.

⁶³ SMR April 1963, 3, on file at the Capitol Reef National Park archives collection.

⁶⁴ SMR June 1963, 3, on file at the Capitol Reef National Park archives collection; SMR September 1963, 3, on file at the Capitol Reef National Park archives collection.

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Additional construction projects in the two Capitol Gorge areas continued later that year to improve visitor amenities and interpretive opportunities. Four chemical toilets were delivered to the monument in October for installation at the Capitol Gorge entrance and road terminus, installed by an unknown party in November and December.⁶⁵ In December 1963, the NPS contracted R & R Construction Company of Price, Utah, to construct an interpretive shelter at the road terminus in Capitol Gorge: the Lower Interpretive Shelter. The NPS also contracted R & R to build a contact station and interpretive shelter at the western entrance to Capitol Gorge: the Upper Interpretive Shelter.⁶⁶ R & R began work in January 1964, and construction moved along quickly. The project was completed in July 1964. After the structures were complete, the NPS retained day laborers to build furnishings for the shelters.⁶⁷ Monument staff also installed a temporary exhibit at the Upper Interpretive Shelter in August.⁶⁸

Both interpretive shelters were built using the Park Service Modern style of architecture. The WODC provided plans for the interpretive shelters, which specify using native flagstone with dry cement grout for the floors, native sandstone block walls with smooth top layers to provide seating, asphalt paving with a pea gravel surface for areas between the parking areas and the shelters, and planting beds constructed around existing trees (Figure 10).⁶⁹ Notably, the plan for the Lower Interpretive Shelter appears to have been designed to avoid disturbing the roots of an existing tree, as noted on the drawing. The Upper Interpretive Shelter also featured an aluminum frame and glass kiosk to shelter a park ranger, who would be stationed there to provide interpretation of the gorge, along with concrete pillars on each side of the road to block access during floods (Figure 7 through Figure 9).⁷⁰

By July 1965, Utah SR-24 had become “a major travel route from Denver to Los Angeles.”⁷¹ Because the route traveled directly through Capitol Reef, visitation to the monument grew rapidly from 40,179 people in July 1964 to 51,089 in July 1965.⁷² During this same period, visitation to Scenic Drive nearly doubled, from 15,563 to 29,494. As a result of the increased

⁶⁵ SMR October 1963, 3, on file at the Capitol Reef National Park archives collection; SMR December 1963, 3, on file at the Capitol Reef National Park archives collection.

⁶⁶ SMR December 1963, 3, on file at the Capitol Reef National Park archives collection.

⁶⁷ SMR July 1964, 4, on file at the Capitol Reef National Park archives collection; Completion Report, Entrance Station and Interpretive Shelter Entrance to Capitol Gorge, B-21, Interpretive Shelter, Road Terminus [sic] in Capitol Gorge, B-22, for WO B-9 CARE, August 26, 1964, on file at the Capitol Reef National Park archives collection.

⁶⁸ SMR August 1964, 2, on file at the Capitol Reef National Park archives collection.

⁶⁹ National Park Service Division of Architecture, “Interpretive Shelter, Capitol Gorge,” Drawing NM-CR 3027A, on file at the Technical Service Center, Denver.

⁷⁰ Completion Report, Construct Campground Road, Residence and Utility Area Roads, Entrance Parking Area and Terminus Parking Area, Capitol Gorge, Driveways and Walks, WO R-2 CARE, August 14, 1964, on file at the Capitol Reef National Park archives collection.

⁷¹ SMR July 1965, 1, on file at the Capitol Reef National Park archives collection.

⁷² National Park Service, “NPS Stats: National Park Service Visitor Use Statistics,” accessed September 2023, <https://irma.nps.gov/Stats/>.

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traffic, by July of 1965, an unknown party asphalt-paved the section of Scenic Drive between Utah SR-24 and the present-day Ripple Rock Nature Center.⁷³

A general development plan from 1957, which was part of Capitol Reef's Mission 66 Master Plan, depicts several parking pullouts and parking areas along the road.⁷⁴ Two parking areas are associated with the interpretive shelters in Capitol Gorge, which are extant. Four parking pullouts are depicted at mileposts 2.45 (Danish Hill), 5.89 (Slick Rock Divide), 6.54 (Old Wagon Trail), and 7.1. These four are also extant and were asphalt-paved and lined with sandstone block curbs in 2010–2011. The map indicates that a second pullout at Danish Hill was on the east side of the route, but this is not extant. As outlined in the 1955 Master Plan, these parking areas and pullouts were constructed where scenic views were located, and several provided trailhead access, including Old Wagon Trail, Capitol Gorge Trail, and Golden Throne Trail.

The increased visitation to the national monument also resulted in changes to other sections of Scenic Drive and Capitol Gorge Road. In June 1966, a park ranger was stationed at the Lower Interpretive Shelter to inform visitors about the gorge's natural and cultural features. Part of the ranger's duties were also to help protect the petroglyphs and historic signatures on the gorge's walls from vandalism.⁷⁵ That same month, the Slick Rock Bridge on Scenic Drive was rehabilitated. Maintenance staff repaired and painted the railings, replaced the center piling supports with a poured concrete foundation, and installed load limit signs (Figure 11).⁷⁶ Slick Rock Bridge is not extant; sometime between 1966 and 1976, Scenic Drive was rerouted over the wash, and the bridge was replaced by a large culvert at milepost 5.312.

June 1966 was a busy month at the monument. The monument's maintenance staff graded the entirety of Scenic Drive, from the asphalt-paved section to the Lower Interpretive Shelter, and installed 12 new culverts. However, the culvert locations are not specified.⁷⁷ Later that year, the monument's maintenance staff installed nine additional culverts at the southern end of Scenic Drive.⁷⁸ Based on the field survey that was conducted for this nomination, the culverts built during the Mission 66 era share several features: the headwalls are constructed of roughly squared sandstone blocks arranged in uneven courses; mortar is applied between the blocks, but not as neatly as that applied by the CCC and WPA; and all of the culverts have corrugated metal piping (CMP) extending beneath the road and between the headwalls.

By the time the Mission 66 era ended at Capitol Reef in 1966, the national monument had accomplished its main goals set forward in the 1955 Master Plan. State Highway 24 had been

⁷³ National Park Service Maintenance Division, "Roads and Trails as Maintained, Capitol Reef National Monument," Drawing CARE 158 2301H, August 1962, on file at the Technical Service Center, Denver.

⁷⁴ National Park Service Branch of Landscape Architecture, Western Office Division of Design & Construction, General Development, Part of the Master Plan, Capitol Reef National Monument, Utah," Drawing NM-CR 2012D, August 1957, on file at the Technical Service Center, Denver.

⁷⁵ SMR June 1966, 2, on file at the Capitol Reef National Park archives collection.

⁷⁶ SMR June 1966, 3, on file at the Capitol Reef National Park archives collection.

⁷⁷ SMR June 1966, 3, on file at the Capitol Reef National Park archives collection.

⁷⁸ SMR November 1966, 3, on file at the Capitol Reef National Park archives collection.

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rerouted through Fremont Canyon; a scenic drive was completed from south of Fruita and into Capitol Gorge; new interpretive facilities, parking areas at points of interest, and hiking trails such as Capitol Gorge Trail were complete; a park ranger was stationed at the Lower Interpretive Shelter to help protect petroglyphs and Pioneer Register from vandalism; and Scenic Drive was improved with the installation of additional culverts to help channel water away from the road.

Despite the increase in visitors and conversion of Scenic Drive from a state highway to a recreational corridor, the route continued to be used for livestock drives. In October 1966, the monument staff removed “a barrier rock” in Capitol Gorge to allow cattle and sheep drives to easily pass through the gorge.⁷⁹ This would not continue for much longer, as additional changes would come to Capitol Reef when it was designated as a national park.

Capitol Reef National Park Establishment and Changes, 1967–2023

Changes to Scenic Drive and Capitol Gorge were generally limited to maintenance and repairs in the decades following Mission 66’s completion, although sometimes these repairs involved completely rebuilding sections of the road. On August 29, 1967, heavy rainfall caused extensive damage to Scenic Drive between Grand Wash and Capitol Gorge, and the NPS contracted Brown Brothers Contracting to repair the road.⁸⁰ A few weeks later, on September 10, heavy rains also damaged Capitol Gorge Road, and it was closed for several days until NPS staff could regrade it.⁸¹ This cycle of destruction and rebuilding continued for the next few years after major flooding events in July 1968, October 1968, and October 1969.⁸²

The most significant changes at Capitol Reef involved new boundaries and a new designation as a national park. On January 20, 1969, President Lyndon B. Johnson signed Proclamation 3888 to enlarge the monument from 39,000 to 215,000 acres.⁸³ Two years later, on December 18, 1971, Congress and President Richard Nixon established CARE. At that time, the Park boundaries included 241,903 acres, most of which were undeveloped. Scenic Drive and Capitol Gorge remained the most frequently visited area of the Park outside of State Highway 24.

After Capitol Reef became a national park, visitation continued to grow, and the Park continued to maintain Scenic Drive, Capitol Gorge Road, and Capitol Gorge Trail in good traveling condition. In 1983, Park staff rehabilitated seven low-water crossings by pouring new concrete structures at mileposts 3.70, 4.26, 4.39, 4.48, 4.54, 4.60, and 4.78.⁸⁴ The Park also continued to contract construction companies for road repair projects and maintenance projects, such as

⁷⁹ SMR October 1966, 2, on file at the Capitol Reef National Park archives collection.

⁸⁰ Memorandum Report, September 28, 1967, on file at the Capitol Reef National Park archives collection.

⁸¹ Memorandum Report, October 26, 1967, on file at the Capitol Reef National Park archives collection.

⁸² Memorandum Report, August 14, 1968, on file at the Capitol Reef National Park archives collection.; Memorandum Report, October 2, 1968; Memorandum Report, October 2, 1969, on file at the Capitol Reef National Park archives collection.

⁸³ Frye, *From Barrier to Crossroads*, Chapter 10.

⁸⁴ National Park Service Rocky Mountain Region, “Repair Wash Crossings,” Drawing CARE 158 80022, August 1983, on file at the Technical Service Center, Denver.

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grading the road, applying gravel to the road surface, and installing replacement fill and materials after floods washed away portions of the road.

A significant change to Scenic Drive came in 1991 when the Park contracted Brown Brothers Construction of Loa to asphalt-pave the length of Scenic Drive from the Fruita Campground south to the road's terminus.⁸⁵ This marked the first time in over 100 years that Scenic Drive, south of the campground, had been surfaced with anything besides earth or gravel. Although this change represented a significant change in the historic material of the road surface, the road retained its historic width and alignment that had evolved over the last century and continued to express its rustic character.

Even after Scenic Drive was paved, floods continued damaging the road and its associated culverts and low-water crossings. Large floods in July 1992 extensively damaged Scenic Drive, and in September 1996, flooding led Park staff to abandon the old alignment of Capitol Gorge Road near its entrance and reroute it into the wash. The 1996 flooding also damaged Scenic Drive, and about 150 ft of gabion baskets were installed near the road's southern end.

Extensive flooding in September 1997 created additional changes to Scenic Drive and Capitol Gorge Road. On Scenic Drive, the flooding lifted pavement off the roadway and severely damaged a historic culvert reported to have been built by the WPA or CCC (culvert not specified).⁸⁶ To repair the damage, Park staff shifted the drainage ditches on both sides of Scenic Drive near the Doc Inglesby Orchard away from the road by 12" to 18" and reestablished a one-foot-wide shoulder. Contractors and Park staff also installed riprap at mileposts 1.7 and 5.7; installed concrete check dams at milepost 2.2 in the ditches along Danish Hill; lowered the roadbed and installed a concrete low-water crossing at milepost 2.9; installed new concrete low-water crossings at mileposts 6.9, 7.1, and 7.4; extended the concrete low-water crossings at mileposts 3.5, 4.2, and 4.3; regouted the rock on the culvert headwall at milepost 3.3; installed new culverts with concrete headwalls at mileposts 3.6 and 3.65; replaced the culverts at mileposts 1.6, 3.7, 5.25, 5.5, and 6.0 with new concrete headwalls and CMP; and installed additional gabion baskets at milepost 7.6.⁸⁷ Additional changes along Scenic Drive occurred in 1999 when the NPS hired contractors to repair the sandstone culvert headwalls (no specific repair methods are noted in documents) and install 11 new culverts with concrete headwalls at mileposts 0.8, 1.6, 2.8, 3.85, 3.9, 6.5, 6.6, 6.9, and 7.6.⁸⁸

⁸⁵ National Park Service, Procurement files, CARE 7005 S07 F024, on file at the Capitol Reef National Park archives collection; National Park Service Rocky Mountain Region, "Surface Treatment, Scenic Drive – Route 10," Drawing CARE 158 80041, on file at the Technical Service Center, Denver.

⁸⁶ Memorandum to Bob Reynolds, Deputy Field Director, from Chuck Lundy, Superintendent, September 10, 1997, on file at the Capitol Reef National Park archives collection.

⁸⁷ National Park Service, Assessment of Effect, CARE 8049 S014 F062, on file at the Capitol Reef National Park archives collection.

⁸⁸ National Park Service, Assessment of Effect, CARE 8049 S014 F046, on file at the Capitol Reef National Park archives collection.

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In 2010, the NPS, in cooperation with the Federal Highways Administration (FHWA), contracted Geary Construction, Inc. to repair 8 mi of Scenic Drive from the road's intersection with Utah SR-24 to the parking lot at the entrance to Capitol Gorge. The project replaced all of the pavement on Scenic Drive and repaired the sub-surface roadbed; stabilized the rock retaining walls; installed new culverts with concrete headwalls; installed new signage; reconstructed and constructed new low-water crossings; paved four existing parking pullouts and added sandstone block curbs at mileposts 2.45 (Danish Hill), 5.89 (Slick Rock Divide), 6.54 (Old Wagon Trail), and 7.10; and constructed six more parking pullouts with sandstone block curbs at mileposts 1.62 (fee station), 3.49, 4.05, 4.96, 5.12, and 6.89, five of which were also paved.⁸⁹

Park staff changed features associated with Scenic Drive and Capitol Gorge in 1997 and 2002, when Park staff removed the chemical toilets, installed new vault toilets at the Capitol Gorge Interpretive Shelters, and replaced the fee station on Scenic Drive, respectively.⁹⁰ In 2023, the NPS and FHWA began planning to rehabilitate Scenic Drive. The proposed project includes widening Scenic Drive, paving additional parking pullouts, building new parking areas, installing two new culverts, and replacing one culvert. This project will provide needed repairs and improvements to critical infrastructure to provide safe access to visitors and park staff.

Evaluation

Four criteria are used to evaluate properties (buildings, structures, objects, sites, and districts) for the NRHP. To be listed in the NRHP, a property must be associated with events that have made a significant contribution to the broad patterns of history (Criterion A); be associated with the lives of significant persons (Criterion B); embody the distinctive characteristics of a type, period, or method of construction (Criterion C); or yield information important in prehistory or history (Criterion D). Scenic Drive and Capitol Gorge Historic District meets Criterion A for its significance in the areas of Settlement, Transportation, and Entertainment/Recreation.

Criterion A

Settlement

Scenic Drive and Capitol Gorge Historic District is historically significant under Criterion A because it is associated with events that have made a significant contribution to the broad patterns of history in Utah. The creation of the initial road in 1883 led to the establishment and development of the community of Fruita and provided the only way of vehicular travel across the Waterpocket Fold for decades. Prior to Scenic Drive, then known as the Blue Dugway, being developed, the site of Fruita was simply a campsite for Latter-day Saints settlers who were traveling between communities along the Fremont River. The development of the Blue Dugway as a reliable route through the Waterpocket Fold that avoided crossing the Fremont River undoubtedly made settling at Fruita much more appealing: the settlers could easily travel

⁸⁹ National Park Service, "Plans for Proposed Route 10 – PRA Care 10(1) Capitol Reef Scenic Drive," Drawing CARE 158 105387, August 2010, on file at the Technical Service Center, Denver.

⁹⁰ Digitized photo files, CARE 7005 S09 F011, on file at the Capitol Reef National Park archives collection; SAR 2002, 17, on file at the Capitol Reef National Park archives collection; SAR 2003, 10, on file at the Capitol Reef National Park archives collection.

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between communities, accessing stores, churches, and community events. Proximity to a road also allowed the early settlers to develop orchards and farm fields for crops and livestock that could be used for trading or selling, contributing to Fruita's economy. Without the road, it is unlikely that Fruita would have developed into a successful, small community. Therefore, Scenic Drive and Capitol Gorge Historic District is significant for **Settlement**.

Transportation

Scenic Drive and Capitol Gorge Historic District is also significant in the area of **Transportation**. In addition to serving as an early wagon route, the road continues to be a frequently traveled route to the present day. The Scenic Drive and Capitol Gorge Historic District reflects the surrounding area's evolution from a small agricultural community to a national park, indicated by the development and evolving nature of the road itself. Less than a decade after it was created, the Wayne County Board of Commissions allocated money to improve the road, and in 1910, the route became the first state road, Utah SR-24, in Wayne County, an indicator of its importance in connecting the Latter-day Saints communities that stood along the Fremont River. By this time, the road was being used by both cars and wagons, and it was the only road through the Waterpocket Fold that was passable by car. Starting in 1921, the road was also used as an important transportation route by the Ohio Oil Company to supply their oil wells near Caineville, solidifying the road's importance to the economy not just of Fruita, but the state of Utah and nationally as well.

Shortly after Capitol Reef National Monument was established in 1937 by President Franklin D. Roosevelt as part of his New Deal, funding was provided through the WPA for several improvements to the monument, including for roads. Along with providing work for unemployed Utah men, this program provided the first major development of Scenic Drive since it was created and improved the road for the tourists who would soon be visiting this new national monument. Beginning in 1938, both CCC and WPA crews widened Scenic Drive near Danish Hill, rebuilt over 8 mi of roads in the monument, regraded and graveled sections of the road, and built at least 16 culverts with sandstone headwalls and three sandstone low-water crossings.

In addition to increasingly being used for tourism, Scenic Drive continued to serve as a vital transportation route for both local residents and out-of-state travelers. However, as early as 1943, NPS staff were planning that the section of SR-24 that passed through Capitol Gorge and up the western side of the Waterpocket Fold would be made into a scenic drive, similar to Floor of the Valley Road in Zion National Park. When SR-24 was rerouted along the Fremont River in 1962, monument staff immediately closed Capitol Gorge to through traffic, beginning the transition from a state highway to a route solely for tourism. Significant changes were made to Scenic Drive during the Mission 66 era, between 1957 and 1966. During that time, additional culverts were installed, interpretive shelters and parking areas were built in Capitol Gorge, and the eastern end of the former route through Capitol Gorge was turned into a hiking trail. By 1966, the evolution of the road from wagon trail to state highway to tourist route was complete, and the extant features along Scenic Drive continue to provide a tangible connection to that period of time.

