National Park Service
Cultural Landscapes Inventory

2012



Park Entrance Road Corridor

Mesa Verde National Park

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Cultural Landscapes in the Cultural Resources Inventory System:

The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources and cultural landscapes. The set of CRIS records for cultural landscapes is referred to as CRIS-CL.CRIS-CL records conform to a standardized data structure known as the Cultural
Landscapes Inventory (CLI).
The legislative, regulatory and policy directions for conducting and maintaining the CRIS are: Section 110 of the National Historic Preservation Act, NPS Management Policies (2006), Director's Order 28 (Cultural Resources) and Director's Order 28a (Archeology).

The Cultural Landscapes Inventory (CLI)

The CLI is the data structure within CRIS used to document and evaluate all potentially significant cultural landscapes in which NPS has, or plans to acquire any enforceable legal interest.
Each CRIS-CL record is certified complete when the landscape is determined to meet one of the following:
Landscape individually meets the National Register of Historic Places criteria for evaluation; or,
Landscape is a contributing element of a property that is eligible for the National Register; or,
Landscapes does not meet the National Register criteria, but is managed as cultural resources because of law, policy or decisions reached through the park planning process.
Cultural landscapes vary from historic sites, historic designed landscapes, historic vernacular landscapes to historic ethnographic landscapes, but may also fit within more than one type. Those eligible for the National Register have significance in the nation's history on a national, state or local level, as well as integrity or authenticity.
The legislative, regulatory and policy directions for conducting and maintaining the CLI within CRIS are:
National Historic Preservation Act of 1966 (16 USC 470h-2(a)(1)). Each Federal agency shall establish…a preservation program for the identification, evaluation, and nomination to the National Register of Historic Places…of historic properties…

Executive Order 13287: Preserve America, 2003. Sec. 3(a)…Each agency with real property management responsibilities shall prepare an assessment of the current status of its inventory of historic properties required by section 110(a)(2) of the NHPA…No later than September 30, 2004, each covered agency shall complete a report of the assessment and make it available to the Chairman of the Advisory Council on Historic Preservation and the Secretary of the Interior…

Executive Order 13287: Preserve America, 2003. Sec. 3(c) Each agency with real property management responsibilities shall, by September 30, 2005, and every third year thereafter, prepare a report on its progress in identifying… historic properties in its ownership and make the report available to the Council and the Secretary…

The Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs Pursuant to the National Historic Preservation Act, 1998. Standard 2: An agency provides for the timely identification and evaluation of historic properties under agency jurisdiction or control and/or subject to effect by agency actions (Sec. 110 (a)(2)(A) Management Policies 2006. 5.1.3.1 Inventories: The Park Service will (1) maintain and expand the following inventories…about cultural resources in units of the national park system…Cultural Landscape Inventory of historic designed landscapes, historic vernacular landscapes,… and historic sites…

Cultural Resource Management Guideline, 1997, Release No. 5, page 22 issued pursuant to Director's Order #28. As cultural resources are identified and evaluated, they should also be listed in the appropriate Service-wide inventories of cultural resources.

Inventory Unit Description:

This component landscape has been analyzed in three sub-units: Park Entrance, Entrance Road and Ruins Road.

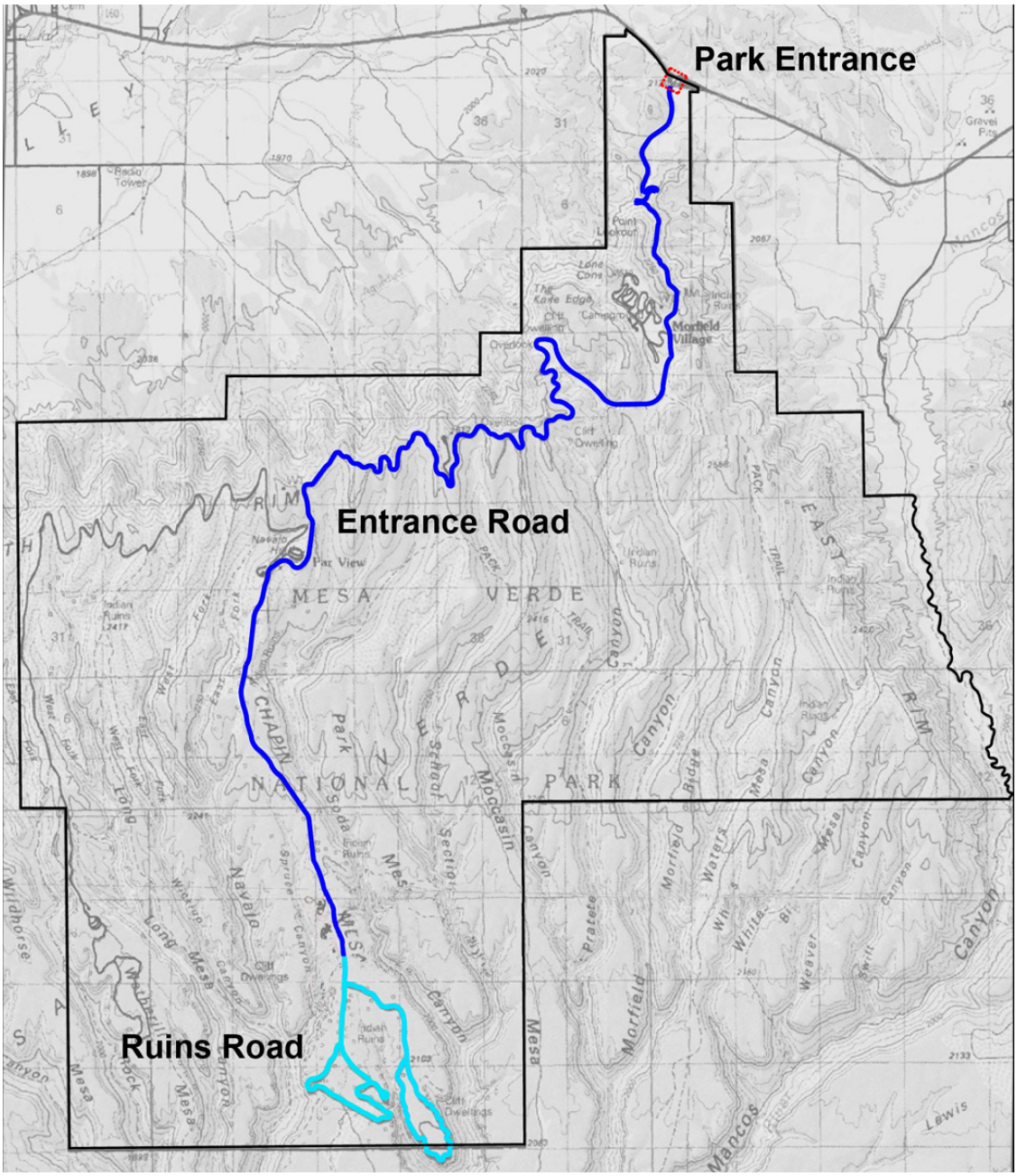
The Park Entrance, Entrance Road and Ruins Road comprise the historic designed landscape of this inventory. The inventory unit is laid out as follows:

- Park Entrance – includes a 4-acre developed site at the intersection of U.S. Highway 160 and the park entrance road.
- Entrance Road - Approximately 500-feet wide and twenty miles long or 1230 acres, the road corridor traverses the length of the park in a general north to south direction winding through the cuestas (a mesa that has a slight slope) and canyons of the park.
- Ruins Road – For the purposes of this CLI, this road system comprised of the Mesa Top Loop and the Cliff Place Loop, includes two six-mile loops, a thirty foot wide road corridor totaling 44 acres. The loop roads lead visitors to mesa top sites and overlooks.

The combined period of significance for the Park Entrance, Entrance Road and Ruins Road extends from 1907 to 1957. The development of the circulation system commenced with a 1907 road survey which established a wagon route from the northern boundary of the park to Spruce Tree Camp and concluded in 1957 with the final abandonment of the Knife Edge—a narrow area along a cliff with steep embankments to both sides of the road (Horton, 1994). The opening of the Prater-Morefield Tunnel in 1956 facilitated the abandonment of this dangerous road section.

During the 1920s, the collaboration between the NPS and Bureau of Public Roads (BPR) produced substantial advances in the work completed at Mesa Verde National Park. The 1933 Park Master Plan contained detailed designs for intersections, parking areas, loop developments and locations of small-scale landscape features. Improvements continued into the 1930s as road building was funded on a scale never before realized. Through public works allotments and the efforts of the CCC, safe and naturalistic road systems were constructed in the park. The achievements of the road program allowed the NPS to make the unique archeological sites more accessible to the public. Curvilinear alignment, asymmetrical topographic manipulation, stone culverts and drop-inlets, and naturalistic treatment and rounding of roadside slopes remain identifiable characteristics of the Entrance Road and Ruins Road at Mesa Verde. The curvilinear nature of the road reveals only a portion of paved surface within the immediate viewshed, as opposed to a road that is straight, thus providing visual diversity. These elements of NPS road design convey a feeling and association that dates to the period of significance.

Site Plan



Site plan showing location of Park Entrance (red), Entrance Road (dark blue), and Ruins Road (light blue) within the Mesa Verde National Park. Source: 2007 Level II CLI, augmented by C. Mardorf.

Property Level and CLI Numbers

Inventory Unit Name:	Park Entrance Road Corridor
Property Level:	Landscape
CLI Identification Number:	850246
Parent Landscape:	850243

Park Information

Park Name and Alpha Code:	Mesa Verde National Park - Park Entrance Road Corridor - MEVE
Park Organization Code:	1490
Park Administrative Unit:	Mesa Verde National Park

CLI Hierarchy Description

The Park Entrance Road Corridor is one of four component landscapes within the Early Park Development Historic Designed Landscape (parent landscape).

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

A Level II CLI was begun in 2000 by Shapins Associates for the Early Park Development Landscape, including the park entrance road. Fieldwork was conducted in 2000-2001, with a 95% draft inventory produced in 2001. Revisions were made to the CLI and another draft CLI was produced in December 2004. The final Level II CLI was completed in April 2007 by Shapins Associates with contributions by Erika Thompson and Kathy McKay, of Mesa Verde National Park. Despite completion of the CLI, it was not uploaded to the CLI database, nor was park Superintendent or Colorado SHPO concurrence sought on the document.

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 04/16/2012

National Register Concurrence: Eligible -- SHPO Consensus Determination

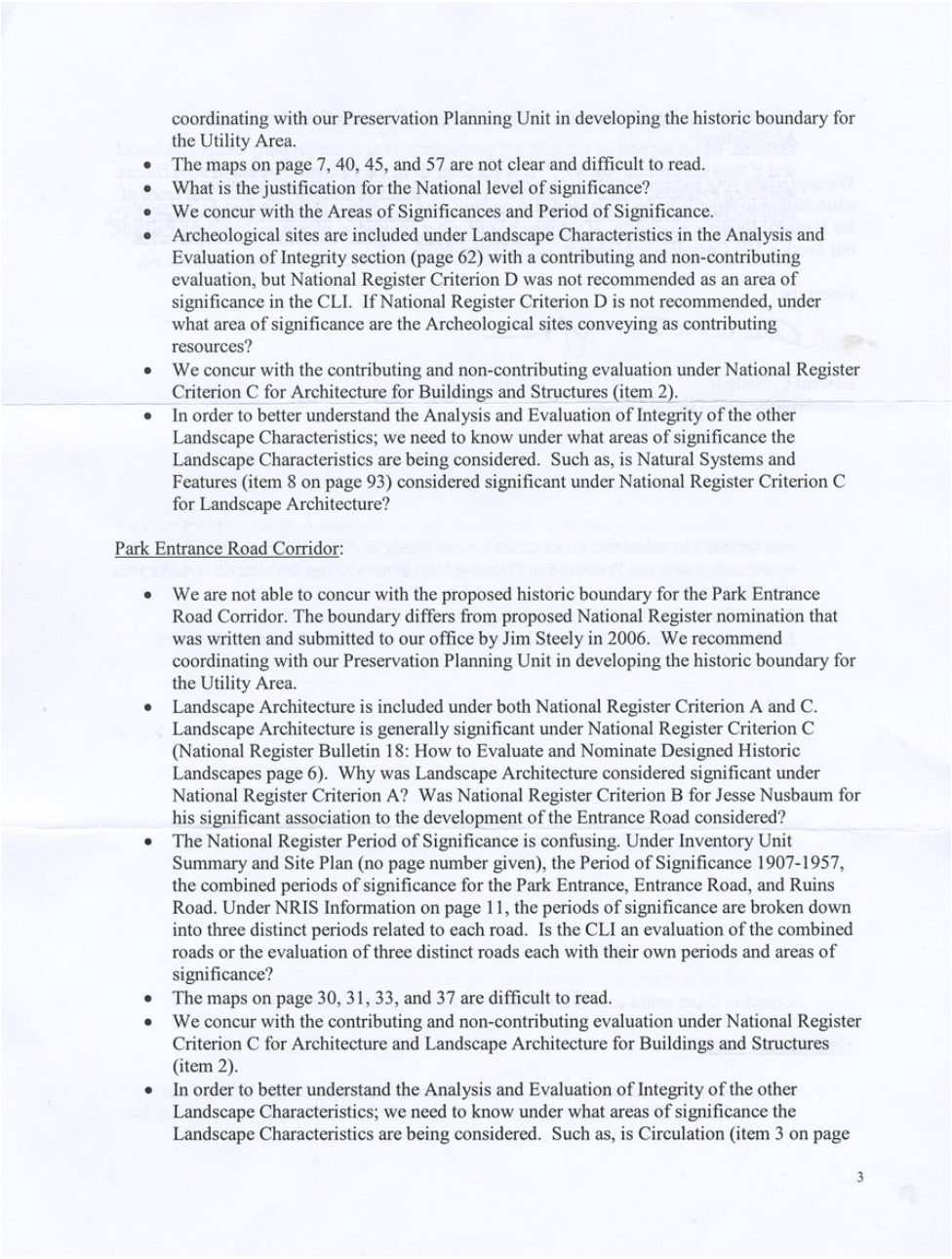
Date of Concurrence Determination: 10/10/2012

National Register Concurrence Narrative:

The Colorado SHPO generally concurred that the Park Entrance, Entrance Road, and Ruins Road are eligible for the National Register on 10/10/2012. The SHPO also provided additional comments on the CLI and a bulleted list of items they did not generally concur with. See official SHPO letter in CLI files.

Concurrence Graphic Information:

Attachment File Path



coordinating with our Preservation Planning Unit in developing the historic boundary for the Utility Area.

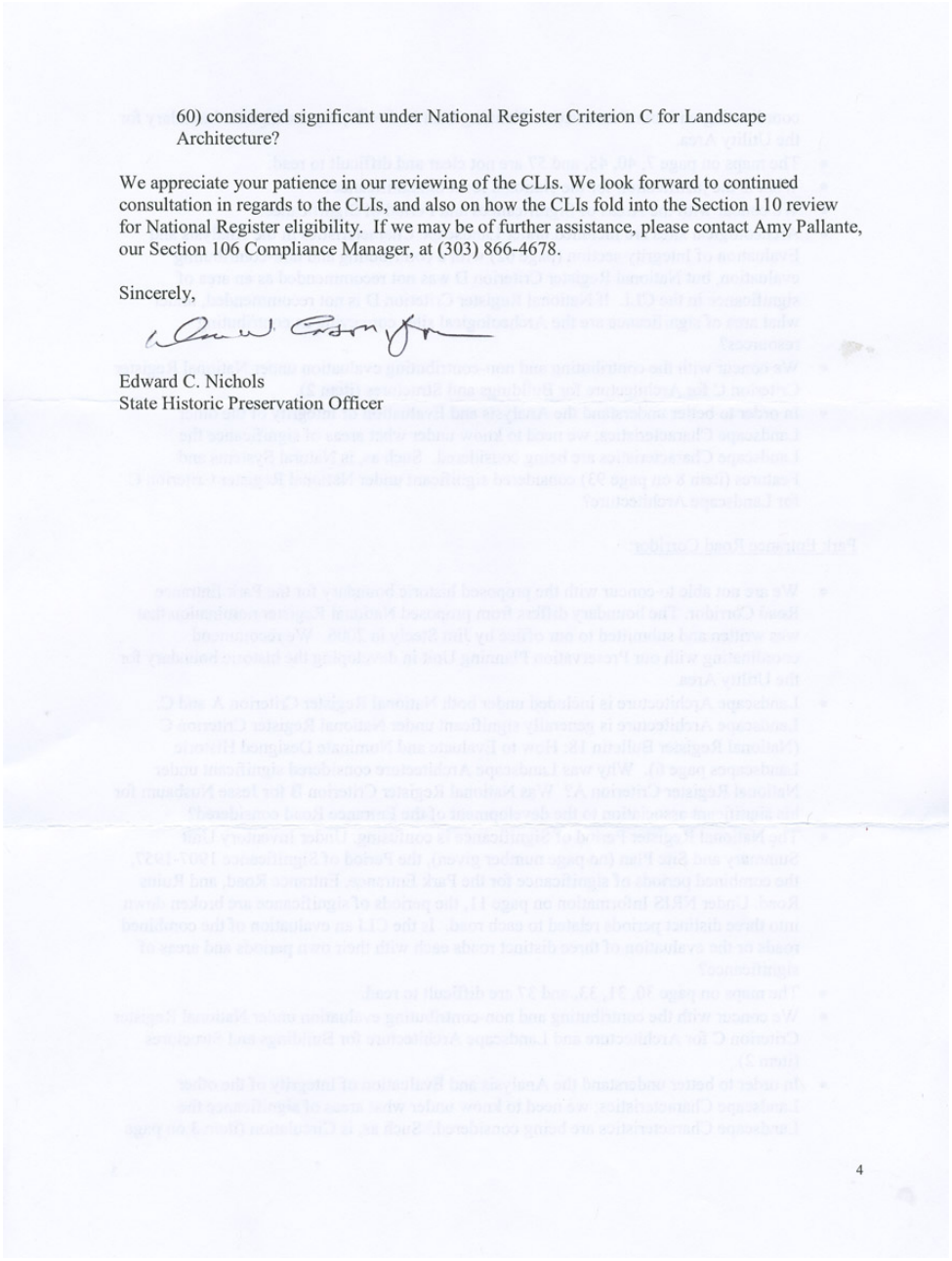
- The maps on page 7, 40, 45, and 57 are not clear and difficult to read.
- What is the justification for the National level of significance?
- We concur with the Areas of Significances and Period of Significance.
- Archeological sites are included under Landscape Characteristics in the Analysis and Evaluation of Integrity section (page 62) with a contributing and non-contributing evaluation, but National Register Criterion D was not recommended as an area of significance in the CLI. If National Register Criterion D is not recommended, under what area of significance are the Archeological sites conveying as contributing resources?
- We concur with the contributing and non-contributing evaluation under National Register Criterion C for Architecture for Buildings and Structures (item 2).
- In order to better understand the Analysis and Evaluation of Integrity of the other Landscape Characteristics; we need to know under what areas of significance the Landscape Characteristics are being considered. Such as, is Natural Systems and Features (item 8 on page 93) considered significant under National Register Criterion C for Landscape Architecture?