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Entertainment/Recreation

Scenic Drive and Capitol Gorge Historic District's continued development during Capitol Reef's establishment as a national monument and national park provided tourists with access to outdoor recreation, which it continues to do today, making it significant in the area of

Entertainment/Recreation as well. By the 1920s, local residents and civic groups were advocating for a state park or national park to be established in the area. Fruita and surrounding communities were historically impoverished, and residents were hopeful that government-funded public lands would increase tourism and, therefore, incomes and also that it would result in higher quality roads. At the same time, the CCC and WPA were working on Scenic Drive in the national monument; they also established trails for tourists, such as the Cohab Canyon Trail. In addition to serving as its namesake, a scenic drive, the road was further developed for recreation in the Mission 66 era, when scenic pullouts were built along the road and a portion of the road through Capitol Gorge was converted to a hiking trail. Scenic Drive's location also provides views of some of the more interesting geological formations in the Park, such as Capitol Dome, the Golden Throne, and the Egyptian Temple. The easy accessibility of these locations from Scenic Drive has drawn tourists to Capitol Reef for recreation since the monument was established in 1937. Without the road, it is unlikely that the Park would receive as many visitors as it has in the past and through the present.

Criterion D

Scenic Drive and Capitol Gorge Historic District is historically significant under Criterion D because the post-contact sites within the district have the potential to yield information pertaining to a number of important themes, including early exploration and settlement, farming and ranching, Latter-day Saints settlement and farmsteads, resource exploration and extraction, transportation, local booster organizations, the CCC and Mission 66 programs, establishment of the National Monument and later the National Park, and recreation and tourism. Further study of the culverts and retaining walls within the district may yield additional important information related to the CCC and Mission 66 programs, park management strategies, and recreation and tourism; therefore, the district is recommended significant under Criterion D.

Some of the questions this resource could answer that are important to the better understanding of the history of the region include the following:

Late Settlement

- What were the techniques used by the settlers to construct the Blue Dugway?
- Were materials transported from the Wasatch Front in Utah or out of State?
- What was the role of this road in the settlement of early towns in the region?
- How important was this route in bringing outside resources to early communities?
- Could additional research of the names and dates at the Pioneer Register yield additional information about settlement in the area?

National Park Service

- Did the historic transportation corridor change how it was used during the early years of National Park Service oversight?

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CCC

- How were the materials for culverts and road construction procured? How was the stone for construction worked?
- How was this material obtained or quarried?
- Where there any CCC construction materials transported via the historic resource?
- Was there a temporary CCC workers camp along Scenic Drive during the construction in the area?
- Where did the CCC workers stay during construction activities?

Mission 66

- Did Mission 66 rely on the earlier practices of the CCC for materials, construction methods, or worker housing?
- How much of the CCC work needed repairs or updates by the Mission 66 workers? How did the construction methods differ between these two periods?

General

- Are there any historic trash deposits along the historic transportation route that could answer questions concerning early travel patterns through the area?

Period of Significance

Scenic Drive and Capitol Gorge Historic District's period of significance is from 1883 through 1966. Elijah Cutler Behunin and a group of local men cleared the route of the Blue Dugway wagon road between Fruita and Caineville in 1883. Although it is likely that portions of the route had been used by Native Americans for centuries, this cannot be substantiated. In the following decades, Scenic Drive was further developed into a road that could accommodate vehicular traffic. Large-scale changes were made to the road during the CCC and Mission 66 eras as it became used for tourism after Capitol Reef National Monument was established in 1937. The period of significance ends in 1966 when major development of the road was completed during the Mission 66 era. After 1966, changes to the road were limited primarily to repair and maintenance.

Level of Significance

Scenic Drive and Capitol Gorge Historic District is significant at the state level. The road is an early Latter-day Saints settler road in the state of Utah and retains its original alignment. Further, it retains its width as established during the period of significance; it retains its rural setting through the community of Fruita, Capitol Gorge, the inhospitable terrain of the Waterpocket Fold, and the high desert vegetation; and it continues to be used for tourism, which became its primary use during the period of significance. Additional sites found along the route, such as Pioneer Register and a rock art panel, further reflect its long use through time.

In combination, these factors are not commonly found on other early Latter-day Saints settler roads in the state. Many of these original roads have been widened, abandoned, or had their alignments extensively changed. Because many of the early settler roads are in areas now heavily urbanized, such as in the Salt Lake City area, they no longer retain their integrity of setting, feeling, and association as well.

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The two other Utah roads listed in the NRHP are either associated with a different use, such as the Carter Road (NRIS 00000354), a US Army supply road in the Ashley National Forest, or a short period of construction, such as the Floor of the Valley Road (NRIS 96000048), a CCC-constructed road in Zion National Park. Scenic Drive represents a unique road that continues to illustrate its evolution over time through its extant features and retains its historic integrity. It rises to the level required for state significance rather than local.

Integrity

To be listed in the NRHP, a property must also have integrity or the ability to convey its significance. To retain historic integrity, a property will possess several, and usually most, of the aspects: location, design, setting, materials, workmanship, feeling, and association. For a road such as Scenic Drive and Capitol Gorge, the evaluation of integrity relies on determining if it retains the character-defining features for which it is significant.

The Scenic Drive and Capitol Gorge Historic District was evaluated for any historic integrity that remains from its period of significance, 1883–1966. The landscape retains integrity of location, setting, feeling, and association. Some integrity of design, materials, and workmanship has been lost as a result of paving the section of Scenic Drive between the Fruita Campground and Capitol Gorge Road, installing concrete and asphalt over sandstone low-water crossings, and building new culverts with concrete headwalls. However, these changes are not extensive enough to result in an overall loss of historic integrity that primarily affects features small in size. The road continues to retain most of its character-defining features from the period of significance, such as the circulation patterns, including the road alignments, hiking trail, and parking areas; 37 culverts; the interpretive shelters in Capitol Gorge; views of the Waterpocket Fold and surrounding geologic formations; and much of the vegetation that was historically found in the district. Overall, the road's historic integrity allows it to continue expressing how this transportation corridor evolved from a wagon road to a popular route for tourists to travel when visiting CARE, both by vehicle and by foot.

The Scenic Drive and Capitol Gorge Historic District retains integrity of *location*. The road remains in the same location in the Park, and it retains its spatial relationships to the surrounding natural features, including the Waterpocket Fold, Capitol Gorge, the Fremont River and Sulphur Creek, and the numerous washes, valleys, hills, and rock formations. The road remains in nearly the alignment that was developed during the period of significance, with its associated culverts, parking areas, and buildings in the same locations as well.

The Scenic Drive and Capitol Gorge Historic District retains integrity of *setting*. The surrounding geologic formations continue to define the boundaries of the road, which travels through the flattest portions of the terrain, with the setting restricting any changes to its alignment. Scenic Drive is in a dynamic environment where changes such as erosion, rockfall, and flooding are active and ongoing processes. Although some of the details of the surrounding setting have changed since the end of the period of significance, this is a natural process of the environment, and these changes do not detract from the integrity of setting. Likewise, native vegetation that surrounds the road has also increased as grazing has decreased in the Park; because the same native species are present, this also does not impact the integrity of setting.

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The road has lost some integrity of *design*, although overall, it continues to reflect the period of significance. It was, and remains, a two-lane road that passes through Fruita, south along the western edge of the Waterpocket Fold, and through Capitol Gorge. Scenic Drive and Capitol Gorge Road continue to support vehicular traffic, whereas Capitol Gorge Trail is used as a hiking trail. A short section of Scenic Drive that was realigned out of a wash at milepost 5.3 slightly altered the road's original design. However, this short section does not detract from the road's overall integrity of design. The addition of concrete low-water crossings after the period of significance is also a relatively small change and has not significantly detracted from the overall integrity of design, nor do the visitor-created parking pullouts that line Scenic Drive. However, the 30 new culverts built after the period of significance have solid, concrete headwalls, as opposed to the sandstone block headwalls of the historic culverts. This construction style uses a design that was not found on Scenic Drive during the period of significance and is not compatible with the road's character-defining culverts with stone block headwalls. The concrete headwalls do not reflect the road's historic development and designs, and, therefore, contribute to a loss of integrity of design.

Despite the diminished integrity of design due to the new culverts, the Scenic Drive and Capitol Gorge Historic District has not lost all of its integrity of design, and many elements remain from the period of significance. The road's alignment and width reflect its evolution during the period of significance from a wagon road to a two-lane highway and route for tourism. The sandstone culverts remain in the same locations and continue to channel water away and under the road, and rock retaining walls continue to provide support to the road's outer edges. In addition, the interpretive shelters in Capitol Gorge associated with the road and parking areas retain their historic designs, reflecting the Mission 66 era's Park Service Modern style of architecture and the prefabricated, mass-produced materials used during the mid-twentieth century for Park buildings.

The Scenic Drive and Capitol Gorge Historic District has lost some integrity of *materials* due to paving the section between the Fruita Campground and Capitol Gorge Road, placing asphalt or concrete surfacing on top of sandstone low-water crossings, and replacing several stone headwalls with concrete headwalls; these alterations were made after the period of significance, primarily in 2010. Prior to 1991, Scenic Drive was only asphalt-paved from SR-24 to the Fruita Campground, and this segment was first paved during the period of significance. Some integrity has also been lost as a result of replacing three culverts' original sandstone headwalls with solid, poured concrete headwalls at mileposts 5.55, 6.53, and 7.67. Some small-scale features have been installed after the period of significance and use contemporary materials, including the traffic signs found along the length of the road, wayside exhibits, and fencing lining the road in Fruita. However, these components are replaced on a regular basis due to general wear and tear and to meet visitor needs. Overall, these replacement features do not significantly diminish the road's integrity of materials and are compatible with Scenic Drive's original materials.

Many of the structures found along the length of Scenic Drive, including the culverts, retain much of their integrity of materials. Although some of these have been repaired after the period of significance, the repairs used in-kind materials or other materials compatible with the original

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materials. Capitol Gorge Road and Capitol Gorge Trail retain integrity of materials, as both remain unpaved. Sandstone signs indicating geologic features of interest, roads, and trails remain from the Mission 66 period of development. The interpretive shelters and their associated landscaping also retain their original materials from this time as well.

The Scenic Drive and Capitol Gorge Historic District has lost some integrity of *workmanship* as a result of the road paving in 1991 and rehabilitation in 2010. However, 37 culverts and three low-water crossings retain the physical evidence of the CCC's hand-built construction techniques or Mission 66's construction techniques. The two interpretative shelters and their association landscaping also retain the physical evidence of mid-nineteenth-century Park Service Modern construction, including the use of prefabricated materials. Repairs have used in-kind replacement materials, helping to retain the workmanship of the CCC/WPA and contracting companies who originally constructed these features. However, replacing three culvert stone headwalls with concrete has resulted in a loss of workmanship for these features. Although several low-water crossings originally constructed with sandstone have been covered with asphalt or concrete, enough of the original stonework remains extant and visible to preserve the integrity of workmanship. Further, original materials are likely present beneath the concrete or asphalt cap. Paving Scenic Drive in 1991 and the road repair in 2010 resulted in a loss of workmanship as well, as the road's subbase was removed, destroying any remaining original components of historic road building techniques.

The Scenic Drive and Capitol Gorge Historic District retains integrity of *feeling*. The combination of the built features, such as the road alignments, culverts, interpretive shelters, scenic pullouts, and parking areas, in combination with Pioneer Register and the rock art panel, convey the feeling that this is a roadway that has been used by people for a significant amount of time. Its continued alignment through Fruita also conveys the feeling that it was a route used by the Latter-day Saints settlers. Its layout also provides access to hiking trails and scenic pullouts, indicating that Scenic Drive has provided access to Capitol Reef's recreational opportunities for decades. The retention of the native vegetation, historic orchards, and rustic materials of Capitol Gorge Road and Capitol Gorge Trail further convey the road's historic character through this rugged and complex terrain in which the early Latter-day Saints settlers learned to adapt.

The Scenic Drive and Capitol Gorge Historic District retains integrity of *association*. Most of the road's character-defining features and extant landscape characteristics, including the topography, natural systems and features, vegetation, buildings and structures, spatial organization, circulation, and views, largely retain their association with the period of significance. The road also remains associated with its historic setting, including its route through the rural historic community of Fruita, through Capitol Gorge, and past Pioneer Register and the rock art panel.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Weingroff, Richard. "The Lincoln Highway." US Department of Transportation Federal Highway Administration. Last updated June 30, 2023. <https://highways.dot.gov/highway-history/general-highway-history/lincoln-highway>.

Newspapers

Deseret News

Richfield Reaper

Salina Sun

Salt Lake Tribune

Archival Sources

CARE Archives, Torrey, Utah

NPS Technical Information Center, Denver, Colorado

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-77

☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

☒ State Historic Preservation Office

☐ Other State agency

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Name of Property

☒ Federal agency

☐ Local government

☐ University

☐ Other

Name of repository: Capitol Reef National Park

County and State

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 162.0

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: NAD 83

(enter coordinates to 6 decimal places)

Datum	Latitude	Longitude
1.	38.291537	-111.261422
2.	38.290023	-111.260567
3.	38.287749	-111.255194
4.	38.287436	-111.250746
5.	38.284104	-111.247012
6.	38.281121	-111.247576
7.	38.276354	-111.249369
8.	38.272920	-111.247524
9.	38.267854	-111.245623
10.	38.264733	-111.243029
11.	38.260663	-111.239170
12.	38.258176	-111.235448
13.	38.254023	-111.231803
14.	38.250715	-111.230537
15.	38.245783	-111.227510
16.	38.243113	-111.226611
17.	38.238455	-111.223724

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Datum	Latitude	Longitude
18.	38.235273	-111.223760
19.	38.230088	-111.222791
20.	38.226794	-111.221242
21.	38.221909	-111.218537
22.	38.217170	-111.213393
23.	38.214839	-111.211929
24.	38.211458	-111.205455
25.	38.209432	-111.203553
26.	38.208563	-111.197339
27.	38.207960	-111.194723
28.	38.212030	-111.188210
29.	38.211130	-111.186714
30.	38.208642	-111.183506
31.	38.207298	-111.183263
32.	38.208011	-111.175363
33.	38.207798	-111.175038
34.	38.209766	-111.168085
35.	38.209440	-111.166660
36.	38.212519	-111.157693
37.	38.212982	-111.156644
38.	38.217499	-111.151213
39.	38.217371	-111.150265
40.	38.221307	-111.143074
41.	38.221188	-111.141931
42.	38.223030	-111.138212

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

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- | | | |
|----------|----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting: | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary of Scenic Drive and Capitol Gorge Historic District begins at the southwest corner of the intersection of Utah SR-24 and continues down the west side of Scenic Drive in a generally eastern and southern direction. The boundary is only approximately 20 ft from the western side of the road and excludes parking areas and roads associated with the Visitor Center, Mission 66 housing area, the Fruita Campground, historic features encompassed by the Fruita Rural Historic District, and Park service roads.

Continuing to the end of Scenic Drive, the boundary widens to include the Y-shaped intersection with Pleasant Creek Road before turning to the northeast and following the southern boundary of Capitol Gorge Road. The boundary also widens to encompass the Mission 66 era Capitol Gorge Picnic Shelter and its associated parking area and small-scale features. Approximately 0.5 mi east of the Capitol Gorge Road and Pleasant Creek Road intersection, the boundary alternately widens and narrows to encompass the area within the gorge between the northern and southern cliff faces. This boundary, between the cliffs, continues along Capitol Gorge Road and Capitol Gorge Trail for approximately 3.85 mi. Near the end of Capitol Gorge Trail, the boundary widens for the last 0.25 mi to 100 ft to the north and south of the hiking trail. The eastern/southern boundary of the cultural landscape is defined by the Park's eastern boundary, which is delineated with a fence separating it from privately owned property to the east. From the fence, the boundary returns through the gorge to the west, following the northern cliff face as defined above.

About 0.5 mi west of Capitol Gorge Road, the boundary is 20 ft north of the current road alignment's northern edge. It continues to follow the northern side of Capitol Gorge Road to the west and north. The boundary continues to the southeast corner of the intersection of Capitol Gorge Road and Utah SR-24, where it crosses the southern boundary of Utah SR-24 and returns to the starting point.

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Boundary Justification (Explain why the boundaries were selected.)

The Scenic Drive and Capitol Gorge Historic District boundary was selected to encompass the built features associated with the historic Blue Dugway within CARE, composed of Scenic Drive, Capitol Gorge Road, and Capitol Gorge Trail, including the road alignment, formal pullouts, parking areas, culverts, a bridge, curbs, signs and wayside exhibits, two picnic shelters, and two vault toilets. Only features directly associated with Scenic Drive and Capitol Gorge are included in the boundary, such as the culverts and retaining walls. Many additional linear features, including West Headquarters Drive, Fruita Lane, Fruita Service Road, Cohab Canyon Trailhead, Fruita Campground Road, Boneyard Road, Woodpile Service Road, Grand Wash Road, Pleasant Creek Road, and hiking trails continue outside of the road boundary. No data was taken beyond the boundary for this report due to the limits of the survey area.

The boundaries along Capitol Gorge Road and Trail were selected to encompass the current road and hiking trail in addition to historic alignments utilized for hundreds of years. Because the current and historic transportation route is within a gorge and is subject to repeated washouts and natural changes due to rainfall, flooding, and rockslides, the alignment has changed many times in the past as humans adjusted their transportation routes to the environment.

11. Form Prepared By

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e-mail kremensnyder@chg-inc.com
telephone: 517.262.9484
date: December 23, 2024

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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.

Sketch map for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered, and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Scenic Drive and Capitol Gorge Historic District

City or Vicinity: Torrey (vicinity)

County: Wayne

State: Utah

Photographer: Katie Remensnyder

Date Photographed: May 1–12, 2023

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 26. At its northern end, Scenic Drive passes through the Fruita Rural Historic District, where it is a two-lane, asphalt-paved road with a painted centerline. View to the north-northwest.

2 of 26. South of the Merin Smith Implement Shed, the road widens slightly and includes an asphalt-paved shoulder and a concrete curb. View to the northwest.

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3 of 26. Past Fruita and a roadside fee station, Scenic Drive narrows and has no painted centerline. It continues to wind south along the western side of the Waterpocket Fold. View to the south.

4 of 26. Capitol Gorge Road is a narrow, unpaved, graded road that travels through the narrow Capitol Gorge, with cliffs rising hundreds of feet above the road. View to the southeast.

5 of 26. Capitol Gorge Trail follows the alignment of the former Blue Dugway and Utah SR-24 to the Park's eastern boundary. View to the east.

6 of 26. Pioneer Register, individually listed in the NRHP, contains the signatures of early prospectors, Latter-day Saints settlers, and tourists to the region. View to the north.

7 of 26. The CCC-constructed culvert at milepost 2.26 has a double box culvert with sandstone inlet and outlet basins. The culverts feature large, coursed, squared sandstone blocks. View to the east-southeast.