Park Entrance Road Corridor:

- We are not able to concur with the proposed historic boundary for the Park Entrance Road Corridor. The boundary differs from proposed National Register nomination that was written and submitted to our office by Jim Steely in 2006. We recommend coordinating with our Preservation Planning Unit in developing the historic boundary for the Utility Area.
- Landscape Architecture is included under both National Register Criterion A and C. Landscape Architecture is generally significant under National Register Criterion C (National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes page 6). Why was Landscape Architecture considered significant under National Register Criterion A? Was National Register Criterion B for Jesse Nusbaum for his significant association to the development of the Entrance Road considered?
- The National Register Period of Significance is confusing. Under Inventory Unit Summary and Site Plan (no page number given), the Period of Significance 1907-1957, the combined periods of significance for the Park Entrance, Entrance Road, and Ruins Road. Under NRIS Information on page 11, the periods of significance are broken down into three distinct periods related to each road. Is the CLI an evaluation of the combined roads or the evaluation of three distinct roads each with their own periods and areas of significance?
- The maps on page 30, 31, 33, and 37 are difficult to read.
- We concur with the contributing and non-contributing evaluation under National Register Criterion C for Architecture and Landscape Architecture for Buildings and Structures (item 2).
- In order to better understand the Analysis and Evaluation of Integrity of the other Landscape Characteristics; we need to know under what areas of significance the Landscape Characteristics are being considered. Such as, is Circulation (item 3 on page

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Colorado SHPO concurrence and comments on the CLI, page 3, 10/10/2012.



60) considered significant under National Register Criterion C for Landscape Architecture?

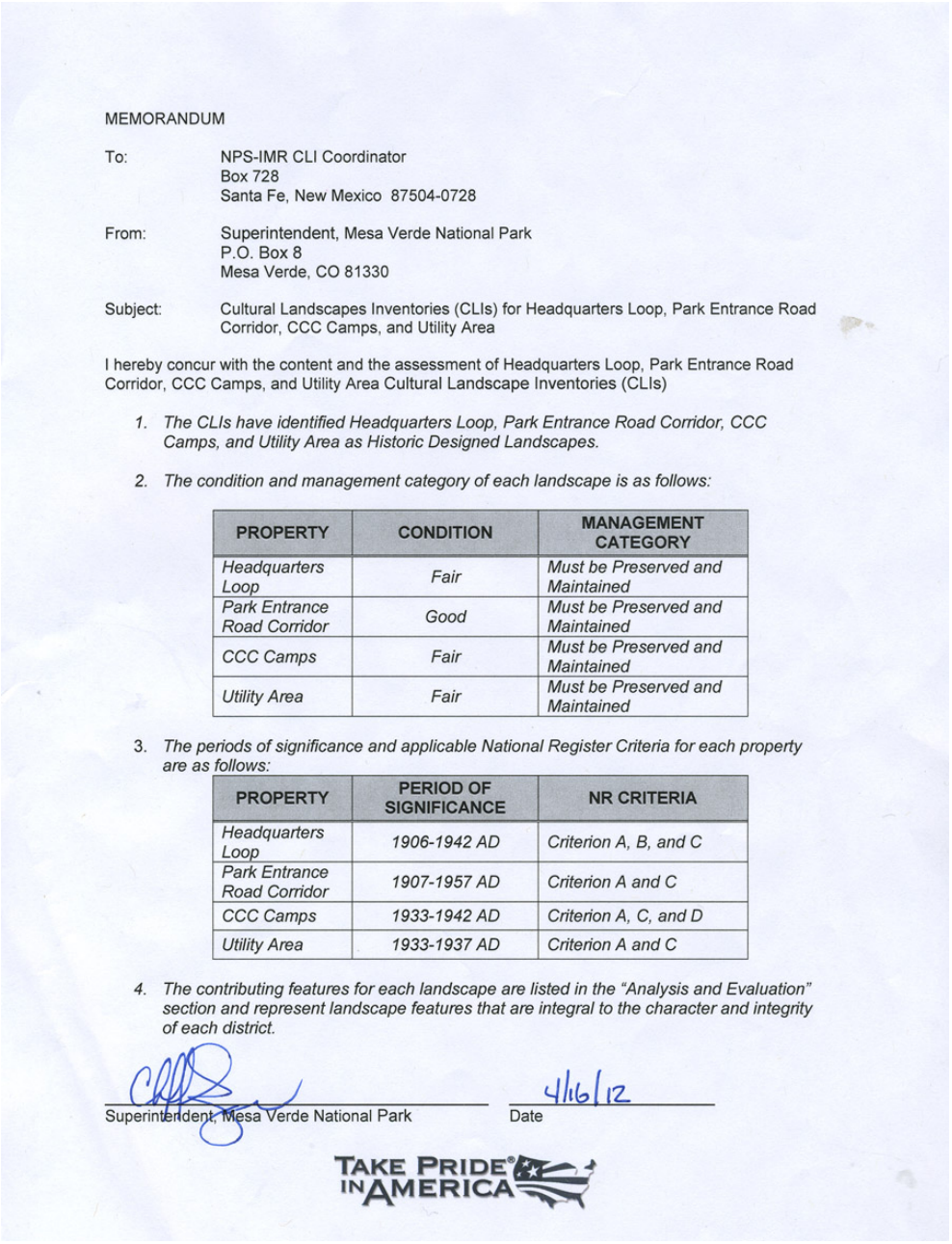
We appreciate your patience in our reviewing of the CLIs. We look forward to continued consultation in regards to the CLIs, and also on how the CLIs fold into the Section 110 review for National Register eligibility. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,

Edward C. Nichols
State Historic Preservation Officer

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Colorado SHPO concurrence and comments on the CLI, page 4, 10/10/2012.



MEMORANDUM

To: NPS-IMR CLI Coordinator
Box 728
Santa Fe, New Mexico 87504-0728

From: Superintendent, Mesa Verde National Park
P.O. Box 8
Mesa Verde, CO 81330

Subject: Cultural Landscapes Inventories (CLIs) for Headquarters Loop, Park Entrance Road Corridor, CCC Camps, and Utility Area

I hereby concur with the content and the assessment of Headquarters Loop, Park Entrance Road Corridor, CCC Camps, and Utility Area Cultural Landscape Inventories (CLIs)

1. *The CLIs have identified Headquarters Loop, Park Entrance Road Corridor, CCC Camps, and Utility Area as Historic Designed Landscapes.*

2. *The condition and management category of each landscape is as follows:*

PROPERTY	CONDITION	MANAGEMENT CATEGORY
Headquarters Loop	*Fair*	*Must be Preserved and Maintained*
Park Entrance Road Corridor	*Good*	*Must be Preserved and Maintained*
CCC Camps	*Fair*	*Must be Preserved and Maintained*
Utility Area	*Fair*	*Must be Preserved and Maintained*

3. *The periods of significance and applicable National Register Criteria for each property are as follows:*