8 of 26. Some culverts appear to have been originally built during the WPA era but rebuilt during the Mission 66 era, such as this one at milepost 3.30. Its headwall's lower courses are large, squared sandstone blocks characteristic of the CCC and WPA work, whereas the upper courses are smaller and more roughly squared, indicative of Mission 66 construction. View to the east.

9 of 26. Culverts built during the Mission 66 era feature headwalls with roughly squared and coursed sandstone blocks, all of which are smaller than the blocks used by the CCC/WPA. View to the east of the culvert at milepost 6.75.

10 of 26. Three low-water crossings along Scenic Drive were likely built by the CCC or WPA. These crossings are constructed of large, squared sandstone blocks similar to those used for the box culverts and culvert headwalls. View to the southwest of the low-water crossing at milepost 3.33.

11 of 26. Four sandstone retaining walls that line Scenic Drive were built in 2010-2011 as part of the rock embankment project. View to the northeast of the retaining wall at milepost 5.69.

12 of 26. The Park Service Modern-style Upper Interpretive Shelter stands near the entrance to Capitol Gorge and was built in 1963. View to the northeast.

13 of 26. Two mi into Capitol Gorge, the Park Service Modern-style Lower Interpretive Shelter provides access to the Capitol Gorge Trail. View to the east-southeast.

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14 of 26. Nine sandstone signs stand alongside Scenic Drive and were installed during the Mission 66 era, such as this one indicating the Ephraim Hanks Tower geological feature near the Upper Interpretive Shelter in Capitol Gorge. View to the south.

15 of 26. The Mission 66 era parking area associated with the Upper Interpretive Shelter has lost integrity of materials and workmanship as a result of paving in 2010 but retains integrity of location, setting, design, feeling, and association. View to the northeast.

16 of 26. The Mission 66 era parking area associated with the Lower Interpretive Shelter retains integrity of location, setting, materials, feeling, and association. View to the east.

17 of 26. Thirteen low-water crossings were constructed on Scenic Drive after the period of significance and are non-contributing to the district, such as this one near milepost 4.26. View to the northeast.

18 of 26. After the period of significance, culverts with poured concrete headwalls were constructed along Scenic Drive. View to the northeast of the culvert near milepost 6.90.

19 of 26. This culvert near milepost 1.90 was likely built by the CCC, indicated by the large sandstone blocks used for the headwall, but its condition has deteriorated to the point that it no longer retains historic integrity. View to the east.

20 of 26. The Fremont River Bridge carries Scenic Drive over the Fremont River in the former community of Fruita. It was built in 1986 and is non-contributing to the district. View to the southeast.

21 of 26. Ditches line many sections of Scenic Drive to carry water toward the washes. However, because they have been excavated repeatedly over decades, it is not known which may be historic. View to the north.

22 of 26. Non-historic road signs stand along Scenic Drive and are compatible with the district. View to the south.

23 of 26. One vault toilet stands at each interpretive shelter in Capitol Gorge. This one is at the southern end of the Upper Interpretive Shelter's parking area. View to the east.

24 of 26. Paved parking pullouts are scattered along Scenic Drive. Although some date to the period of significance, they have lost much of their historic integrity. View to the south of the pullout at milepost 7.10.

25 of 26. Many visitor-created parking pullouts that provide room for one or two cars to park are found along Scenic Drive. View to the north.

26 of 26. Non-historic post and rail fences line the sides of Scenic Drive through Fruita. View to the southeast.

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Paperwork Reduction Act Statement: This information is being collected for nominations 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.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
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Tier 4 – 280 hours

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Table of all surveyed built resources in the Scenic Drive and Capitol Gorge Road Historic District.

Table of Built Resources along Scenic Drive and Capitol Gorge

Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Culvert	18" Corrugated Metal Pipe (CMP) with metal grate inlet; concrete headwall on outlet	0.1	2006	Non-contributing; incompatible
Culvert	CMP; no headwalls	0.3	1999	Non-contributing; compatible
Culvert	CMP; concrete headwalls	0.4	Unknown	Non-contributing; incompatible
Culvert	CMP outlet only; no headwalls	0.47	Unknown	Non-contributing; compatible
Culvert	11' x 7' arch CMP; concrete headwalls	0.56	Unknown	Non-contributing; incompatible
Culvert	18" CMP; no headwalls	0.58	Unknown	Non-contributing; compatible
Culvert	24" CMP; no headwalls	0.75	Unknown	Non-contributing; compatible
Culvert	24" CMP; no headwalls; end section replaced in 2010	0.84	Unknown	Non-contributing; compatible
Culvert	18" CMP outlet only; no headwall	0.87	Unknown)	Non-contributing; compatible
Curb and paved shoulder	Concrete; extends from Merin Smith Implement Shed to Fremont River Bridge	0.9–1.05	2010–2011	Non-contributing; compatible
Retaining wall	Concrete retaining blocks that mimic stone	0.95	Unknown	Non-contributing; compatible
Bridge	Fremont River Bridge	1.1	1986	Non-contributing; compatible
Pullout	Scenic Drive fee station pullout	1.62	2002	Non-contributing; compatible
Culvert	36" x 24" elliptical CMP; linear four course stone inlet headwall, rebuilt in 2010; outlet pipe not visible, four course stone outlet headwall; Mission 66 materials and construction	1.652	ca. 1966/2010 (rebuilt)	Contributing

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Intersection	Route 0405 (Boneyard and Lagoon Access Road)	1.659	Unknown	Non-contributing; compatible
Culvert	18" CMP; no headwalls	1.666	1997	Non-contributing; compatible
Culvert	36" × 24" elliptical CMP; concrete headwalls; pavement patched above pipe, indicating post 2011 repair or installation	1.748	ca. 2011	Non-contributing; incompatible
Culvert	30" × 18" elliptical CMP; concave four course stone inlet headwall; linear seven course stone outlet headwall; large, squared blocks for headwall indicate CCC/WPA construction; patched and repaired mortar; original CCC/WPA portion at bottom, with later repairs on top of CMP; in Danish Hill section of road known to have been built by CCC/WPA	1.816	ca. 1941	Contributing
Culvert	36" × 18" elliptical CMP; linear four course stone inlet headwall; irregular course stone outlet headwall; possible CCC/WPA origin; non-contributing because of extensive loss of integrity and very poor condition; in Danish Hill section of road known to have been built by CCC/WPA	1.901	ca. 1941	Non-contributing; compatible

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Culvert	48" × 33" elliptical CMP; possible CCC/WPA origin; non-contributing because of extensive loss of integrity and very poor condition: CMP replacement with loss of stonework on inlet, concrete headwall on outlet with no indication of original materials; remaining stonework on inlet may be original materials but appears to have been poorly reconstructed; in Danish Hill section of road known to have been built by CCC/WPA	1.952	ca. 1941	Non-contributing; compatible
Intersection	Route 400 (Burn Pile Road) to west; first 20 feet or so are paved, remainder is dirt	2.017	Unknown	Non-contributing; compatible
Culvert	36" CMP; linear six course stone inlet headwall; linear five course stone outlet headwall; large, squared block headwalls indicate CCC/WPA construction; older CMP; mortar repairs non-CCC; in Danish Hill section of road known to have been built by CCC/WPA	2.065	ca. 1941	Contributing

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Culvert	24" × 18" CMP; linear four course stone inlet headwall; linear seven course stone outlet headwall, riprap placed at outlet in 2010; large, squared block headwalls indicate CCC/WPA construction; mortar repairs non-CCC; in Danish Hill section of road known to have been built by CCC/WPA	2.184	ca. 1941	Contributing
Sandstone retaining wall	Large, square, coursed sandstone block retaining wall with raked joints. Wall is pitched towards the roadway and filled with backfill. Wall is supported by rebar and set on a concrete foundation below grade. Constructed in 2010 as part of the rock embankment protection plan.	2.185–2.235	2010–2011	Non-contributing; compatible
Culvert	Stone double box culvert with stone drainage basin; known CCC/WPA construction, see Drawing CARE 158 5302; retains historic integrity, but mortar in some areas is later repair/replacement	2.26	ca. 1941	Contributing
Culvert	Outlet only, stone construction, has fully collapsed	2.3	Unknown	Non-contributing; compatible
Check dam	Concrete, on west side of road	2.32	1997	Non-contributing; incompatible
Check dam	Concrete, on west side of road	2.33	1997	Non-contributing; incompatible
Check dam	Concrete, on west side of road	2.34	1997	Non-contributing; incompatible

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Possible ditch	Heavily eroded, on east side of road, likely with some rock improvements; no remaining integrity if historic	2.39	Unknown	Non-contributing; compatible
Pullout	Danish Hill pullout, west side of road, lined with stone and mortar low curb; loss of integrity of materials and workmanship due to paving in 2010-2011	2.45–2.48	ca. 1964 (Drawing 158-2102D); 2010	Non-contributing; compatible
Culvert	36" × 34" elliptical CMP; concave four course stone inlet headwall; linear five course stone outlet headwall with stone apron, rebuilt in 2010; large, square, coursed sandstone blocks indicate CCC/WPA construction	2.558	ca. 1941/2010	Contributing
Culvert	Abandoned box culvert with stepped stone wingwalls, outlet only; large, squared blocks indicate CCC construction	2.648	ca. 1941	Contributing
Culvert	36" × 24" elliptical CMP; concave five course stone inlet headwall, low wingwall on west side; linear five course stone outlet headwall; large squared blocks on inlet side indicate possible CCC; mortar and newer CMP on outlet side may indicate Mission 66 or later reconstruction	2.679	ca. 1941/ca. 1966	Contributing
Culvert	36" × 20" elliptical CMP; rectangular concrete headwalls added in 2010	2.834	1999/2010	Non-contributing; incompatible

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Culvert	24" CMP; Concrete headwalls and outlet side riprap added in 2010	2.899	1999/2010	Non-contributing; incompatible
Low water crossing	Concrete, may have older remnants of structure below; Modern/Historic?	3.027	ca. 1941/1997	Contributing
Sign	"Do Not Park In Bottom Of Washes..." stone	3.038	ca. 1964	Non-contributing
Culvert	Stone 3.5' x 3.5' double box culvert; sloped wingwall on north side of inlet; sloped wingwalls on north and south sides of outlet and sloped drainage apron; large, squared blocks of wingwalls and large sandstone slab over top of culvert indicates CCC construction; later concrete application to apron	3.143	ca. 1941	Contributing
Culvert	3' x 2.5' stone box culvert with stepped wingwalls; large sandstone slab at base of headwall with four courses of stone above; large, squared blocks indicate CCC/WPA construction	3.302	ca. 1941/1997 (regouted)	Contributing
Low water crossing	Stone retaining wall (east side); large, squared blocks indicate possible CCC construction; loss of integrity of materials and workmanship due to paving in 2010-2011	3.334	ca. 1941	Contributing
Culvert	36" x 24" stone box culvert; stepped stone wingwalls; Large, squared blocks indicate possible CCC construction	3.376	ca. 1941	Contributing

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Sign	"Grand Wash Do Not Enter If Storm Threatening" stone sign and stone wall	3.387	ca. 1966	Contributing
Low water crossing	Concrete with stone wall on northeast side; large, squared blocks indicate possible CCC; loss of integrity of materials and workmanship due to paving in 2010-2011.	3.418	ca. 1941/1997 (extended)	Contributing
Intersection	Route 0102 (Grand Wash Road) on northeast side, paved; intersection reconfigured in 2011	3.437	2011	Non-contributing; compatible
Rock alignment	Roughly constructed, single course, both sides of road at metal storm gate; unknown origins; appears very similar to other rock alignments built by NPS to restrict traffic	3.467	Unknown	Non-contributing; compatible
Pullout	Small gravel pullout and stone sign and rock wall "Grand Wash Do Not Enter If Storm Threatening" on east side of road; non-historic	3.49	2010	Non-contributing; compatible
Low water crossing	Concrete and stone; no indication of historic materials; riprap also likely recent installation	3.671	1983	Non-contributing; compatible
Culvert	18" CMP; concrete headwalls added in 2010	3.754	1997/2010	Non-contributing; incompatible
Culvert	18" CMP; concrete headwalls added in 2010, short rock retaining wall on east side of road that also appears non-historic	3.853	1999/2010	Non-contributing; incompatible
Culvert	30" x 18" elliptical CMP; linear six course stone headwalls	3.94	ca. 1966	Contributing

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Culvert	30" CMP; concrete headwalls added and portion of CMP replaced in 2010	3.95	ca. 1999/2010	Non-contributing; incompatible
Culvert	24" CMP; concrete headwalls added in 2010	4.01	ca. 1999/2010	Non-contributing; incompatible
Pullout	Paved, west side of road with low mortared stone curb; non-historic	4.05	2010	Non-contributing; compatible
Sandstone retaining wall	Large, square, coursed sandstone block retaining wall with raked joints. Wall is pitched towards the roadway and filled with backfill. Wall is supported by rebar and set on a concrete foundation below grade. Constructed in 2010 as part of the rock embankment protection plan.	4.1–4.150	2010–2011	Non-contributing; compatible
Culvert	36" × 24" × 30' triple CMP; concrete headwalls and riprap installed in 2010, replaced existing 36" × 24" elliptical double CMP	4.166	ca. 1999/2010	Non-contributing; incompatible
Low water crossing	Concrete; no indication of historic materials; riprap also likely recent installation	4.264	1983, extended 1997, 1998	Non-contributing; compatible
Low water crossing	Concrete; Modern	4.387	1983, extended 1997	Non-contributing; compatible
Low water crossing	Concrete; Modern	4.476	1983	Non-contributing; compatible
Low water crossing	Concrete; Modern	4.539	1983	Non-contributing; compatible
Low water crossing	Concrete; Modern	4.597	1983	Non-contributing; compatible

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Culvert	30" × 18" elliptical CMP; concave six course stone inlet headwall indicating Mission 66 construction through materials and workmanship (smaller sandstone blocks, rougher mortar); outlet headwall uses blocks similar in size, material to CCC; possible original CCC/WPA constructed culvert and inlet headwall was rebuilt during Mission 66 period	4.6678	ca. 1941/ca. 1966	Contributing
Low water crossing	Concrete; Modern	4.776	1983	Non-contributing; compatible
Pullout	Paved, low stone and mortar curb on east side of road; non-historic	4.85	2010	Non-contributing; compatible
Culvert	28" × 20" elliptical CMP; concave eight course stone headwall; linear eight course stone outlet headwall; Mission 66 construction indicated by materials and workmanship	4.912	1966	Contributing
Culvert	52" × 24" elliptical CMP; linear thirteen course stone inlet headwall; linear sixteen course stone outlet headwall; Mission 66 construction indicated by materials and workmanship; riprap placed on outlet side in 2010	5.038	1966	Contributing
Pullout	Paved, low stone and mortar curb on east side of road; non-historic	5.12	2010	Non-contributing; compatible

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Rock alignment	East side of road, 8-10 stones, likely blocking old pullout or informal parking; typical of rock alignment used by NPS in modern times to restrict traffic	5.16	Unknown	Non-contributing; compatible
Culvert	28" × 18" elliptical CMP; linear seven course stone headwalls (larger on east side of road); Mission 66 construction materials and workmanship	5.265	ca. 1966	Contributing
Culvert	14' × 10' arch CMP; linear twenty-two course stone headwalls; retaining wall on west side; road alignment changed sometime between 1966 and 1976 and culvert was built when alignment rerouted to extant alignment. Polyurethane resin injection system applied to downstream headwall in 2010	5.312	ca. 1970	Non-contributing; compatible
Culvert	Double 30" × 28" arch CMP; linear ten course stone headwalls; Mission 66 construction materials and workmanship (smaller sandstone blocks, rougher mortar); portions of headwalls use blocks similar in size, material to CCC; possible original CCC/WPA that was rebuilt Mission 66	5.314	ca. 1941/ca. 1966	Contributing
Culvert	24" CMP; concrete headwalls added in 2010	5.362	ca. 1999/2010	Non-contributing; incompatible

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Culvert	30" × 20" elliptical CMP; linear five course stone inlet headwalls; Mission 66 construction materials and workmanship	5.435	1966	Contributing
Culvert	48" × 36" CMP; concrete headwalls	5.482	ca. 1999	Non-contributing; incompatible
Ditch	Possible stone-lined drainage on west side of road, does not appear to have historic materials or workmanship	5.5–5.540	Unknown	Non-contributing; compatible
Culvert	30" × 18" CMP; linear five course stone inlet headwall; linear seven course stone outlet headwall with large stones used in top course; Mission 66 construction materials and workmanship	5.555	1966	Contributing
Culvert	30" × 18" elliptical CMP; linear eight course stone headwall on outlet, no culvert inlet or inlet-side headwall; Mission 66 construction materials and workmanship; headwall rebuilt in 2010	5.612	1966/2010	Contributing
Sandstone retaining wall	Large, square, coursed sandstone block retaining wall with raked joints. Wall is pitched towards the roadway and filled with backfill. Wall is supported by rebar and set on a concrete foundation below grade. Constructed in 2010 as part of the rock embankment protection plan.	5.62	2010–2011	Non-contributing; compatible

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Culvert	42" CMP; concrete headwalls, outlet headwall has 10' concrete extension, culvert and headwalls constructed in 2010 and replaced earlier structure	5.66	2010	Non-contributing; incompatible
Sandstone retaining wall	Large, square, coursed sandstone block retaining wall with raked joints. Wall is pitched towards the roadway and filled with backfill. Wall is supported by rebar and set on a concrete foundation below grade. Constructed in 2010 as part of the rock embankment protection plan.	5.69	2010	Non-contributing; compatible
Sandstone retaining wall	Retaining wall on west side of road; Mission 66 construction materials and workmanship. Northern part of retaining wall appears to have been constructed/rebuilt as part of 2010-2011 rock embankment project.	5.71	1966/2010	Non-contributing; compatible
Culvert	36" x 24" elliptical CMP; concave five course stone headwall on inlet with partial retaining wall on south side; linear seven course stone headwall with stone apron on outlet; Mission 66 construction materials and workmanship	5.773	1966	Contributing

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Culvert	30" × 18" elliptical CMP on outlet, scooped flared metal inlet pipe; linear two course stone inlet headwall; linear five course stone outlet headwall with stone apron; Mission 66 construction materials and workmanship	5.819	1966	Contributing
Pullout	Gravel parking with partial stone liner on west side	5.84	Unknown	Non-contributing
Pullout	Route 0924 (Slick Rock Divide Parking), paved with stone and mortar curb on west side of road; loss of integrity of materials and workmanship due to paving in 2010-2011	5.89	Appears on 1964 plan (158-2102D)	Non-contributing; compatible
Culvert	30" × 18" elliptical CMP infilled with plastic 20" pipe; concave four course stone inlet headwall; linear six course stone outlet headwall; Mission 66 construction materials and workmanship; post-2011 alterations: roadcut through pavement and installation of plastic culvert through original CMP culvert, with gap between two culverts filled with concrete; appears to still retain integrity of location, setting, materials, workmanship, feeling, association despite changes - no historic materials affected except concrete around original CMP	5.929	1966	Contributing
Pullout	Abandoned, west side of road	5.97	Unknown	Non-contributing; compatible