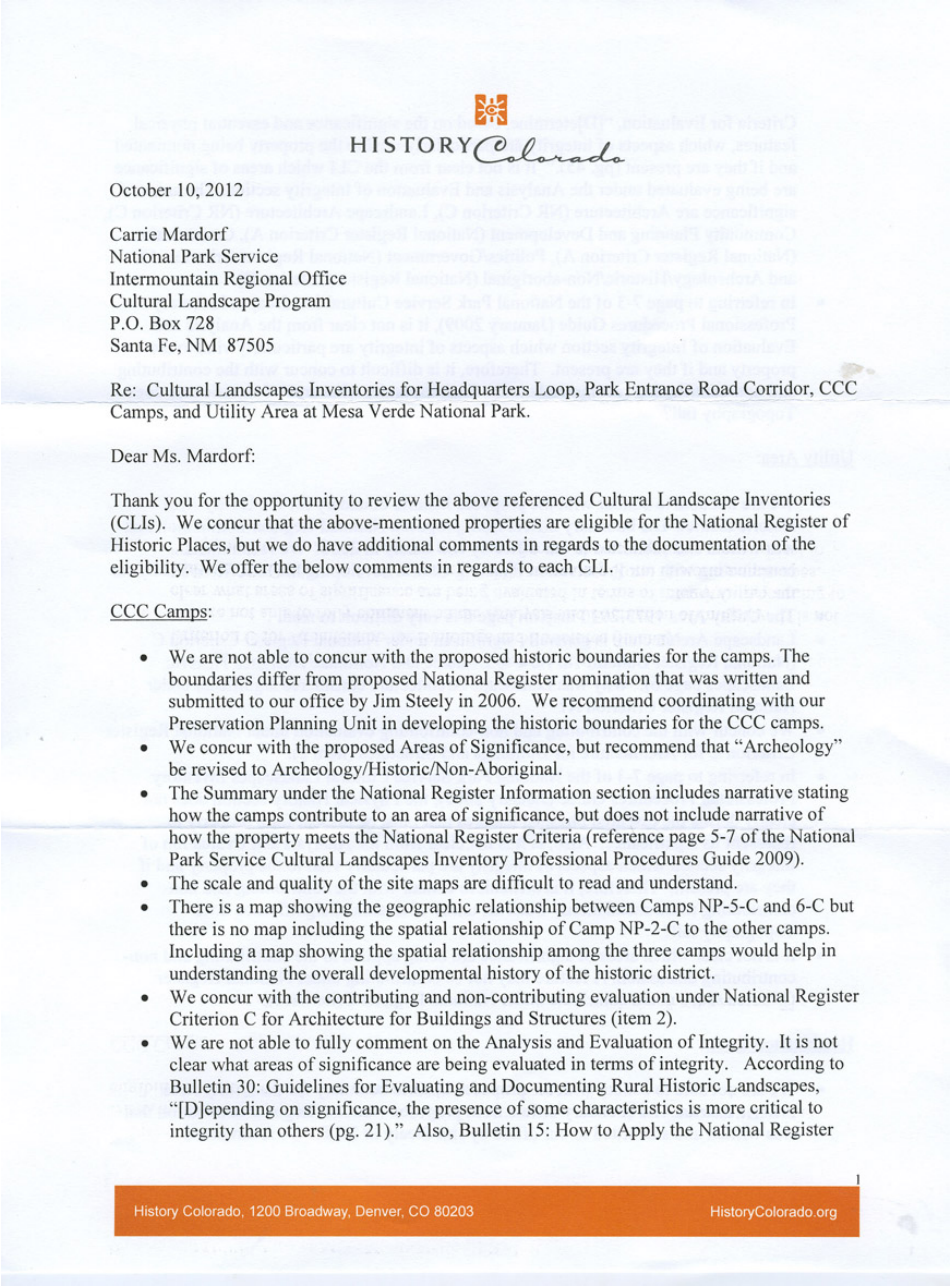
PROPERTY	PERIOD OF SIGNIFICANCE	NR CRITERIA
Headquarters Loop	*1906-1942 AD*	*Criterion A, B, and C*
Park Entrance Road Corridor	*1907-1957 AD*	*Criterion A and C*
CCC Camps	*1933-1942 AD*	*Criterion A, C, and D*
Utility Area	*1933-1937 AD*	*Criterion A and C*

4. *The contributing features for each landscape are listed in the "Analysis and Evaluation" section and represent landscape features that are integral to the character and integrity of each district.*

Superintendent, Mesa Verde National Park — Date: 4/16/12

TAKE PRIDE IN AMERICA

Park Superintendent concurrence on the findings of the CLI, 4/16/2012.



HISTORY Colorado

October 10, 2012

Carrie Mardorf
National Park Service
Intermountain Regional Office
Cultural Landscape Program
P.O. Box 728
Santa Fe, NM 87505

Re: Cultural Landscapes Inventories for Headquarters Loop, Park Entrance Road Corridor, CCC Camps, and Utility Area at Mesa Verde National Park.

Dear Ms. Mardorf:

Thank you for the opportunity to review the above referenced Cultural Landscape Inventories (CLIs). We concur that the above-mentioned properties are eligible for the National Register of Historic Places, but we do have additional comments in regards to the documentation of the eligibility. We offer the below comments in regards to each CLI.

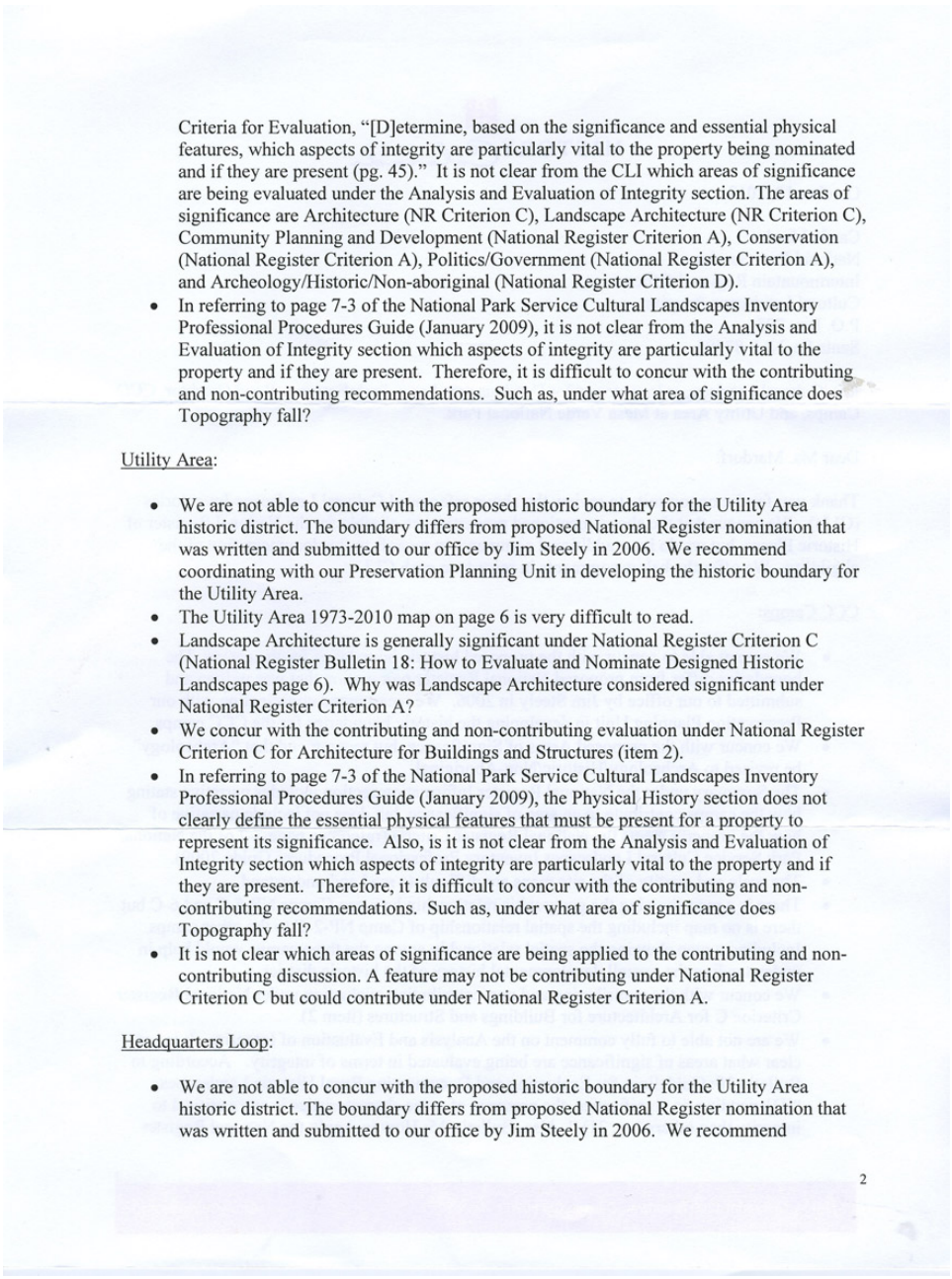
CCC Camps:

- We are not able to concur with the proposed historic boundaries for the camps. The boundaries differ from proposed National Register nomination that was written and submitted to our office by Jim Steely in 2006. We recommend coordinating with our Preservation Planning Unit in developing the historic boundaries for the CCC camps.
- We concur with the proposed Areas of Significance, but recommend that "Archeology" be revised to Archeology/Historic/Non-Aboriginal.
- The Summary under the National Register Information section includes narrative stating how the camps contribute to an area of significance, but does not include narrative of how the property meets the National Register Criteria (reference page 5-7 of the National Park Service Cultural Landscapes Inventory Professional Procedures Guide 2009).
- The scale and quality of the site maps are difficult to read and understand.
- There is a map showing the geographic relationship between Camps NP-5-C and 6-C but there is no map including the spatial relationship of Camp NP-2-C to the other camps. Including a map showing the spatial relationship among the three camps would help in understanding the overall developmental history of the historic district.
- We concur with the contributing and non-contributing evaluation under National Register Criterion C for Architecture for Buildings and Structures (item 2).
- We are not able to fully comment on the Analysis and Evaluation of Integrity. It is not clear what areas of significance are being evaluated in terms of integrity. According to Bulletin 30: Guidelines for Evaluating and Documenting Rural Historic Landscapes, "[D]epending on significance, the presence of some characteristics is more critical to integrity than others (pg. 21)." Also, Bulletin 15: How to Apply the National Register

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History Colorado, 1200 Broadway, Denver, CO 80203 HistoryColorado.org

Colorado SHPO concurrence and comments on the CLI, page 1, 10/10/2012.



Criteria for Evaluation, "[D]etermine, based on the significance and essential physical features, which aspects of integrity are particularly vital to the property being nominated and if they are present (pg. 45)." It is not clear from the CLI which areas of significance are being evaluated under the Analysis and Evaluation of Integrity section. The areas of significance are Architecture (NR Criterion C), Landscape Architecture (NR Criterion C), Community Planning and Development (National Register Criterion A), Conservation (National Register Criterion A), Politics/Government (National Register Criterion A), and Archeology/Historic/Non-aboriginal (National Register Criterion D).

- In referring to page 7-3 of the National Park Service Cultural Landscapes Inventory Professional Procedures Guide (January 2009), it is not clear from the Analysis and Evaluation of Integrity section which aspects of integrity are particularly vital to the property and if they are present. Therefore, it is difficult to concur with the contributing and non-contributing recommendations. Such as, under what area of significance does Topography fall?

Utility Area:

- We are not able to concur with the proposed historic boundary for the Utility Area historic district. The boundary differs from proposed National Register nomination that was written and submitted to our office by Jim Steely in 2006. We recommend coordinating with our Preservation Planning Unit in developing the historic boundary for the Utility Area.
- The Utility Area 1973-2010 map on page 6 is very difficult to read.
- Landscape Architecture is generally significant under National Register Criterion C (National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes page 6). Why was Landscape Architecture considered significant under National Register Criterion A?
- We concur with the contributing and non-contributing evaluation under National Register Criterion C for Architecture for Buildings and Structures (item 2).
- In referring to page 7-3 of the National Park Service Cultural Landscapes Inventory Professional Procedures Guide (January 2009), the Physical History section does not clearly define the essential physical features that must be present for a property to represent its significance. Also, is it is not clear from the Analysis and Evaluation of Integrity section which aspects of integrity are particularly vital to the property and if they are present. Therefore, it is difficult to concur with the contributing and non-contributing recommendations. Such as, under what area of significance does Topography fall?
- It is not clear which areas of significance are being applied to the contributing and non-contributing discussion. A feature may not be contributing under National Register Criterion C but could contribute under National Register Criterion A.

Headquarters Loop:

- We are not able to concur with the proposed historic boundary for the Utility Area historic district. The boundary differs from proposed National Register nomination that was written and submitted to our office by Jim Steely in 2006. We recommend

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Colorado SHPO concurrence and comments on the CLI, page 2, 10/10/2012.

Geographic Information

Geographic Information & Location Map

State and County:

State: Colorado

County Montezuma County

Size (Acres) 1278

Land Tract Number(s)

Inventory Unit Boundary Description:

Park Entrance: Four-acre site located at the historic North Entrance.

Entrance Road: Spans the twenty-mile Entrance Road from the park entrance to just before the 4-way intersection at the headquarters loop and 250-feet each side of the roadway centerline to create a 500-foot wide corridor. The boundary includes the following adjacent features: Mancos Valley Overlook, Park Point Overlook, Montezuma Overlook and Geologic Overlook.

Ruins Road: A corridor that spans the roadway from shoulder-to-shoulder and encompasses two six-mile loops called the Mesa Top Loop and Cliff Palace Loop. The overlooks accessed by these loop roads are not included in this inventory as there were insufficient funds.

Boundary Coordinates:

Source: USGS Map 1

Type of Point: Point

Latitude: -108.411902709366

Longitude: 37.3405786848322

Narrative:

Source: USGS Map 1

Type of Point: Point

Latitude: -108.409107915404

Longitude: 37.339472116025

Narrative:

Source: USGS Map 1

Type of Point: Point

Latitude: -108.406947591535

Longitude: 37.3392805657082

Narrative:

Source: USGS Map 1

Type of Point: Point

Latitude: -108.407158890011

Longitude: 37.3285432958634

Narrative:

Source: USGS Map 1

Type of Point: Point

Latitude: -108.418504945227

Longitude: 37.328719470733

Narrative:

Source: USGS Map 1

Type of Point: Point

Latitude: -108.417871105863

Longitude: 37.3300934304638

Narrative:

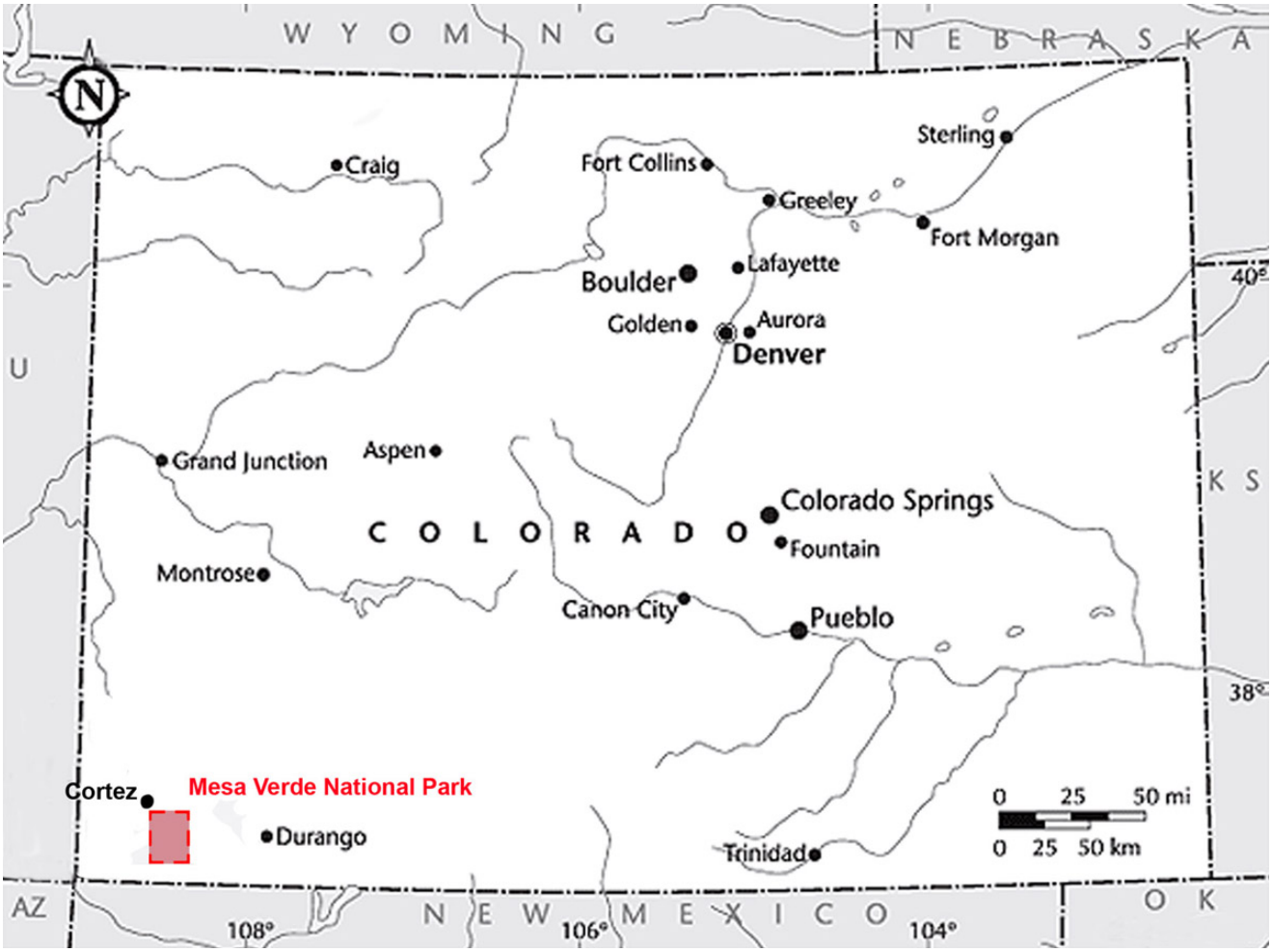
Source:	USGS Map 1
Type of Point:	Point
Latitude:	-108.416065448454
Longitude:	37.3320726001782
Narrative:	

Source:	USGS Map 1
Type of Point:	Point
Latitude:	-108.412437031102
Longitude:	37.3342191300141
Narrative:	

Source:	USGS Map 1
Type of Point:	Point
Latitude:	-108.411780755527
Longitude:	37.3368992546871
Narrative:	

Source:	USGS Map 1
Type of Point:	Point
Latitude:	-108.412359406451
Longitude:	37.3391107684693
Narrative:	

Location Map:



Location Map showing location of Mesa Verde National Park within the state of Colorado.