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Culvert	30" × 18" elliptical CMP; linear six course stone inlet headwall; linear square ten course outlet stone headwall with stone apron; Mission 66 construction materials and workmanship	6.12	1966	Contributing
Rock wall	Short retaining wall on west side of road; lower portion may be Mission 66 in materials and workmanship but has lost historic integrity; upper section modern construction, loosely piled rocks	6.138	1966, ca. 2010	Non-contributing; compatible
Culvert	72" CMP; concrete headwalls and apron added in 2010; remnants of older stone headwalls adjacent to outlet but lack historic integrity	6.15	2010	Non-contributing; incompatible
Culvert	30" × 18" elliptical CMP; linear six course stone headwalls; riprap at outlet placed in 2010; Mission 66 construction materials and workmanship (smaller sandstone blocks, rougher mortar); portions of headwalls use blocks similar in size, material to CCC; possible original CCC/WPA that was rebuilt Mission 66	6.19	ca. 1941/1966	Contributing

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Culvert	36" × 24" elliptical CMP; linear eight course stone inlet headwall; linear ten course stone outlet headwall and retaining wall on west side of road; Mission 66 construction materials and workmanship (smaller sandstone blocks, rougher mortar); portions of headwalls use blocks similar in size, material to CCC; possible original CCC/WPA that was rebuilt Mission 66	6.209	ca. 1941/1966	Contributing
Low water crossing	Concrete, no historic materials extant	6.318	1997	Non-contributing; compatible
Culvert	30" × 18" elliptical CMP; concave six course stone inlet headwall; linear six course stone outlet headwall; riprap placed on outlet side in 2010; Mission 66 construction materials and workmanship	6.347	1966	Contributing
Culvert	28" × 20" elliptical CMP; linear five course stone inlet headwalls, south stone wingwall; linear twelve course stone outlet headwall, riprap placed at outlet in 2010; Mission 66 construction materials and workmanship	6.418	1966	Contributing

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Culvert	30" × 18" elliptical CMP; concave four course stone inlet headwall; linear twelve course stone outlet headwall rebuilt in 2010 and riprap and concrete apron added; Mission 66 construction materials and workmanship; still retains historic integrity	6.46	1966/2010	Contributing
Culvert	36" × 24" elliptical CMP; concrete inlet headwall constructed in 2010; linear six course stone outlet headwall with two-tiered retaining wall downstream of outlet; Mission 66 construction materials and workmanship on outlet; concrete inlet has loss of integrity of design, materials, workmanship, feeling, and association due to 2010 replacement	6.525	1966/2010	Non-contributing; incompatible
Pullout	Route 0925 (Old Wagon Trail Parking), paved with stone and mortar curb on west side of road; loss of integrity of materials and workmanship due to paving in 2010-2011; rock retaining wall also appears Mission 66	6.54	Appears on 1964 plan (158-2102D)	Non-contributing; compatible

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Culvert	30" × 18" elliptical CMP; Linear five course stone inlet headwall; six course stone outlet headwall with north and south wingwalls and stepped stone apron, riprap placed at outlet in 2010; Mission 66 construction materials and workmanship (smaller sandstone blocks, rougher mortar); partially collapsed; outlet uses blocks similar in size, material to CCC; possible original CCC/WPA that was rebuilt Mission 66	6.579	ca. 1941/ca. 1966	Contributing
Culvert	Stone box culvert at inlet; 36" × 24" elliptical CMP at outlet with irregular course stone headwall; Mission 66 construction materials and workmanship (smaller sandstone blocks, rougher mortar); partially collapsed; inlet is box culvert similar to CCC/WPA construction	6.631	CCC/WPA and ca. 1966	Contributing
Culvert	24" CMP; concrete headwalls and apron built in 2010	6.696	1999/2010	Non-contributing; incompatible
Culvert	30" × 18" elliptical CMP; linear four course stone inlet headwall, wingwall on west side; linear three course stone outlet headwall with packed earth on top; Mission 66 construction materials and workmanship	6.729	1966	Contributing

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Culvert	30" × 18" elliptical CMP; linear five course stone inlet headwall; linear seven course stone outlet headwall with stone apron; Mission 66 construction materials and workmanship	6.753	1966	Contributing
Culvert	24" CMP; linear stone inlet headwall obscured by overgrowth; outlet obscured by silt but stonework is mortared to boulder; Mission 66 construction materials and workmanship	6.788	1966	Contributing
Culvert	30" × 18" elliptical CMP; concave four course stone inlet headwalls; linear seven course stone outlet headwall, riprap placed in 2010; Mission 66 construction materials and workmanship	6.831	1966	Contributing
Pullout	Paved, stone and mortar curb on west side of road	6.89	2010	Non-contributing; compatible
Culvert	30" CMP; concrete headwalls built in 2010	6.898	1999/2010	Non-contributing; incompatible
Low water crossing	Concrete, non-historic	7.027	1997	Non-contributing; compatible
Pullout	Paved, with stone and mortar curb on east side of road; loss of integrity of materials and workmanship due to paving in 2010-2011.	7.1	Appears on 1964 plan (158-2102D)	Non-contributing; compatible
Culvert	28" × 18" CMP; concave three course stone inlet headwall; linear seven course stone outlet headwall rebuilt in 2010; Mission 66 construction materials and workmanship; still retains historic integrity	7.126	1966/2010	Contributing

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Roadcut	Prominent earthen cut on east side of road.	7.155	Unknown	Contributing
Low water crossing	Concrete headwalls, non-historic	7.225	2010–2011	Non-contributing; compatible
Culvert	30" × 18" elliptical CMP; concave four course inlet stone headwall; linear six course stone outlet headwall, riprap added in 2010; Mission 66 construction materials and workmanship.	7.328	1966	Contributing
Low water crossing	Concrete slab placed on top of older mortared stone and dry laid stone, some older riprap on outlet (east) side of road, two modern concrete weirs on northeast corner. Age of mortared stone unknown, significant loss of integrity of design, workmanship, materials, feeling, association.	7.438	1997	Non-contributing; compatible
Curb	Concrete along high bedrock cut on west side of road; modern	7.579	2010–2011	Non-contributing; compatible
Culvert	30" × 18" elliptical CMP; concave six course stone inlet headwall; linear ten course stone outlet headwall, riprap added in 2010; Mission 66 construction materials and workmanship.	7.597	1966	Contributing

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Culvert	30" × 18" elliptical CMP; linear six course stone inlet headwall; concrete outlet headwall and riprap added in 2010; Mission 66 construction materials and workmanship on inlet headwall; outlet is non-historic concrete; loss of integrity of design, materials, workmanship, feeling, and association due to concrete headwall replacement.	7.635	1966/2010	Non-contributing; incompatible
Low water crossing	Concrete, large, curving; Modern	7.767	2010–2011	Non-contributing; compatible
Rock wall	Gabion basket retaining wall on east side; Modern	7.77	1997	Non-contributing; incompatible
Culvert	30" × 18" elliptical CMP; concave four course stone inlet headwall; linear five course outlet headwall; Mission 66 construction materials and workmanship	7.837	1966	Contributing
Intersection	"Capitol Gorge/Pleasant Creek" with low stone wall first 20 feet paved, with vegetated island on southeast side of road, island has stone sign. Island and sign are contributing.	7.914–7.943	1962	Contributing
Pullout	Capitol Gorge parking lot with vegetated island on east side of road, stone walls on either side of access to graveled road. Vault toilet, traffic signs, wayside exhibits are non-contributing; parking lot, island, landscaping, interpretive shelter are contributing.	7.9	1963	Contributing

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Resource Type/Name	Description	Miles From Junction with SR 24 (Route 11)	Construction date	Classification
Low water crossing	Concrete	10.15	2010–2011	Non-contributing; compatible
Concrete wall	Approximately 3-feet tall, 90-degree angle, northeast side of low water crossing. Built at same time as parking area.	10.16	1963	Contributing
Pullout	Capitol Gorge gravel parking lot at end of road. Vault toilet, traffic signs, wayside exhibits are non-contributing; parking lot, island, landscaping, interpretive shelter are contributing	10.2	1963	Contributing
Site	Pioneer Register, listed in NRHP; encompasses historic signatures on walls of Capitol Gorge	11	1871	Contributing
Dam	Concrete dam across Capitol Wash built by Ohio Oil Company	14	1921	Contributing
Dam	Concrete dam across Capitol Wash built by Ohio Oil Company	14	1921	Contributing

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Figure 1. Photograph of Capitol Gorge Road ca. 1920, on file at the Capitol Reef National Park archives collection.

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No.13 Looking South Capitol Wash Road to Notom Near Fruita

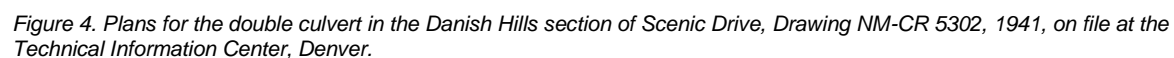
Figure 2. Photograph of Scenic Drive looking south from Fruita in 1938, from Huston, Report on Roads.

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Figure 3. Photograph of Capitol Gorge Road in 1938, from Huston, Report on Roads.



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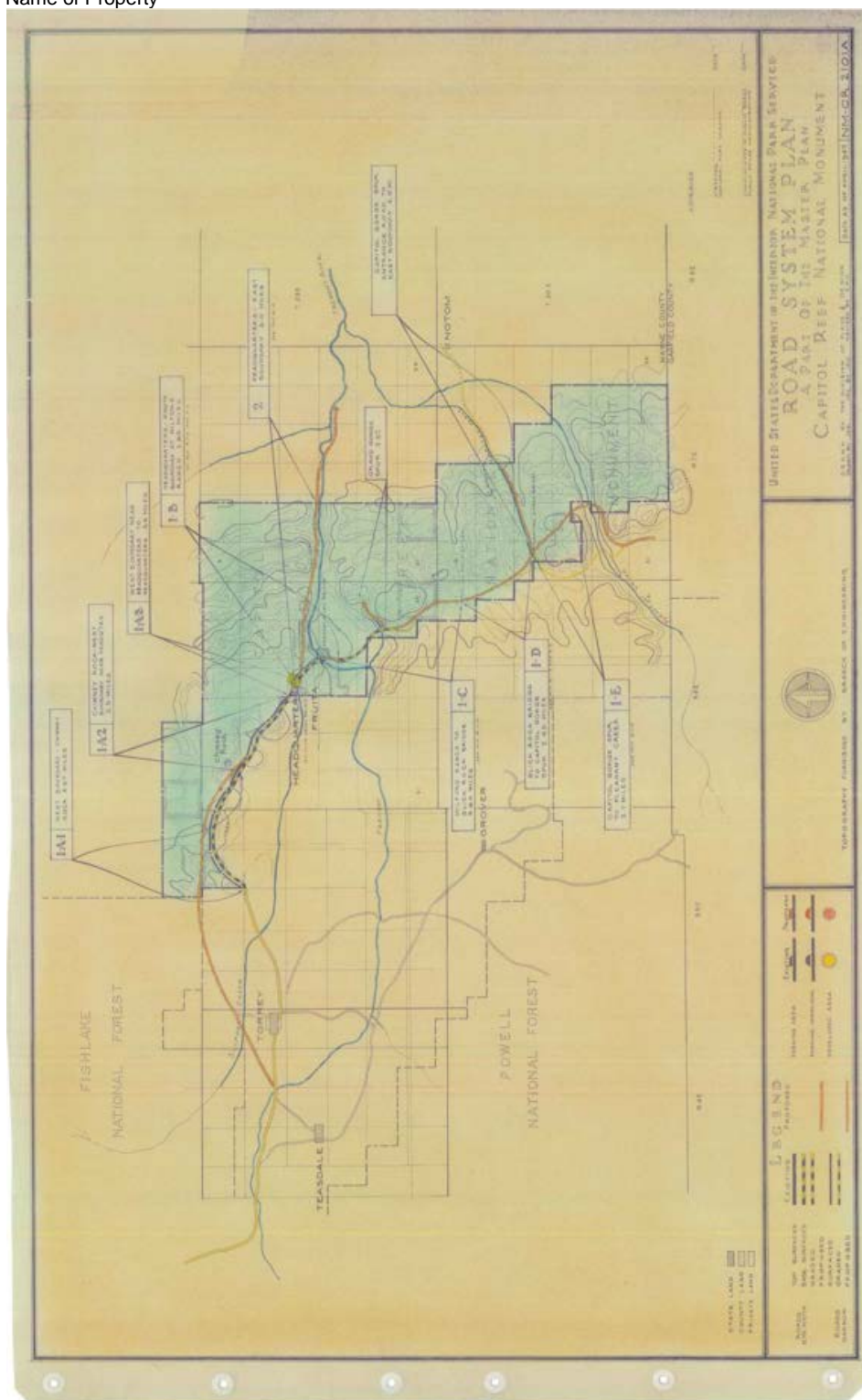


Figure 5. Road system plan for Capitol Reef National Monument, part of the Master Plan, Drawing NM-CR 2101A, April 1945, on file at the Technical Information Center, Denver.

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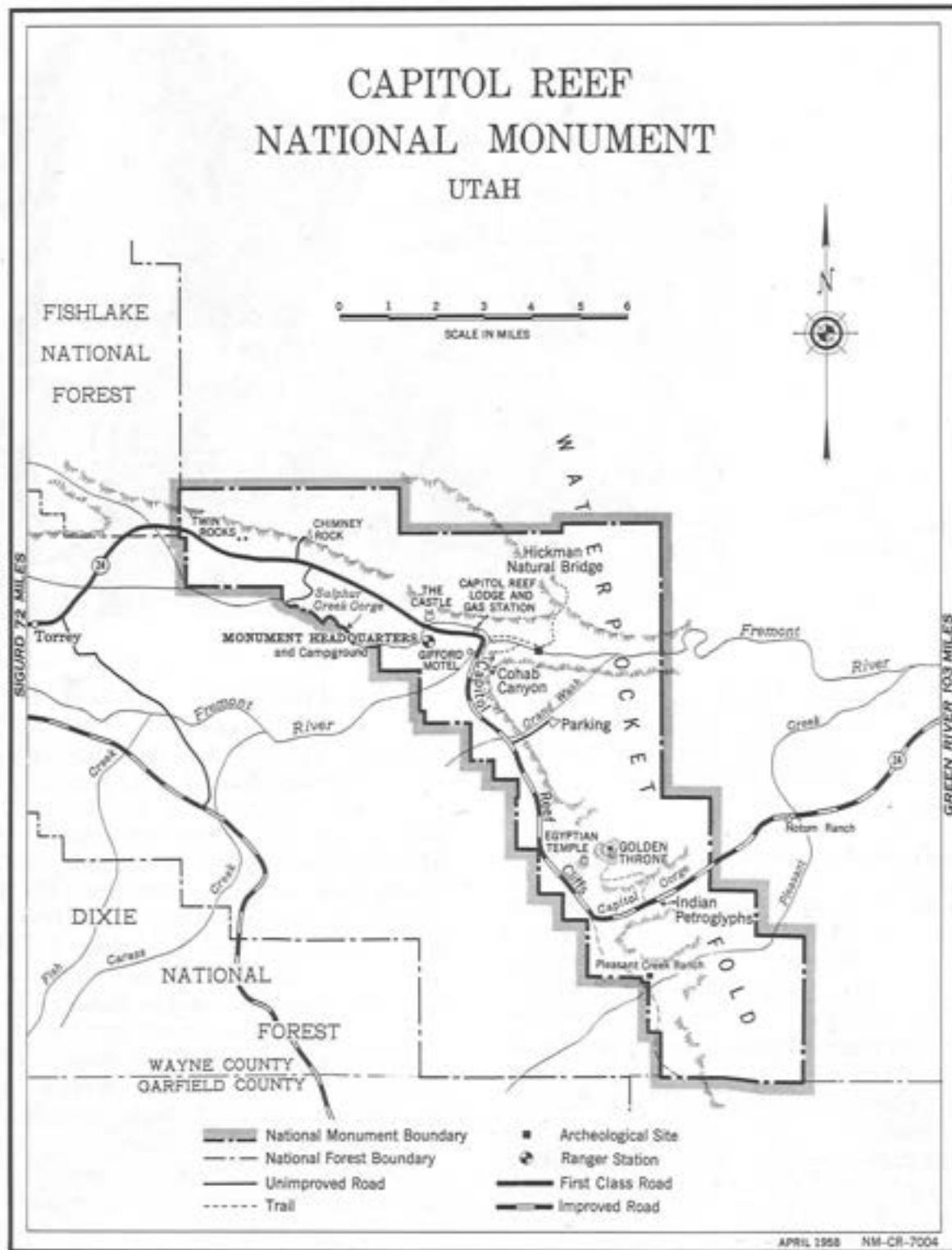


Figure 6. Capitol Reef National Monument map from 1958, showing the alignment of State Highway 24 through Capitol Gorge. Map on file at the Capitol Reef National Park archives collection.

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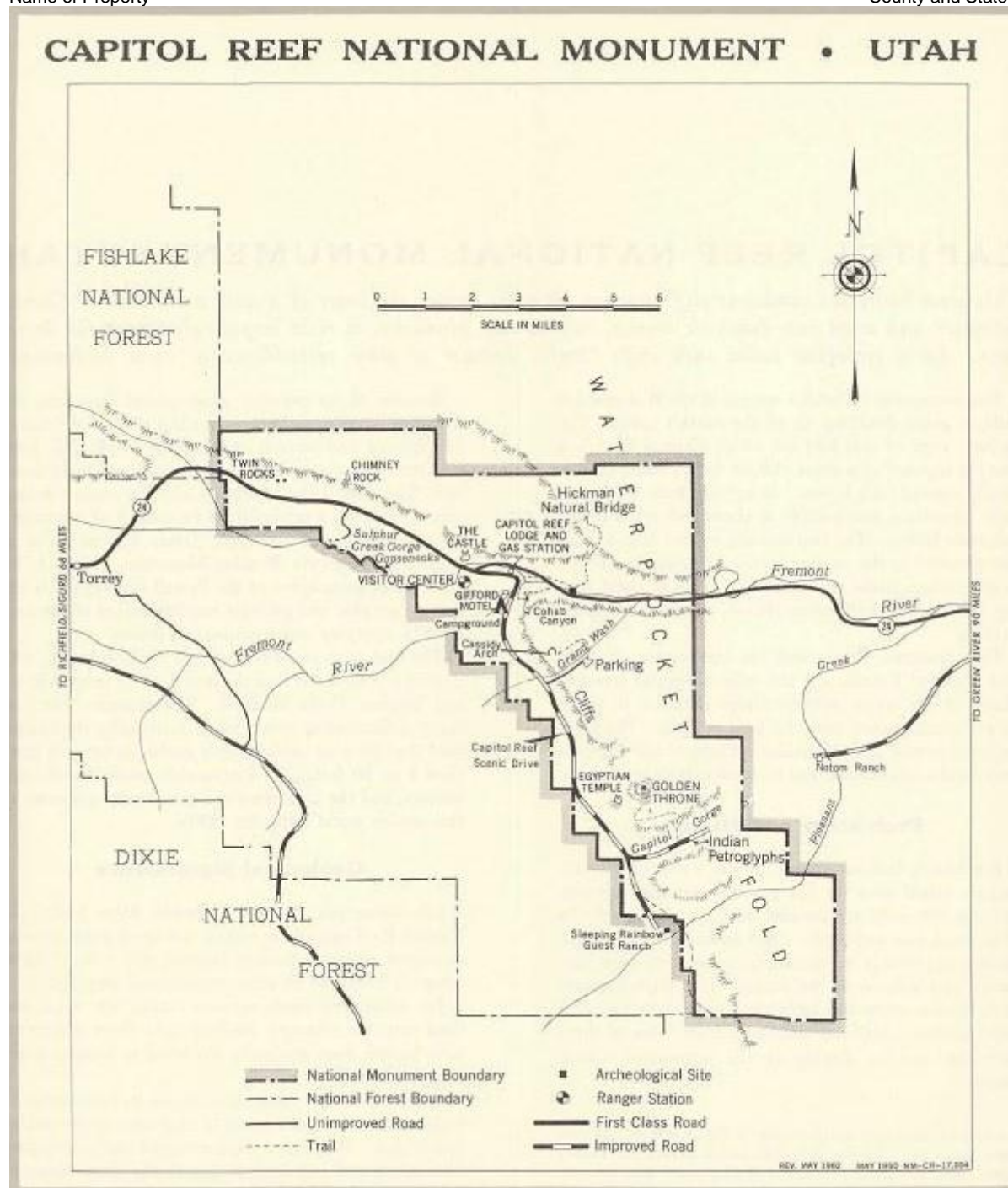


Figure 7. Capitol Reef National Monument map from 1963 depicted the new route of State Highway 24 through Fremont Canyon. The road through Capitol Gorge was closed to through traffic at this time and the eastern end was converted to a hiking trail. Map on file at the Capitol Reef National Park archives collection.

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Figure 8. The Upper Interpretive Shelter as it appeared shortly after completion in 1962. Note the interpretive panels and enclosed kiosk: both features are not extant.

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Figure 9. Original booth/kiosk at the Upper Interpretive Shelter at Capitol Gorge (Drawing 3028A; Image CARE 0475).

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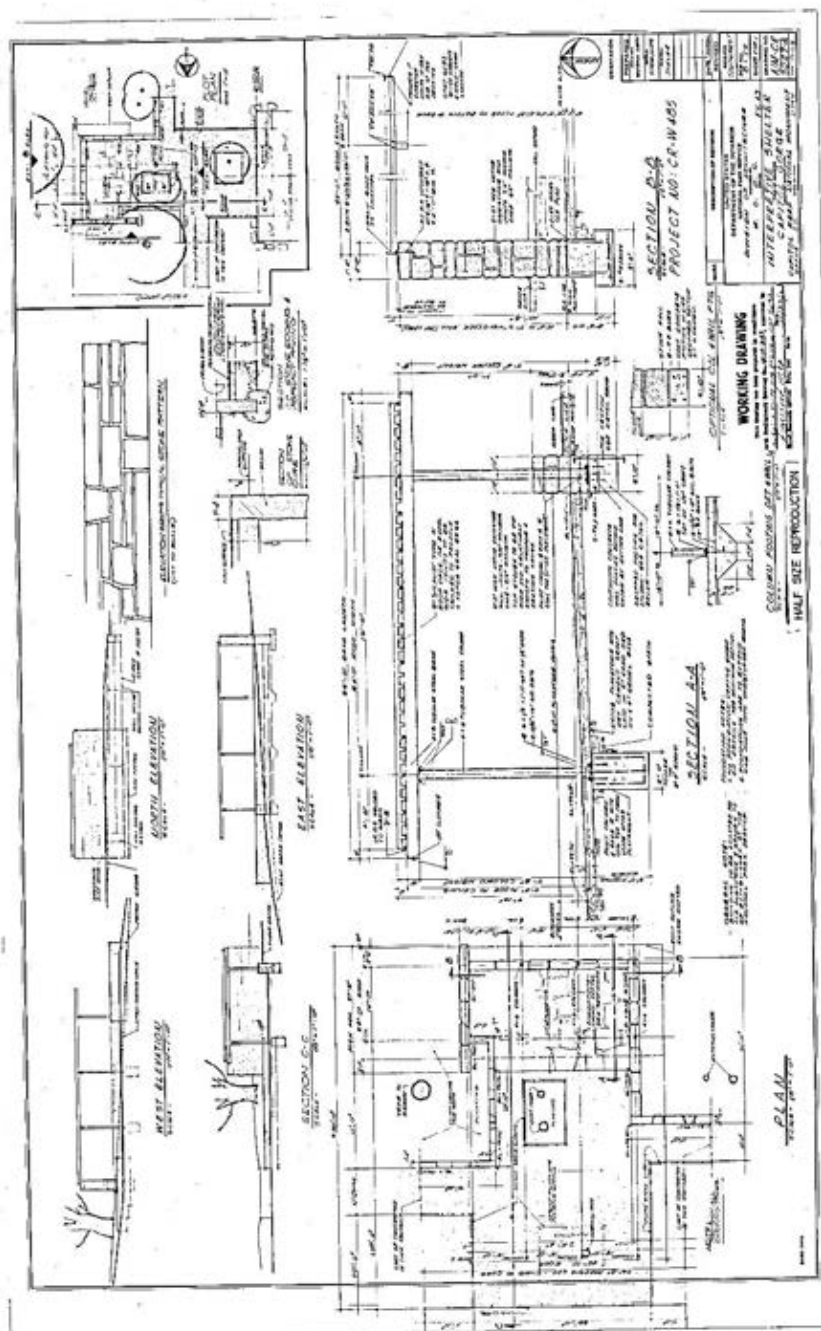


Figure 10. Plans for the Lower Interpretive Shelter in Capitol Gorge, Drawing NM-CR 3027A, 1941, on file at the Technical Information Center, Denver.

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Figure 11. Map of roads and parking areas in 1964, Drawing NM-CR 2102D, June 1964, on file at the Technical Information Center, Denver.

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Photo 001. At its northern end, Scenic Drive passes through the Fruita Rural Historic District, where it is a two-lane, asphalt-paved road with a painted centerline. View to the north-northwest.

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Photo 002. South of the Merin Smith Implement Shed, the road widens slightly and includes an asphalt-paved shoulder and a concrete curb. View to the northwest.

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Photo 003. Past Fruita and a roadside fee station, Scenic Drive narrows and has no painted centerline. It continues to wind south along the western side of the Waterpocket Fold. View to the south.

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Photo 004. Capitol Gorge Road is a narrow, unpaved, graded road that travels through the narrow Capitol Gorge, with cliffs rising hundreds of feet above the road. View to the southeast.

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Photo 005. Capitol Gorge Trail follows the alignment of the former Blue Dugway and Utah SR-24 to the Park's eastern boundary. View to the east.

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Photo 006. Pioneer Register, individually listed in the NRHP, contains the signatures of early prospectors, Latter-day Saints settlers, and tourists to the region. View to the north.

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Photo 007. The CCC-constructed culvert at milepost 2.26 has a double box culvert with sandstone inlet and outlet basins. The culverts feature large, coursed, squared sandstone blocks. View to the east-southeast.

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Photo 008. Some culverts appear to have been originally built during the WPA era but rebuilt during the Mission 66 era, such as this one at milepost 3.30. Its headwall's lower courses are large, squared sandstone blocks characteristic of the CCC and WPA work, whereas the upper courses are smaller and more roughly squared, indicative of Mission 66 construction. View to the east.

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Photo 009. Culverts built during the Mission 66 era feature headwalls with roughly squared and coursed sandstone blocks, all of which are smaller than the blocks used by the CCC/WPA. View to the east of the culvert at milepost 6.75.

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Photo 010. Three low-water crossings along Scenic Drive were likely built by the CCC or WPA. These crossings are constructed of large, squared sandstone blocks similar to those used for the box culverts and culvert headwalls. View to the southwest of the low-water crossing at milepost 3.33.

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Photo 011. Four sandstone retaining walls that line Scenic Drive were built in 2010-2011 as part of the rock embankment project. View to the northeast of the retaining wall at milepost 5.69.

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Photo 012. The Park Service Modern-style Upper Interpretive Shelter stands near the entrance to Capitol Gorge and was built in 1963. View to the northeast.

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Photo 013. Two mi into Capitol Gorge, the Park Service Modern-style Lower Interpretive Shelter provides access to the Capitol Gorge Trail. View to the east-southeast.

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Photo 014. Nine sandstone signs stand alongside Scenic Drive and were installed during the Mission 66 era, such as this one indicating the Ephraim Hanks Tower geological feature near the Upper Interpretive Shelter in Capitol Gorge. View to the south.

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Photo 015. The Mission 66 era parking area associated with the Upper Interpretive Shelter has lost integrity of materials and workmanship as a result of paving in 2010 but retains integrity of location, setting, design, feeling, and association. View to the northeast.

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Photo 016. The Mission 66 era parking area associated with the Lower Interpretive Shelter retains integrity of location, setting, materials, feeling, and association. View to the east.

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Photo 017. Thirteen low-water crossings were constructed on Scenic Drive after the period of significance and are non-contributing to the district, such as this one near milepost 4.26. View to the northeast.

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Photo 018. After the period of significance, culverts with poured concrete headwalls were constructed along Scenic Drive. View to the northeast of the culvert near milepost 6.90.

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Photo 019. This culvert near milepost 1.90 was likely built by the CCC, indicated by the large sandstone blocks used for the headwall, but its condition has deteriorated to the point that it no longer retains historic integrity. View to the east.

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Photo 020. The Fremont River Bridge carries Scenic Drive over the Fremont River in the former community of Fruita. It was built in 1986 and is non-contributing to the district. View to the southeast.

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Photo 021. Ditches line many sections of Scenic Drive to carry water toward the washes. However, because they have been excavated repeatedly over decades, it is not known which may be historic. View to the north.

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Photo 022. Non-historic road signs stand along Scenic Drive and are compatible with the district. View to the south.

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Photo 023. One vault toilet stands at each interpretive shelter in Capitol Gorge. This one is at the southern end of the Upper Interpretive Shelter's parking area. View to the east.

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Photo 024. Paved parking pullouts are scattered along Scenic Drive. Although some date to the period of significance, they have lost much of their historic integrity. View to the south of the pullout at milepost 7.10.

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Photo 025. Many visitor-created parking pullouts that provide room for one or two cars to park are found along Scenic Drive. View to the north.

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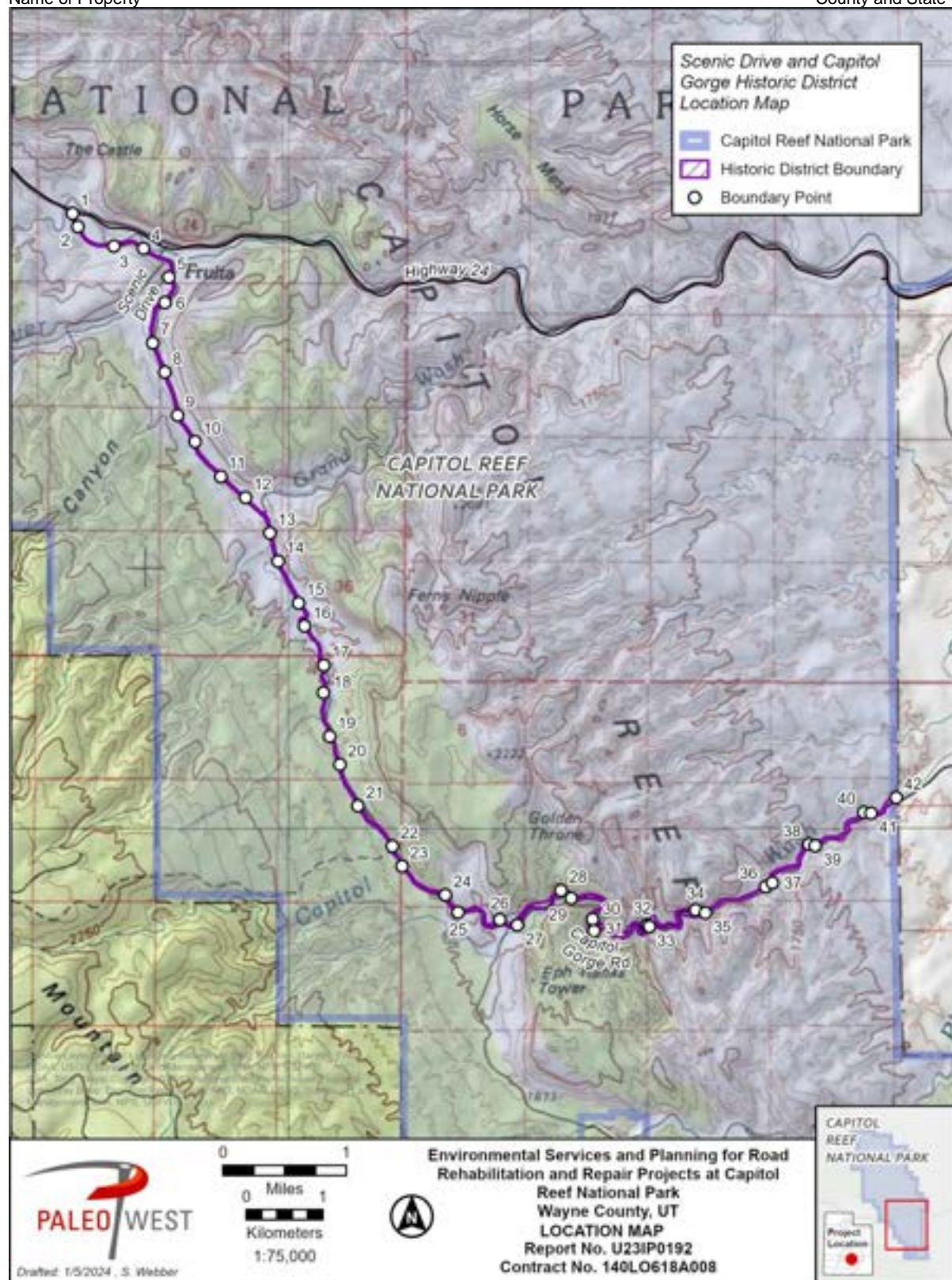
Photo 026. Non-historic post and rail fences line the sides of Scenic Drive through Fruita. View to the southeast.

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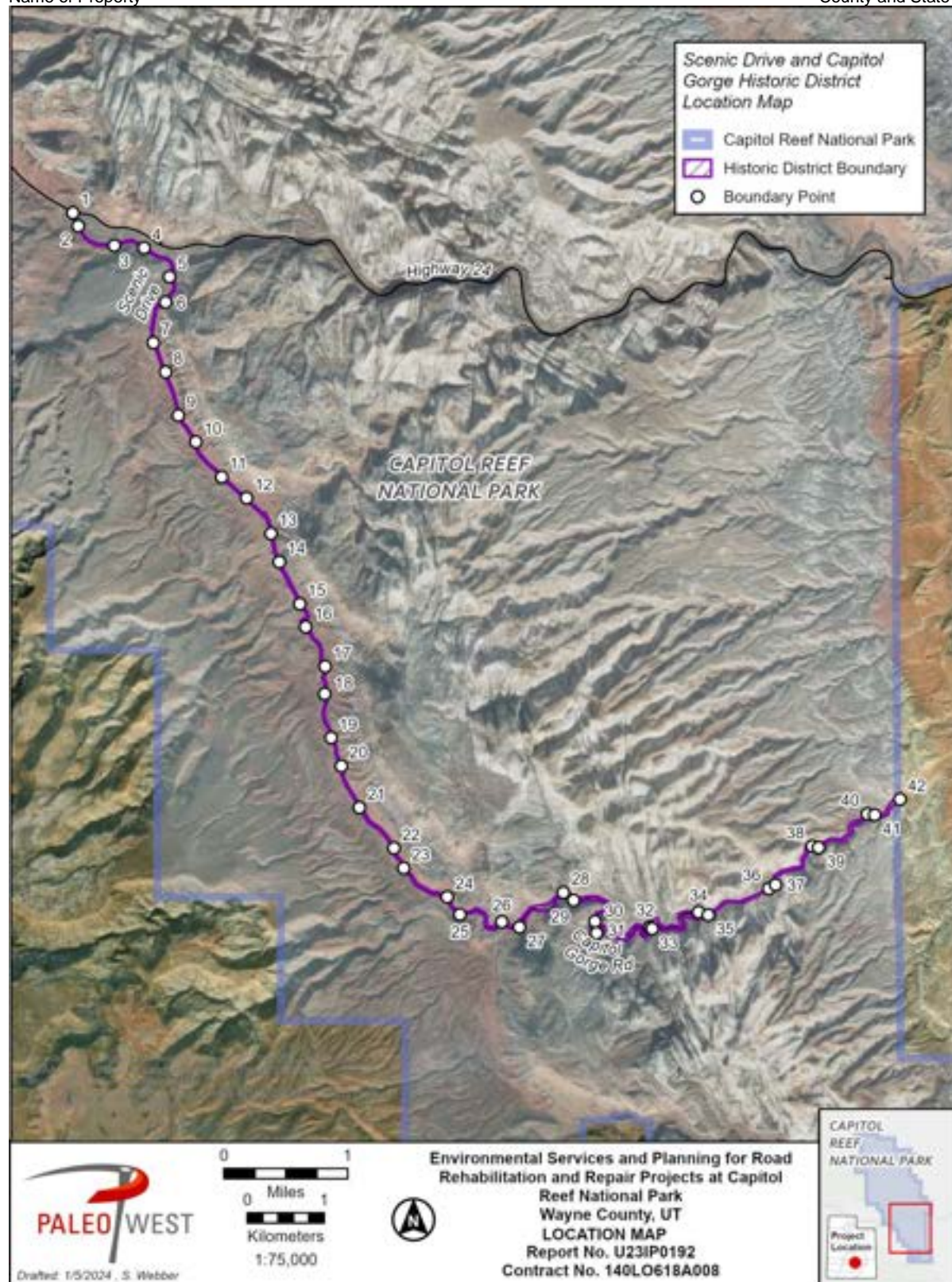
Map 1. Location of Scenic Drive and Capitol Gorge Historic District with corresponding latitude and longitude data points on a topographic background.