Regional Context:

Type of Context: Cultural

Description:

The prehistoric occupation of Mesa Verde was part of a much larger indigenous cultural settlement in the Four Corners area of Utah, Arizona, New Mexico, and Colorado. The mesa and canyons of the region supported several centuries of village life before migration occurred in the thirteenth century. Routes used by these people may have been similar to the ones used today.

Later in the early to mid 1800s, pioneer settlement of southwestern Colorado began along the western slope of the Rocky Mountains. The prospects of unlimited rangeland and mineral resources led to the eventual opening of the Durango-Mancos-Cortez corridors. The influx of cattlemen and prospectors throughout the late nineteenth century prompted the development of a county road known as the Mancos-Cortez road (Highway 160) that traverses the open landscape along the current boundary of the park.

In June 1906, Mesa Verde, officially established under the 59th Congress and President Theodore Roosevelt, was the United States' first national park set aside to protect cultural resources. The congressional act placed 42,000 acres under “public reservation” for the purpose of preserving “the archeological sites which "Pre-Columbian Indians" built on the mesa tops and in the alcoves of a score of rugged canyons.” The actual survey of the southern park boundary proved erroneous when a location line was drawn above the major cliff dwellings to be preserved. To rectify this dilemma, the Brooks Leupp Amendment (1906), which provided for a “preservation overlay” on lands that extended five miles beyond the original boundary, was added to the original park bill.

Type of Context: Political

Description:

The Park Entrance, Entrance Road and Ruins Road, the focus of this component landscape inventory, are owned and administered by the NPS. The roads are located within the political boundaries of Montezuma County, Colorado and are approximately seven miles east of Cortez and forty miles west of Durango.

Mesa Verde National Park is bounded on the west, south, and southeast by Ute Indian Reservations. To the northwest of the park are the Canyons of the Ancients National Monument and to the north/northeast lies the San Juan National Forest. The park boundary includes approximately 52,000 acres of land.

Type of Context: Physiographic

Description:

Mesa Verde is located in the Colorado Plateau, a transitional climatic zone between the desert located to the south and west and the San Juan Mountains to the northeast. The semiarid nature of the Mesa Verde accounts for its classification as a steppe. Due to uplift and erosion, the Mesa Verde rises some 1,000 feet to 1,500 feet above the neighboring valleys and gradually slopes to the south. Overall, the site is situated on a verdant and densly forested plateau of pinon-juniper ranging from 7,000 feet to 8,500 feet in elevation. The Entrance Road was constructed to traverse the upland mesas and give views into the finger-like canyons, which dissect the mesa landforms.

Over millions of years, the geology of Mesa Verde uplifted and now tilts gently between three to seven degrees from south to north, forming this unique landscape which is deeply furrowed by erosion from small streams flowing into the Mancos River drainage. The canyons which are formed from the erosion display the entire sequence of sediments that comprise the geologic structure of the park. More than twenty canyons cut through Mesa Verde and drain into the Mancos River.

Other significant geologic features include alcoves which are continually formed as layers of shale beneath porous sandstone stop water as it seeps through the sandstone. This water follows the hard surface of the shale until it daylights along the canyon walls, resulting in numerous seeps and springs. Alternate freezing and thawing creates the famous overhangs and alcoves by loosening the lower sandstone slabs, causing them to break away from the alcove ceilings. In these alcoves, the Ancestral Puebloans built some of the most notable and best-preserved cliff dwellings found in the United States.

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 04/16/2012

Management Category Explanatory Narrative:

This is the park's only access to and from the park. It is important to maintain this road to provide access as well as to provide an aesthetic experience which immerses the visitor in the landscape as they make their way to the primary use area at Mesa Verde National Park. The current use is appropriate to its intended and historic use. Park Superintendent concurred on 4/16/2012.

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement: Other

Type of Context:

Management Agreement Explanatory Narrative:

The park has legal jurisdiction over the entire park, but shares legal jurisdiction with the state in the entrance area of the park. This shared jurisdiction extends from the entrance approximately one and one-half miles into the park.

Additionally, at the south end of Ruins Road, a two hundred foot segment of the Cliff Palace Loop traverses the Ute Mountain Indian Reservation. Through a mutual agreement, the NPS manages and maintains the area confined to the road corridor.

NPS Legal Interest:

Type of Interest: Less Than Fee Simple

Narrative: The National Park Service owns the land within the Park Entrance Road Corridor in fee simple without any encumbrances with the exception of a two hundred foot segment of the Cliff Palace Loop traverses the Ute Mountain Indian Reservation.

Located in managed wilderness?: Unknown

Public Access:

Type of Interest: Other Restrictions

Explanatory Narrative:

The Park Entrance and Entrance Road are open regularly, closing only during a fire, slides that render the road inaccessible, or bad weather (snow/ice). Ruins Road is closed from dusk to dawn.

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Land Narrative:

Adjacent lands outside of the park boundary contribute to the views experienced along the road corridor. They also contribute to the general setting and feeling of the road.

National Register Information

Documentation Status:

SHPO Inadequately Documented

National Register Explanatory Narrative:

The cultural resources at Mesa Verde were listed on the National Register through “Administrative Listing” on 10/15/1966.

Jim Steely completed a National Register nomination for the park entrance residence (HS-41) was determined eligible for listing in 2006. The State Historic Preservation Office concurred in 2006 that the building was eligible for the National Register. Despite the DOE, the residence was not officially listed on the National Register of Historic Places. As of 2012, the NR nomination is still in draft form.

The remainder of the Park Entrance Road Corridor is undocumented and is not listed on the National Register of Historic Places; however, the Park Entrance, Entrance Road, and Ruins Road are managed as if they are eligible for the National Register.

Concurrence Narrative:

The Colorado SHPO generally concurred that the Park Entrance, Entrance Road, and Ruins Road are eligible for the National Register on 10/10/2012. The SHPO also provided additional comments on the CLI and a bulleted list of items they did not generally concur with. See official SHPO letter in CLI files.

NRIS Number: 66000251

Primary Certification Date: 10/15/1966

National Register Eligibility

National Register Concurrence: Eligible -- SHPO Consensus Determination

Contributing/Individual: Individual

National Register Classification: District

Significance Level: State

Significance Criteria: A - Associated with events significant to broad patterns of our history

Significance Criteria: C - Embodies distinctive construction, work of master, or high artistic values

Period of Significance:

Time Period: CE 1931 - 1942

Historic Context Theme: Expressing Cultural Values

Subtheme: Architecture

Facet: Rustic Architecture

Other Facet: None

Time Period: CE 1931 - 1942

Historic Context Theme: Expressing Cultural Values

Subtheme: Landscape Architecture

Facet: The 1930's: Era Of Public Works

Other Facet: None

Time Period:	CE 1931 - 1942
Historic Context Theme:	Shaping the Political Landscape
Subtheme:	Political and Military Affairs 1865-1939
Facet:	The Great Depression And The New Deal, 1929-1941
Other Facet:	None
Time Period:	CE 1931 - 1942
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	Origin And Development Of The National Park Service
Other Facet:	None
Time Period:	CE 1907 - 1957
Historic Context Theme:	Developing the American Economy
Subtheme:	Transportation by Land and Air
Facet:	Automobiles, Busses and other Vehicles
Other Facet:	None
Time Period:	CE 1907 - 1957
Historic Context Theme:	Developing the American Economy
Subtheme:	Transportation by Land and Air
Facet:	Wagons and Wagon Roads
Other Facet:	None
Time Period:	CE 1907 - 1957
Historic Context Theme:	Expanding Science and Technology
Subtheme:	Technology (Engineering and Invention)
Facet:	Transportation
Other Facet:	None

Time Period:	CE 1907 - 1957
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	The 1930's: Era Of Public Works
Other Facet:	None
Time Period:	CE 1907 - 1957
Historic Context Theme:	Shaping the Political Landscape
Subtheme:	Political and Military Affairs 1865-1939
Facet:	The Great Depression And The New Deal, 1929-1941
Other Facet:	None
Time Period:	CE 1907 - 1957
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	Origin And Development Of The National Park Service
Other Facet:	None
Time Period:	CE 1914 - 1942
Historic Context Theme:	Developing the American Economy
Subtheme:	Transportation by Land and Air
Facet:	Automobiles, Busses and other Vehicles
Other Facet:	None
Time Period:	CE 1914 - 1942
Historic Context Theme:	Developing the American Economy
Subtheme:	Transportation by Land and Air
Facet:	Wagons and Wagon Roads
Other Facet:	None

Time Period:	CE 1914 - 1942
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	The 1930's: Era Of Public Works
Other Facet:	None
Time Period:	CE 1914 - 1942
Historic Context Theme:	Shaping the Political Landscape
Subtheme:	Political and Military Affairs 1865-1939
Facet:	The Great Depression And The New Deal, 1929-1941
Other Facet:	None
Time Period:	CE 1914 - 1942
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	Origin And Development Of The National Park Service
Other Facet:	None

Area of Significance:

Area of Significance Category:	Community Planning and Development
Area of Significance Category:	Landscape Architecture
Area of Significance Category:	Transportation
Area of Significance Category:	Politics - Government
Area of Significance Category:	Architecture

Statement of Significance:
Collectively, the Park Entrance Road Corridor is significant under Criteria A for its association with the developmental history of Mesa Verde National Park in the areas of Landscape Architecture, Community Planning and Development, Transportation, and Politics/Government. It is also significant under Criterion C for its distinctive characteristics of road construction which represent the collaborative efforts of the National Park Service (NPS) and the Bureau of Public Roads (BPR). Additionally, the significance of the Modified Pueblo Revival style of the entrance residence also qualifies under Criterion C.