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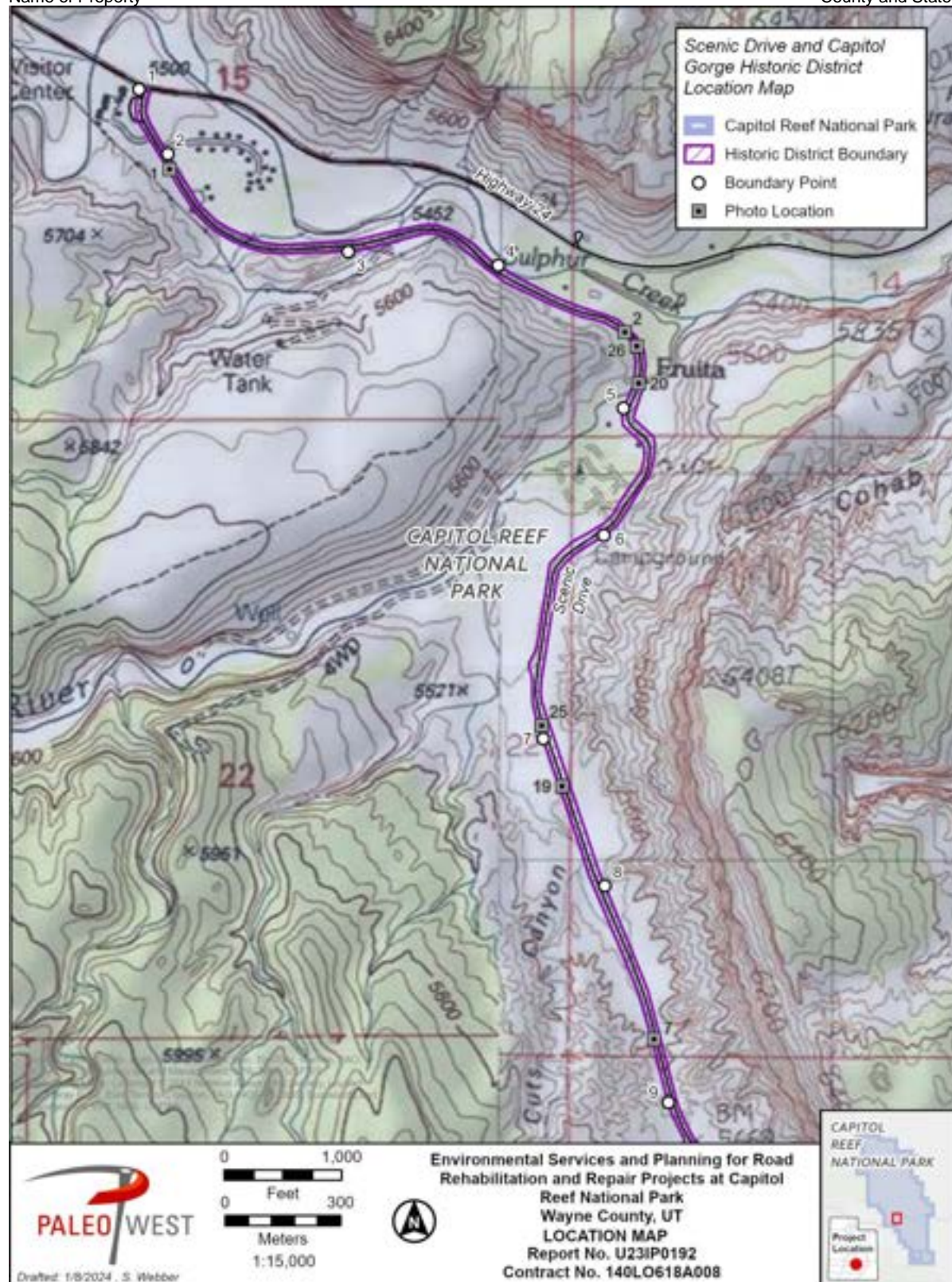
Map 2. Location of Scenic Drive and Capitol Gorge Historic District with corresponding latitude and longitude data points on an aerial background.

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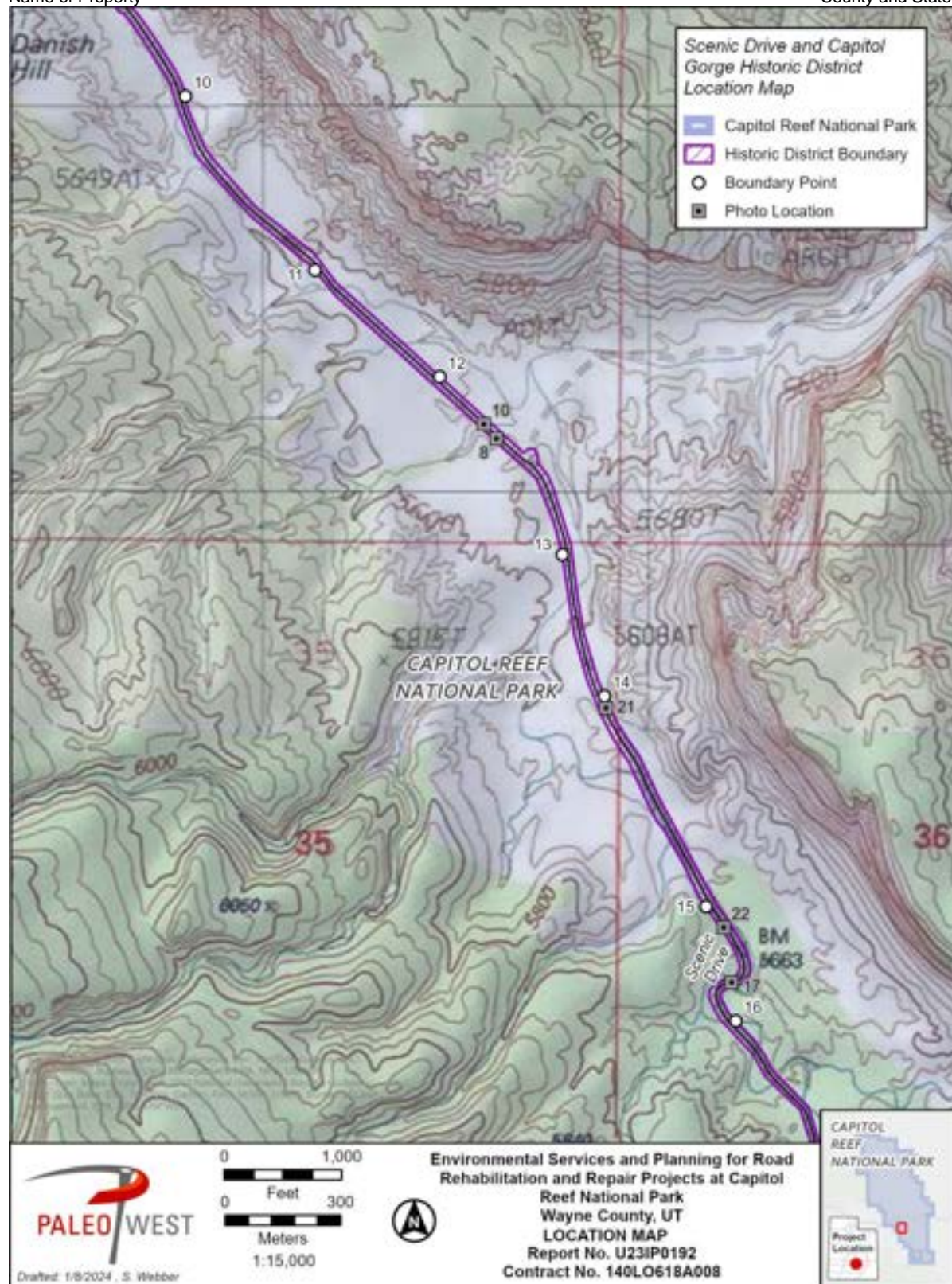
Map 3. Sketch map of Scenic Drive and Capitol Gorge Historic District with corresponding latitude and longitude data points and photo points on a topographic background, map 1 of 6.

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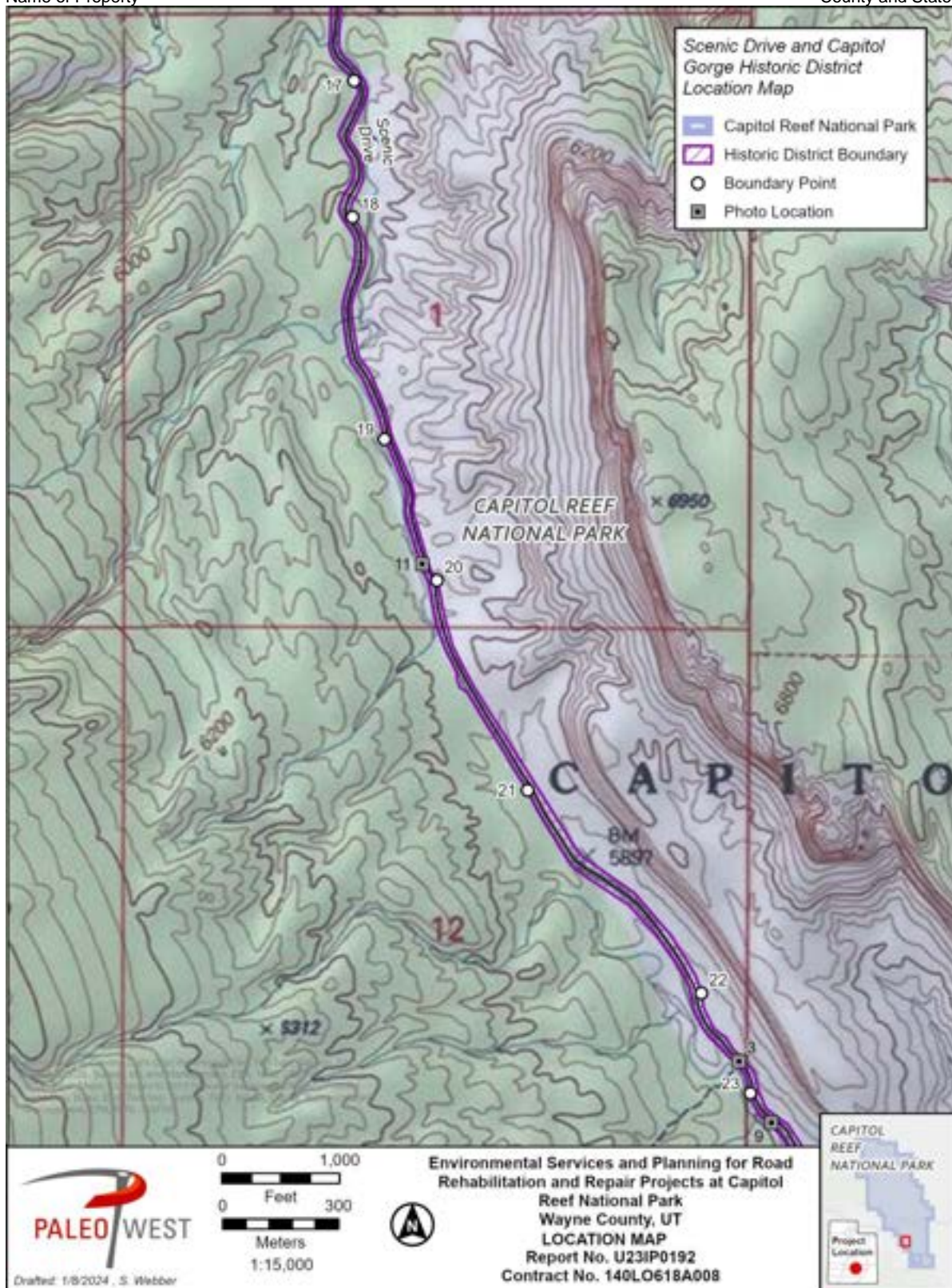
Map 4. Sketch map of Scenic Drive and Capitol Gorge Historic District with corresponding latitude and longitude data points and photo points on a topographic background, map 2 of 6.

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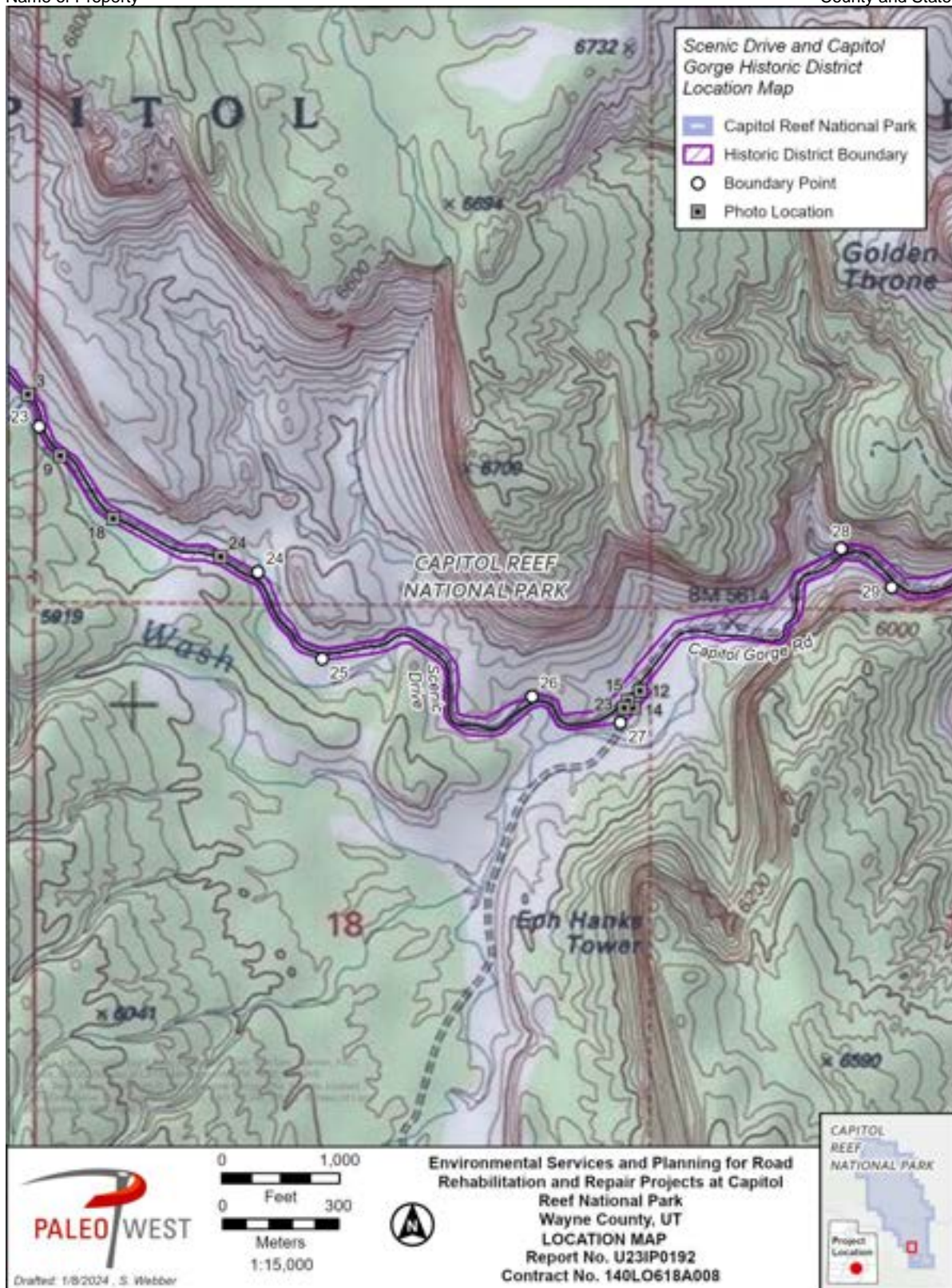
Map 5. Sketch map of Scenic Drive and Capitol Gorge Historic District with corresponding latitude and longitude data points and photo points on a topographic background, map 3 of 6.

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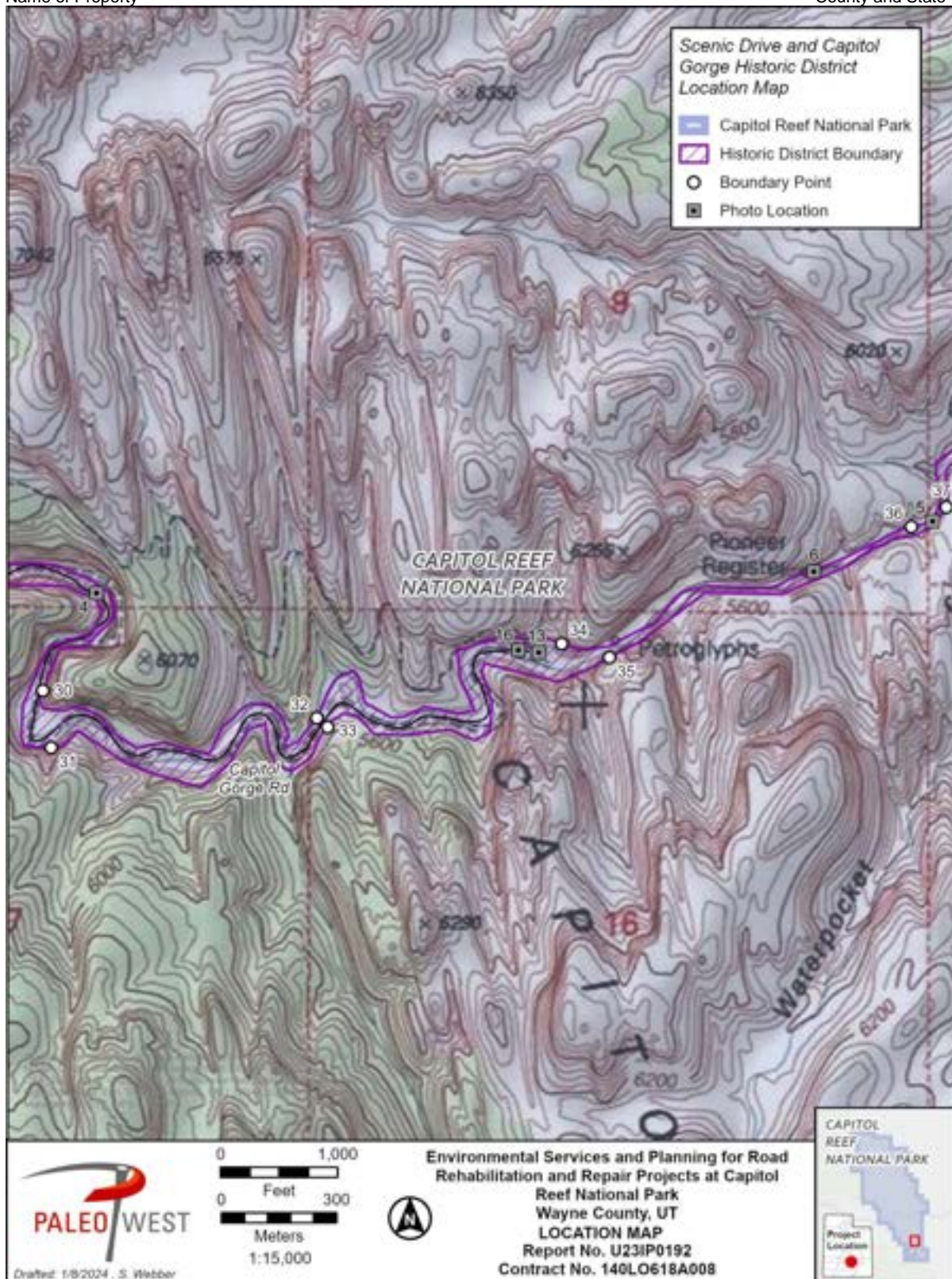
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Map 6. Sketch map of Scenic Drive and Capitol Gorge Historic District with corresponding latitude and longitude data points and photo points on a topographic background, map 4 of 6.

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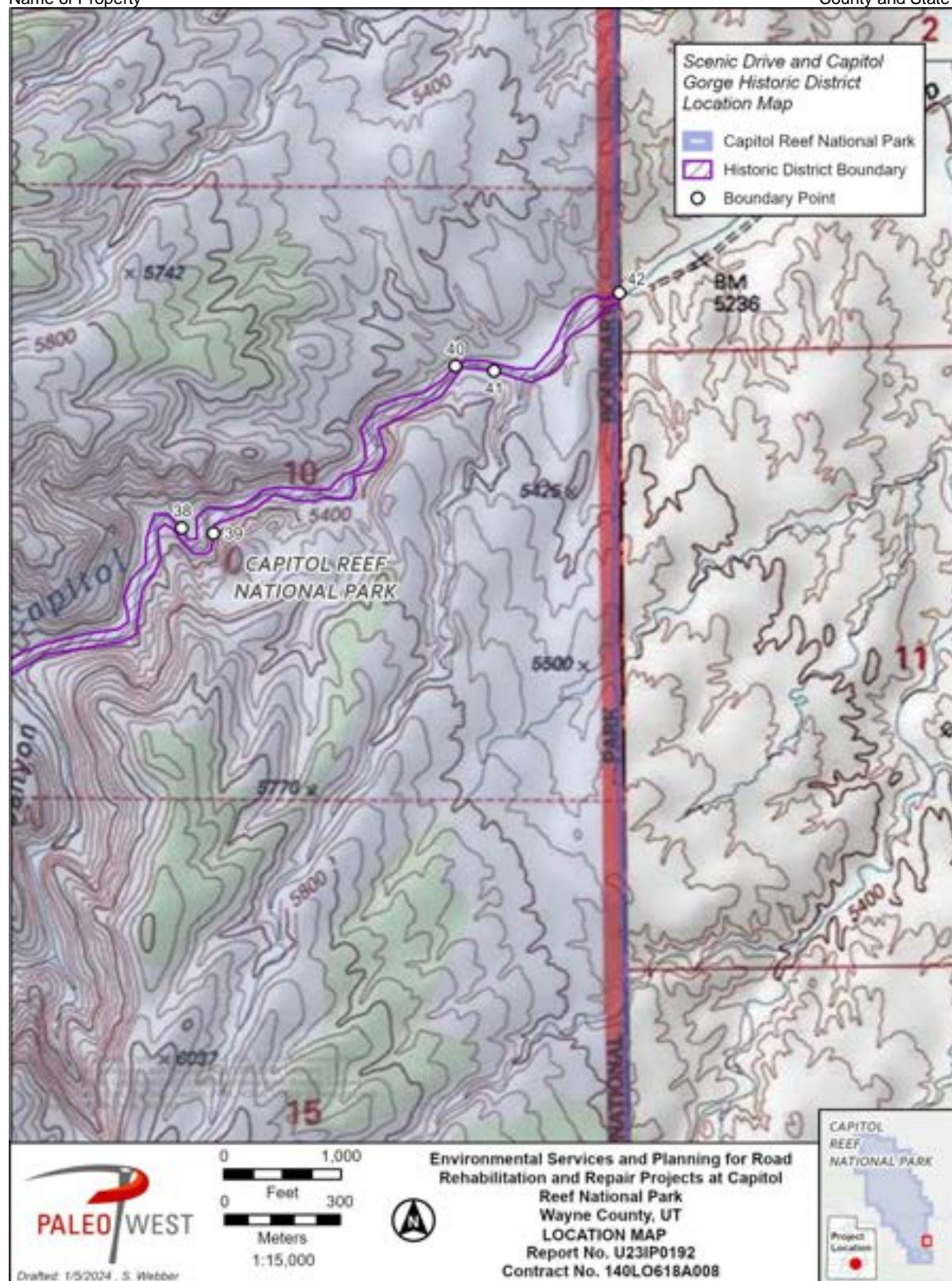
Map 7. Sketch map of Scenic Drive and Capitol Gorge Historic District with corresponding latitude and longitude data points and photo points on a topographic background, map 5 of 6.

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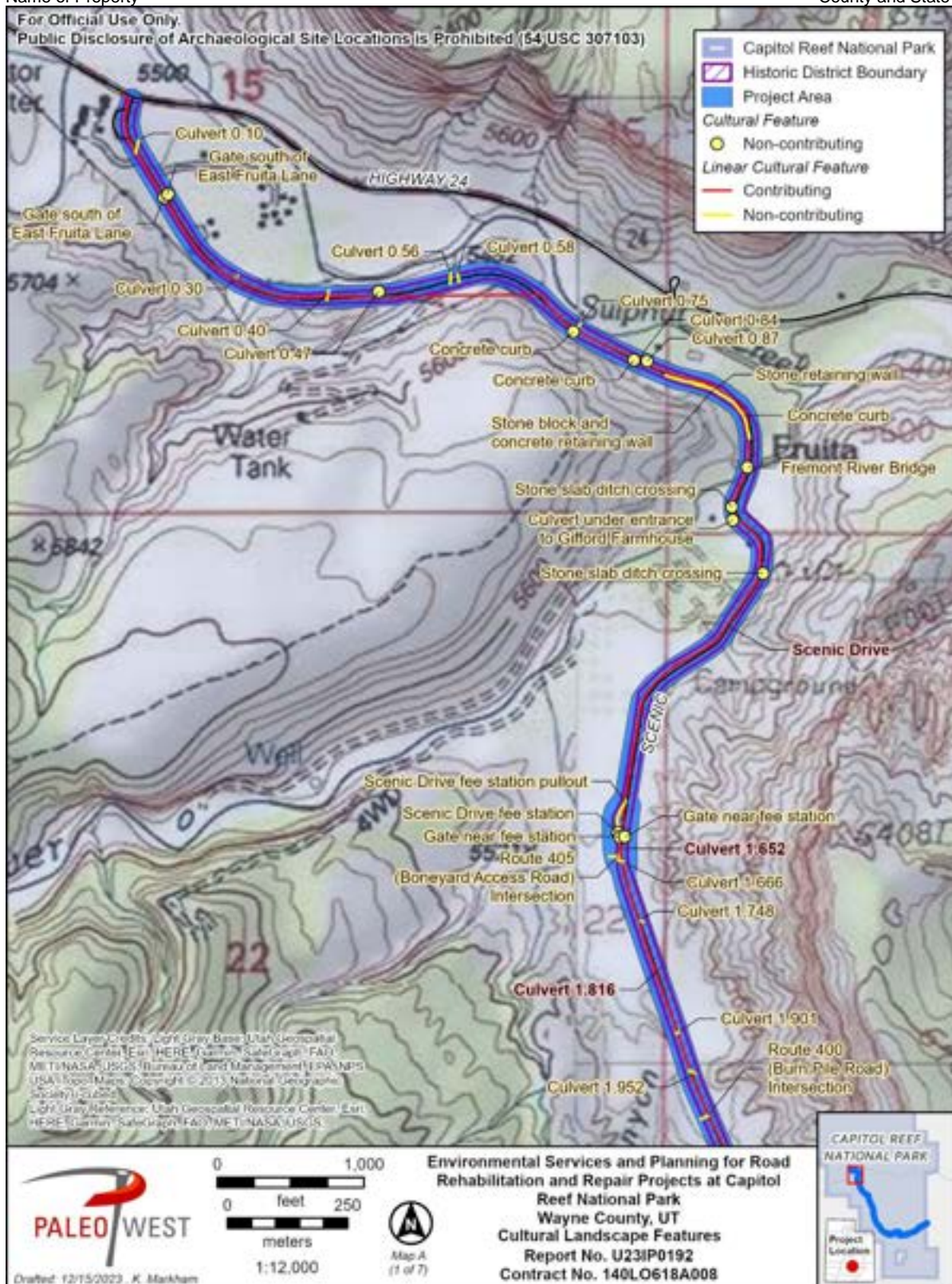
Map 8. Sketch map of Scenic Drive and Capitol Gorge Historic District with corresponding latitude and longitude data points and photo points on a topographic background, map 6 of 6.

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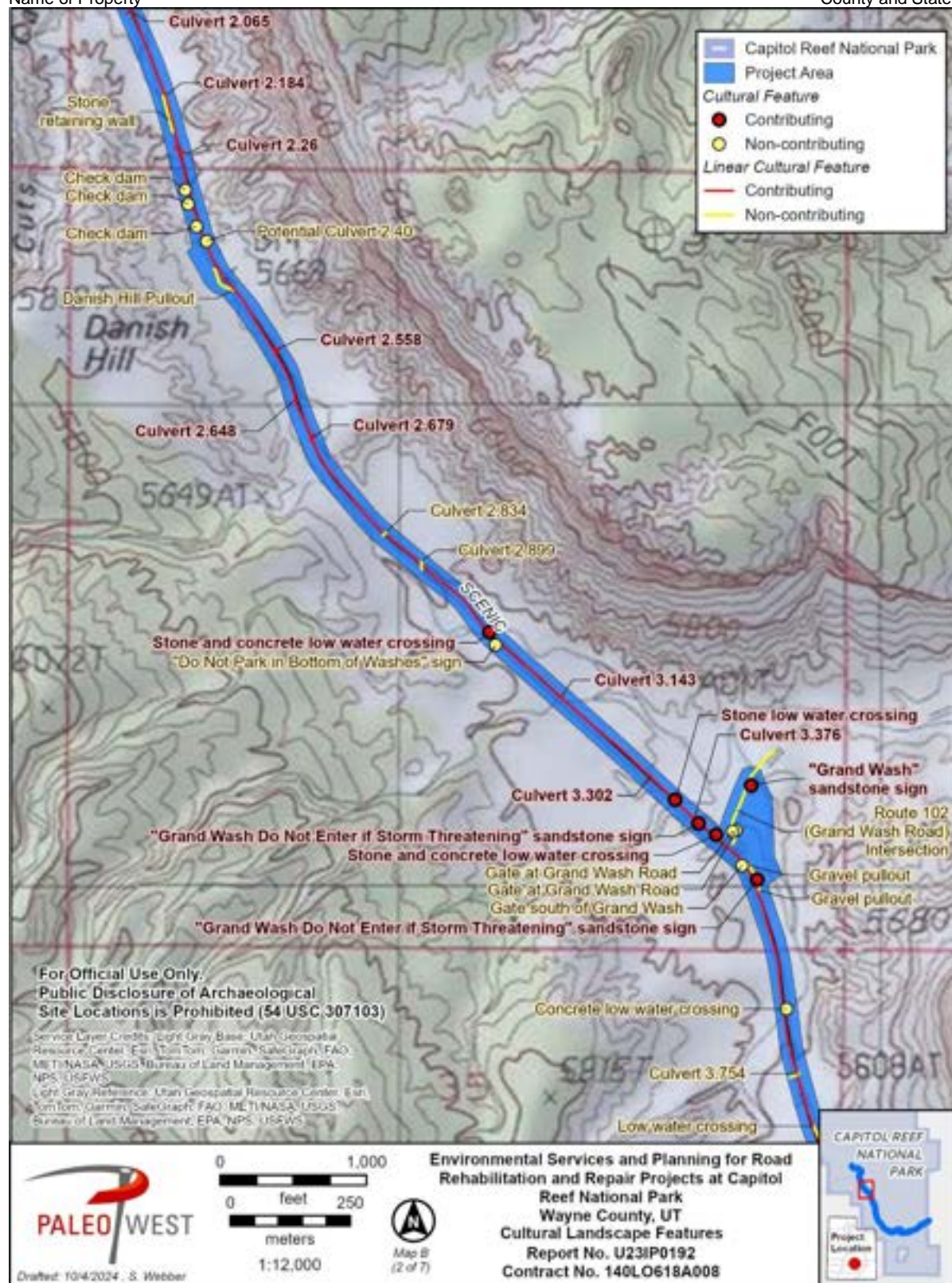
Map 9. Location of Scenic Drive and Capitol Gorge Historic District with corresponding contributing and non-contributing features, map 1 of 7.

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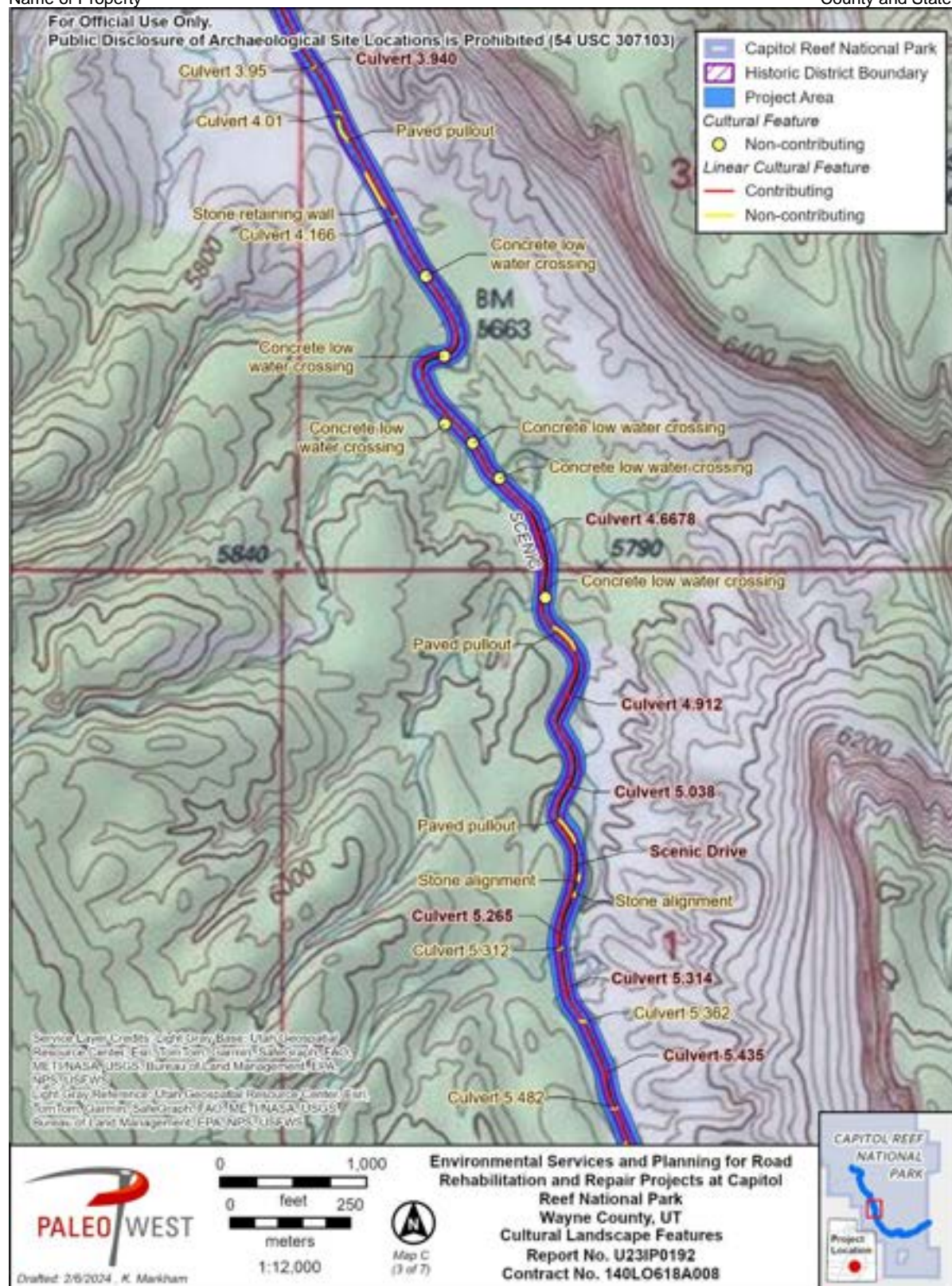
Map 10. Location of Scenic Drive and Capitol Gorge Historic District with corresponding contributing and non-contributing features, map 2 of 7.

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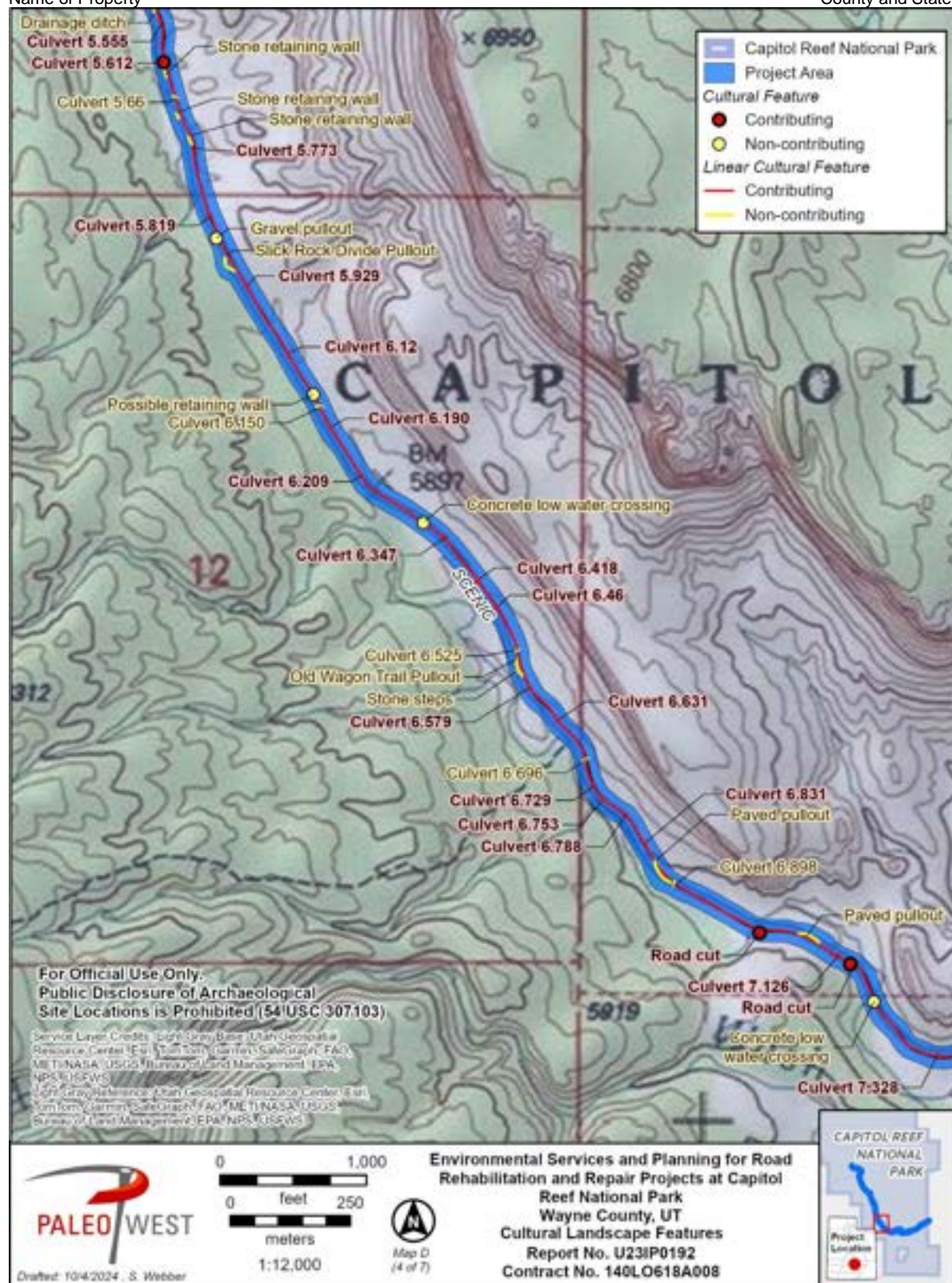
Map 11. Location of Scenic Drive and Capitol Gorge Historic District with corresponding contributing and non-contributing features, map 3 of 7.