The periods of significance for each of the three components of the Park Entrance Road Corridor vary. The period of significance for the Park Entrance extends from 1931 to 1938. The development of this area commenced with the acquisition of a two hundred sixty foot right-of-way in the vicinity of the entrance in 1931 and concluded with the completion of the entrance and exit signage at the “Y” intersection of Highway 160 in 1938. The period of significance for the Entrance Road extends from 1907 to 1957. The development of the road commenced with the original wagon route survey in 1907 and concluded with the completion of the Morefield-Prater tunnel in 1956 and subsequent (final) abandonment of the Knife Edge section of roadway in 1957. The period of significance for Ruins Road extends from 1914 –1942, which outlines the period in which the roads were developed and improved by the park and later by the CCC.

Although the periods of significance vary, each of the three areas shares a common thematic context and historical significance.

Criterion A – Landscape Architecture, Community Planning and Development, Transportation, Politics/Government

The Park Entrance Road Corridor is significant under Criterion A for its association with the American park and NPS planning movements. The initiation of "landscape engineering" that employed advanced engineering combined with landscape architectural design and concern for the preservation of scenery was an essential step in making large scenic reservations accessible to the visiting public without unduly marring landscape scenery or natural systems.

Prior to NPS planning efforts, the early park road systems evolved out of functionality. In 1908, Superintendent Randolph stated that if the park was ever to fulfill the purposes for which it was created, it was absolutely necessary to build a road for carriages and other vehicles from the park boundary to the principal ruins. Around this same time, George Mills conducted a road survey of wagon roads that later became the alignment of the park entrance road, as it was constructed from 1908 to the early 1920s. Similarly, a primitive trail system was established that connected Spruce Tree House, Cliff Palace, Square Tower House and Balcony House. Later, at Randolph’s request a carriage road was built atop the mesa to connect these points of interest. In 1914, a new road to replace the trails from Spruce Tree Camp to Cliff Palace, Balcony House and Peabody House (likely Square Tower House), was cleared of trees and partially graded, forming the foundation of what was to become the Ruins Road. Automobiles were now able to make the trip to many major archeological sites in the area.

Though road construction and park improvements were carried from 1908 into the 1920s, the development lacked an overall, coordinated direction. The arrival of Jesse Nusbaum as park Superintendent marked the beginning of the park planning efforts and the development of the park as a designed landscape. One of these guiding documents was the 1933 park master plan that organized development clusters throughout the park. To improve the visitor experience, Nusbaum and NPS landscape architects proposed a new location for the park entrance that captured the openness of the landscape and capitalized on picturesque views of Point Lookout. Additionally, a formal gateway was planned as automobile travel became more commonplace. Borrowing from historic examples of estate gatehouses, the park entrance at Mesa Verde was programmed to welcome and orient visitors. The Entrance Road was oriented to take full advantage of Point Lookout, one of the primary character-defining features of the park entrance. In 1931, legislation was furthered to protect the scenery along the Entrance Road from the park entrance to Point Lookout in order to ensure that this view would be preserved for future generations. The original design of the park entrance reflects Nusbaum’s efforts to organize a formal park gateway.

Nusbaum’s planning efforts also altered the park Entrance Road and Ruins Road. The difficulty in constructing Mesa Verde’s Entrance Road was finding engineering solutions that established a durable roadbed despite the vulnerability of the geologic base material. As a result, several early road sections were realigned or closed.

Erosion led to the abandonment of several routes, including (1) the Point Lookout Grade West, (2) Switchbacks Road, (3) Morefield-Prater Canyon road, (4) the Knife Edge road and (5) the B-Cut easterly route.

In addition to engineering accomplishments, vista orientation and softening roadside slopes were both given considerable attention in the design of both the Entrance Road and Ruins Road. The alignments were augmented by NPS landscape design philosophies that focused on the character and quality of the landscape experience as viewed from the road. Efficiency and traffic flow were also a focus at the Ruins Road to eliminate unnecessary backtracking with two loop roads that would save visitors time and miles. The loop roads lead automobiles off a main road without significantly altering traffic flow, providing for more efficient travel.

By 1932, the collaboration between the NPS and BPR culminated in the grading and surfacing of a standardized automobile "highway" that traversed Mesa Verde National Park. However, sufficient funds had not been allocated to minimize and mitigate the visual and ecological impacts of the road upon the landscape. These issues were solved by the CCC. The Emergency Conservation Work (ECW) Act of May 1933 signed under President Franklin Roosevelt employed a variety of innovative and comprehensive relief programs to alleviate the nation's growing unemployment crisis. The ECW program, later known as the CCC, was originally conceived as a "conservation army" to undertake manual labor projects for public agencies such as the NPS.

Within two months of Roosevelt's proclamation, the first CCC Camp (NP-2-C) at Mesa Verde was established. Despite a paucity of park funding, the CCC work crews implemented capital improvement proposals dating from Jesse Nusbaum's first tenure as Park Superintendent. While major road construction projects were under the BPR, important landscape work associated with the road was relegated to the CCC crews. Between 1933 and 1935, the CCC undertook numerous roadway improvement projects at the Park Entrance, Entrance Road, and Ruins Road that included naturalistic bank sloping, revegetation, erosion control along cut and fill sections, road reclamation, and transplanting and new planting of native vegetation. Additionally, CCC work crews at Mesa Verde were involved in landscape development including the installation of roadway features such as masonry guardrails, parking lots, catch basins, sandstone culvert headwalls and drop inlets, retaining walls and bank stabilization structures. At the Park Entrance and Ruins Roads, crews were also responsible for constructing pull-offs, parking areas, stone paths, and walls. These activities were some of the most important and extensive activities of the CCC era.

These 1930s design qualities extended into the 1950s with the completion of the Morefield-Prater Canyon Tunnel in 1956. The craftsmanship of the tunnel also reflected the use of native stone to blend the structure into its neighboring surroundings. The completion of the tunnel in 1956 and abandonment of the Knife Edge Road in 1957 represented the final chapter in five decades of park road construction and early NPS planning efforts. Since that time, few alignment changes and modifications to the corridor have occurred.

Locally, the construction of the Park Entrance, Entrance Road, and Ruins Road enabled a significant increase in local tourism, and marked a dramatic shift in the patterns of visitor use at Mesa Verde as it encouraged use of private automobiles as the primary means to see the park. Since the roads opened to the public, driving the roads still remains the primary way that visitors see and experience the park.

Criterion C – Landscape Architecture, Architecture

The execution of the Nusbaum's plans by the ECW and CCC reinforced the rustic design idiom throughout the park. The CCC, established at Mesa Verde National Park in May 1933, worked on various projects until the early 1940s. Included in these projects were the construction of buildings and roads in the NPS Rustic style.

The NPS Rustic style, embraced by the NPS from the 1920s to the 1940s, is rooted in the English gardening tradition and popularized in the United States by the pastoral ideas conveyed in writings of Andrew Jackson Downing during the 19th century. In 1918, development policy drafted by the newly formed NPS stated, "in the construction of roads, trails, buildings and other improvements, particular attention must be devoted always to the harmonizing of these improvements with the landscape" (NPS – Report of the director of the NPS, 1918). "Successfully handled, it is a style that, through the use of native materials in proper scale… gives the feeling of having been executed by pioneer craftsmen with limited hand tools. It thus achieves sympathy with natural surroundings and with the past" (Good, 1938). Overall, the design and practices of the era focused on solutions that promoted asymmetry, casual continuity, a sensitivity to landform, and a skillful use of built as well as natural features in the landscape (McClelland, 1998).

Viewpoints and vistas, the character of road-related structures, and the creation of a road that followed the natural contours were given equal importance as practical and technical details of road construction. Solutions to gradient, drainage, grading required justification based on aesthetic values and an enhanced roadway experience. NPS road designers endeavored to eliminate hazardous curves, sharp turns and steep inclines in favor of curvilinear stretches of road grade. Using segments of primitive roads and wagon routes pre-dating the establishment of the park, these alterations were made to create the new alignment of the Entrance Road and Ruins Road.