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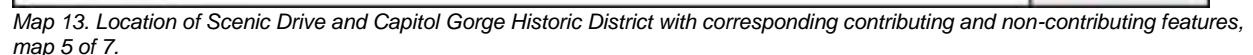
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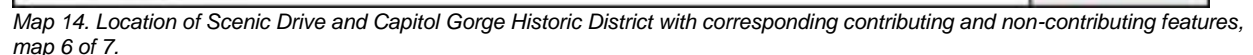
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Map 12. Location of Scenic Drive and Capitol Gorge Historic District with corresponding contributing and non-contributing features, map 4 of 7.





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Map 15. Location of Scenic Drive and Capitol Gorge Historic District with corresponding contributing and non-contributing features, map 7 of 7.

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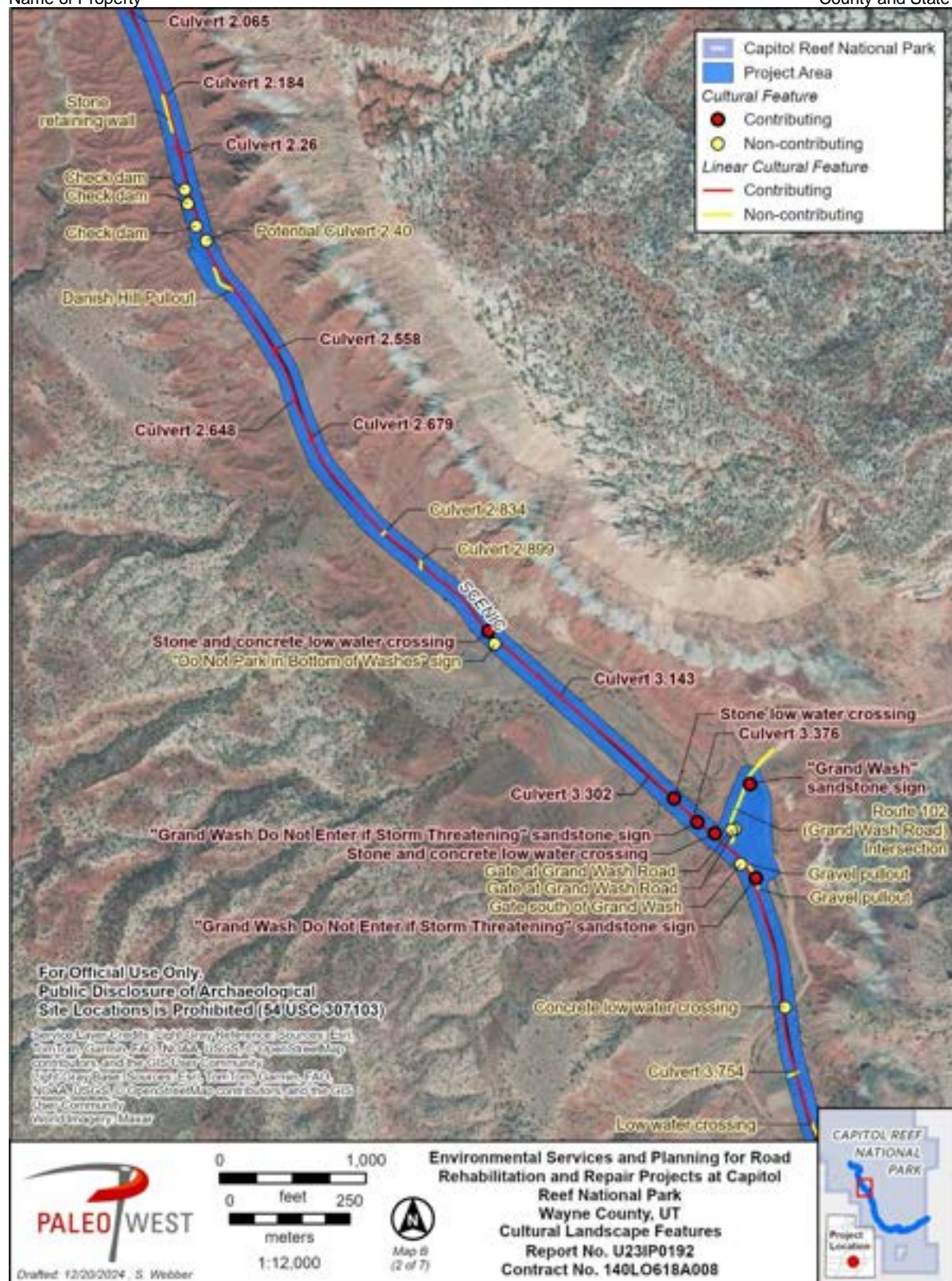
Map 16. Location of Scenic Drive and Capitol Gorge Historic District with corresponding contributing and non-contributing features, map 1 of 7.

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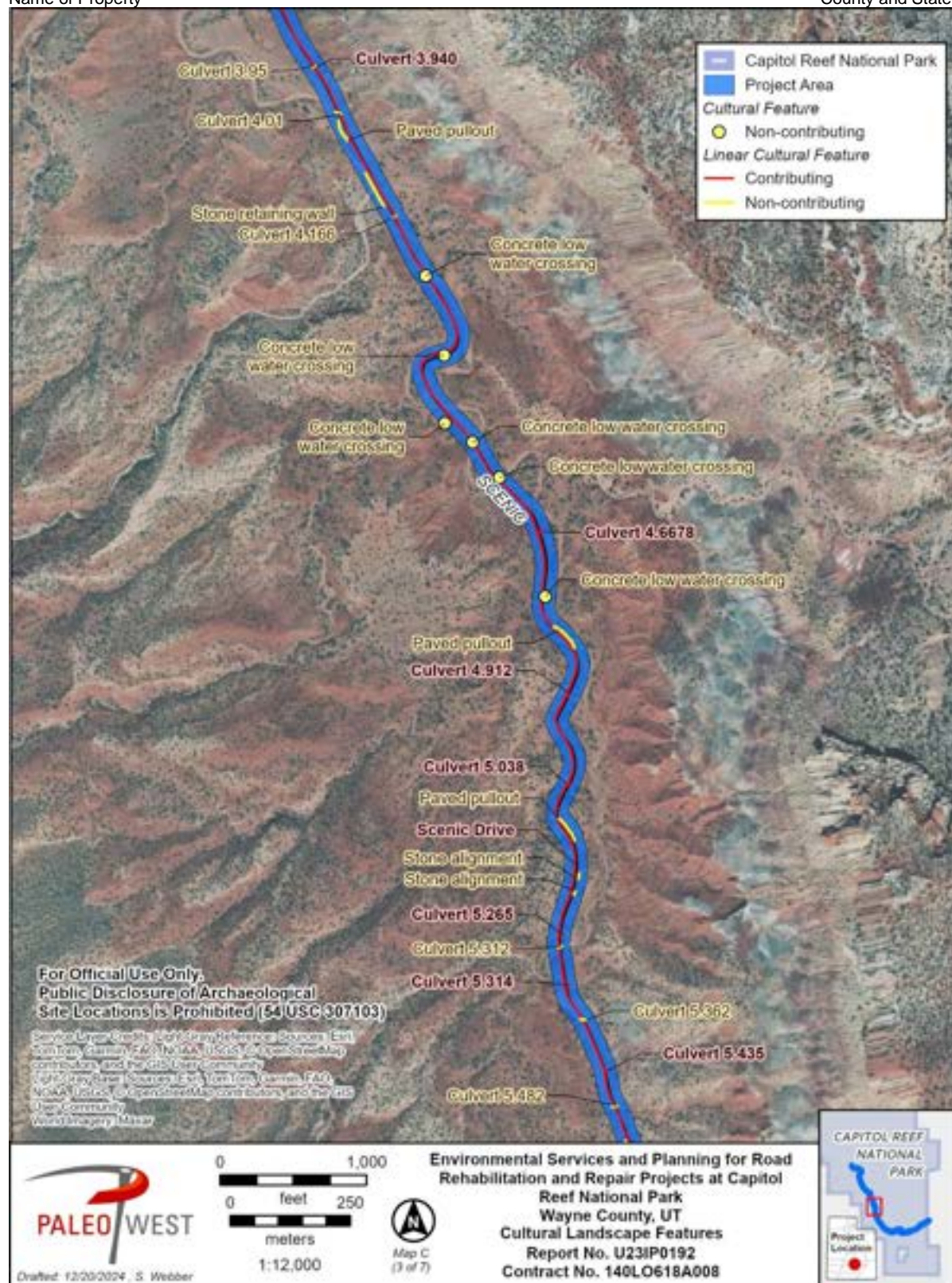
Map 17. Location of Scenic Drive and Capitol Gorge Historic District with corresponding contributing and non-contributing features, map 2 of 7.

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Map 18. Location of Scenic Drive and Capitol Gorge Historic District with corresponding contributing and non-contributing features, map 3 of 7.

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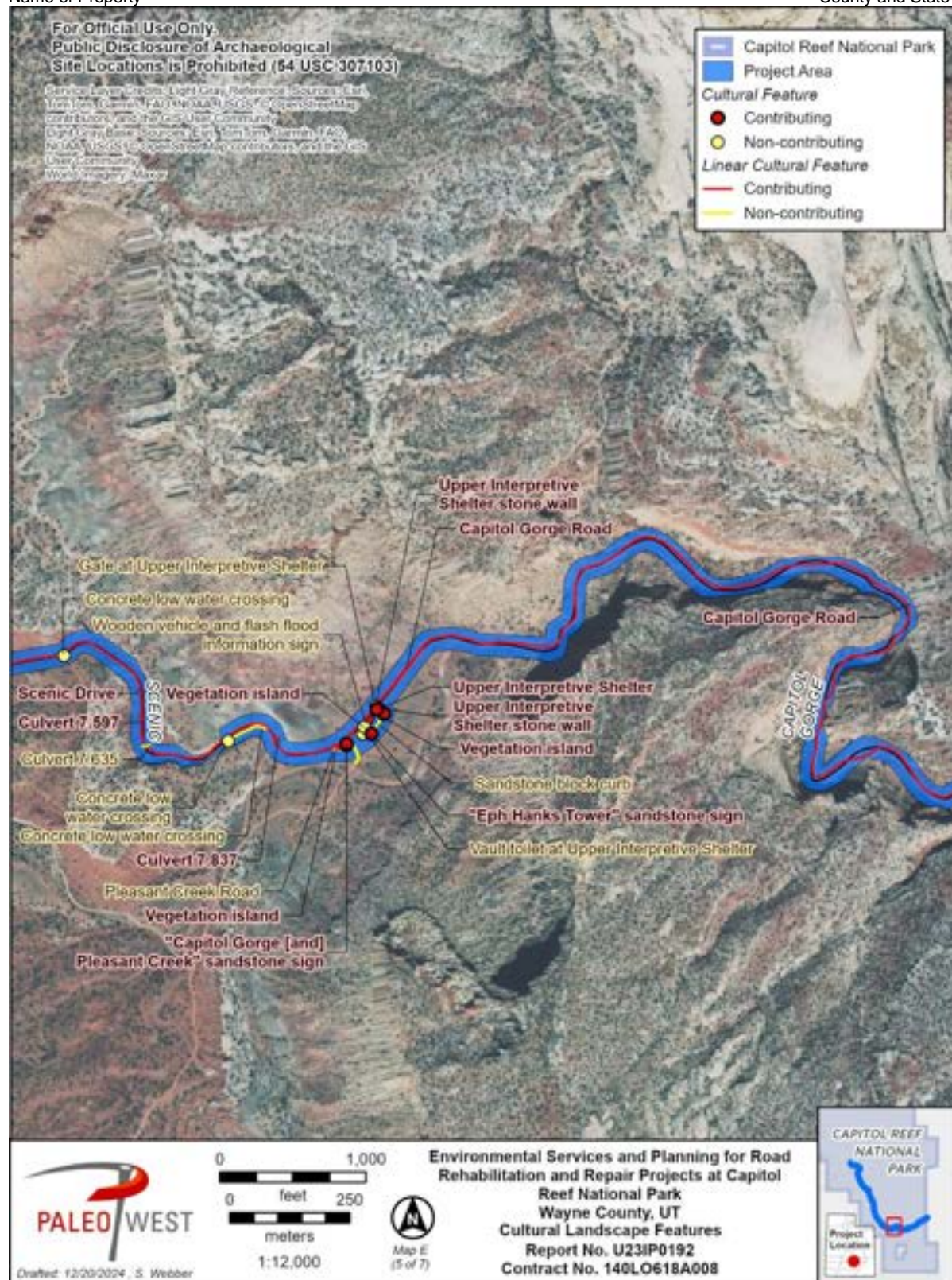
Map 19. Location of Scenic Drive and Capitol Gorge Historic District with corresponding contributing and non-contributing features, map 4 of 7.

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Map 20. Location of Scenic Drive and Capitol Gorge Historic District with corresponding contributing and non-contributing features, map 5 of 7.

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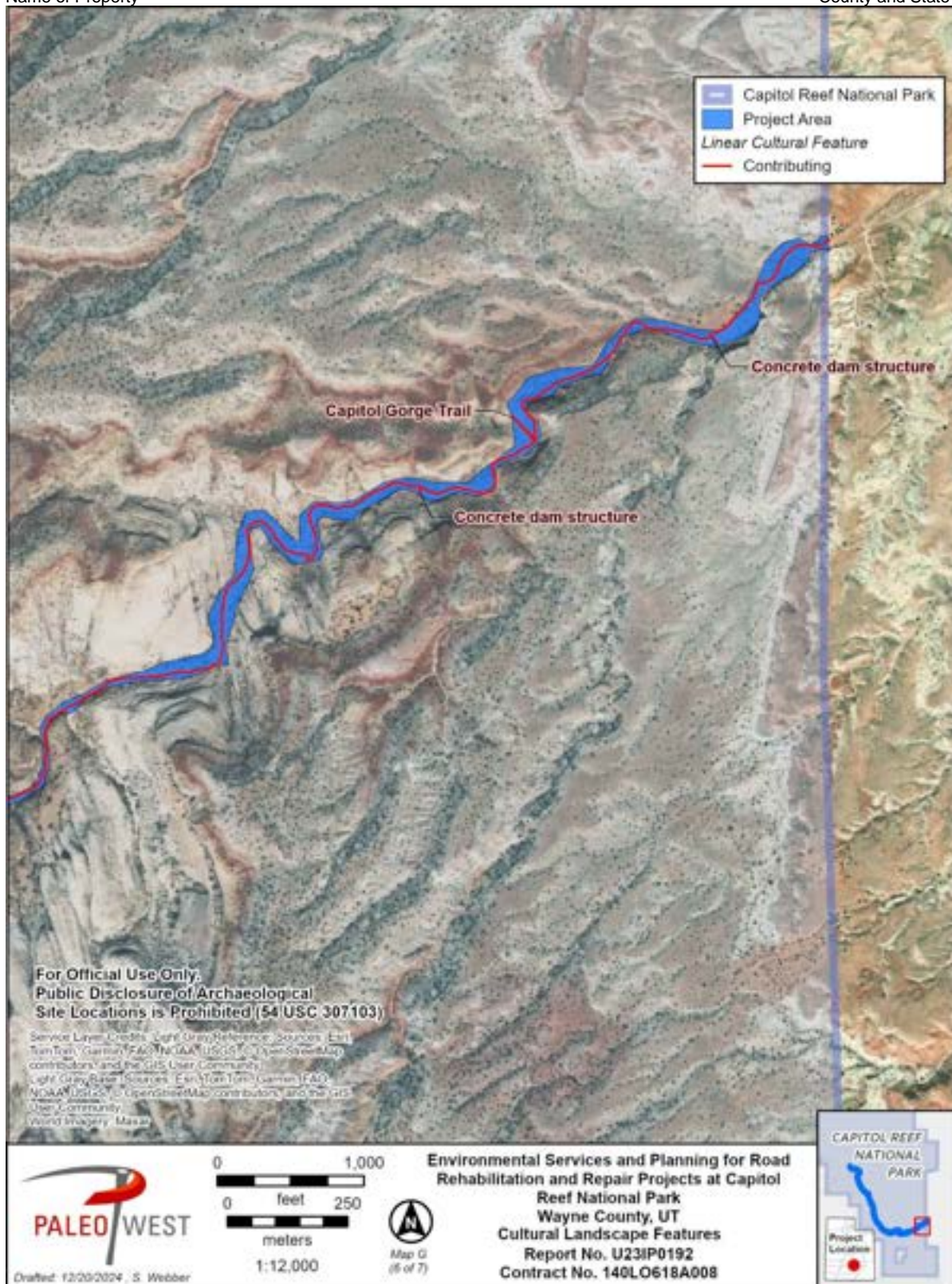
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Map 21. Location of Scenic Drive and Capitol Gorge Historic District with corresponding contributing and non-contributing features, map 6 of 7.

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Map 22. Location of Scenic Drive and Capitol Gorge Historic District with corresponding contributing and non-contributing features, map 7 of 7.