Paramount in designing the Entrance Road and Ruins Road was the alignment to scenery. The nineteenth-century road design tradition, creating a sequential experience in which the visitor would pass through spaces of varying character and picturesque features prior to arriving at scenic vistas, was employed at Mesa Verde. The success of the entrance and Ruins Roads lay in their ability to present the splendors of natural and cultural features. The road program at Mesa Verde, perhaps more than any other aspect of park development, endeavored to make parklands accessible to the public while leaving them unimpaired for the future.

Furthermore, intersections along both alignments were minimized and right angles were avoided. Where intersections occurred, the junction was carefully designed using two methods: (1) a 120-degree angle that promotes turning from one direction only, and (2) a “Y” intersection with its divided roadway and central triangular island.

The result of these Rustic design philosophies, the roads of Mesa Verde exhibited undulating and curvilinear alignments, smooth curves, and gentle grades along slopes, hugging the canyon edges. Individual small-scale features, including the tunnel, culverts, retaining walls, and other stone masonry structures, also followed the rustic design aesthetic. Individually, these structures are examples of period engineering and design philosophy; collectively, they comprise a vital, integral component of the road’s unique character. Most of these structures were designed to harmonize with the roadway setting by using native materials and by blending with landforms as much as possible.

In addition to Rustic style, the entrance residence (HS-41) at the Park Entrance is an example of the Modified Pueblo Revival property type through its low-profile scale, native sandstone exterior walls, protruding vigas, and a flat roof. Both the building materials and construction techniques are associated with the first administration term of Superintendent Jesse Nusbaum, borrowing primarily from the Hopi Native American Tribe (Soulliere, 1988).

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Historic Designed Landscape

Current and Historic Use/Function:

Primary Historic Function: Road-Related

Primary Current Use: Road-Related

Other Use/Function	Other Type of Use or Function
Automobile	Current, Historic
Comfort Station (Latrine)	Current, Historic
Entrance Station (Guardhouse)	Current, Historic
Leisure-Passive (Park)	Current, Historic
NPS Class I Principal Road	Current, Historic
NPS Class II Connector Road	Current, Historic
Overlook	Current, Historic
Parking Area	Current, Historic
Pedestrian Circulation	Current, Historic
Recreation/Culture-Other	Current,
Road Culvert	Current, Historic
Road Retaining Wall	Current, Historic
Road Tunnel	Current, Historic
Secondary Structure (Garage)	Current, Historic
Single Family House	Current, Historic
Small Residential Landscape	Current, Historic
Truck	Current, Historic
Turnout	Current, Historic
Vehicular Circulation	Current, Historic
View	Current, Historic

Current and Historic Names:

Name	Type Of Name
North Entrance	Historic
North and South Highway, Route 1 and 10	Historic
Ruins Road (system)	Historic
Park Entrance	Current
Entrance Road/Highway, Route 10	Current
Ruins Road, Mesa Top Loop and Cliff Palace Loop	Current

Chronology:

Year	Event	Annotation
CE 1888	Explored	Circa 1888. The Wetherill brothers “discover” Ancestral Puebloan cliff dwellings that are later protected under the management of the NPS. (Torres-Reyes, 1970)
CE 1900	Built	Entrance Road, Circa 1900. Two routes are developed from the town of Mancos to the cliff dwellings of Mesa Verde: (1) Mancos Canyon to Weber Canyon (stage)- trail to mouth of Cliff Canyon to the plateau of Chapin Mesa (horseback); (2) West to Cortez (auto/stage) then south around the base of Point Lookout (auto/stage) – trail to top of plateau at head of Prater Canyon to Spruce Tree House (horseback). (Torres-Reyes, 1970)
CE 1906	Established	By an act of Congress, approximately 42,000 acres of public land in Montezuma County, Colorado is designated as Mesa Verde National Park for the provision of protecting “ruins and other works and relics of prehistoric or primitive man.” (Torres-Reyes, 1970)
CE 1906	Established	The Brooks-Leupp Amendment is added to a park bill and provides for the protection of all prehistoric sites situated within five miles of the established park boundary on Ute and public lands (approximately 175,000 acres). This includes the area of the present day Ruins Road, headquarters loop, utility area, and CCC camps. (Torres-Reyes, 1970)
CE 1907	Established	Newly appointed park superintendent, Major George Randolph, formally establishes administrative headquarters in Mancos.

Year	Event	Annotation
CE 1907 - 1908	Engineered	Entrance Road. George Mills completes a survey that delineates “a practicable route for a wagon road from the northern boundary of the park through the reservation and a portion of the 5 mile strip to the Spruce Tree House.” This survey is credited for establishing the alignment that, with deviation, would be used for the construction of the North and South Highway (entrance road). (Horton, 1994)
CE 1908	Graded	Entrance Road. C.B. Kelly is contracted to repair and improve the “principal trail” (wagon road) which includes clearing and light grading along approximately 6 miles of wagon road on the easiest section of the survey route north from Spruce Tree House to Mills’ station point 668. (Horton, 1994)
CE 1908 - 1911	Graded	Entrance Road. 3.5 miles of road are constructed between the park entrance and the head of Morefield Canyon along the western wall of Point Lookout.
CE 1909	Graded	Entrance Road. Construction is completed on a very difficult section of the Entrance Road survey (stations 0-1) which comprises the rise from the northern boundary westward, climbing the western wall of Point Lookout. Another substantial portion of the incline (stations 25-53) is partially completed. (Horton, 1994)
CE 1910	Established	An amendment to the Urgency Act authorizes the Secretary of the Interior to grant leases and permits for the use of the land or development of park resources, thereby allowing for grazing and mining operations. Additionally, the Act gives private concessionaires the license to construct and operate visitor facilities and services such as lodging, camping and transportation. (Stat. 36,796, Secretary to Superintendent of Mesa Verde, June 30, 1910, NA-RG 79). (Torres-Reyes, 1970)
CE 1910	Graded	The Entrance Road is graded approximately 3.5 miles further south (to station 166) beyond the Point Lookout grade. (Horton, 1994)
CE 1911	Graded	A trail system (later the alignment of Ruins Road) is completed connecting Spruce Tree House, Cliff Palace, Square Tower House and Balcony House. (Torres-Reyes, 1970)
CE 1911	Graded	Grading of the Entrance Road continues from a location near the upper terminus of the western Point Lookout grade out to the west. This section is referred to as the Knife Edge Road (Decker Road). This route extends from the head of Morefield Canyon and west along the Knife Edge to the upper reach of Moccasin Canyon. (Torres-Reyes, 1970)

Year	Event	Annotation
CE 1913	Established	The act of June 30, 1913 (38 Stat. 82) allows for the expansion of Mesa Verde National Park acreage through exchange of lands with the Ute Mountain Utes. Through exchange, the park property is increased by 14,520 acres in the southern portion and decreased in the westernmost portion by 7,793.89 acres. The provisions contained within the act of June 29, 1906 that delineate custodianship of the “5-Mile Strip” are rescinded.
CE 1913	Graded	Entrance Road. Montezuma County clears and grades a 1,900’ road extension from the north boundary line of the park (Station 0) to the Cortez-Mancos Road. (Horton, 1994)
CE 1913	Graded	Entrance Road. The remaining six-plus miles of road between the head of Moccasin Canyon and the west fork of Little Soda Canyon are completed, thereby enabling vehicles and two and four-horse teams to travel the entirety of the road system. (Torres-Reyes, 1970)
CE 1913 - 1914	Graded	Entrance Road. Due to instability of the Knife Edge Road, an alternate route is surveyed and graded. The new Morefield-Prater bypass (Spencer Road) extends from the head of Morefield Canyon southward through the valley for four miles, across the ridge (west) into Prater Canyon and northward to join the existing road at the head of Moccasin Canyon. Specifications call for a 15’ road width and 17 wooden culverts. (Horton, 1994)
CE 1913 - 1919	Reconstructed	Ruins Road. Under Superintendent Rickner’s administration (1913-1919) park roads and trails are opened and improved. This includes: widening of roads from Spruce Tree Camp to various archeological sites; construction of road spur to Sun Temple; trails to Cliff Palace and Community (Square Tower) House; trail to Square Tower House; trail around the southern end of Chapin Mesa to Inspiration Point. (Torres-Reyes, 1970)
CE 1914	Abandoned	Entrance Road. The 5-mile Knife Edge section is abandoned as the principal route for wagon and automobile traffic, although use by wagon and horse continues to occur. (Horton, 1994)
CE 1914	Built	Entrance Road. Repairs are conducted along the western Point Lookout grade (station 0 to 64). (Horton, 1994)
CE 1914	Graded	Entrance Road. A road from Spruce Tree Camp to Cliff Palace and Balcony House is cleared and dragged to 15’ width. The first trip via automobile is made from the park entrance to Spruce Tree Camp takes 3 hours. (Horton, 1994)

Year	Event	Annotation
CE 1914	Graded	Entrance Road. The Knife Edge or Decker Road section is widened to 15' and repaired (stations 166 to 343). The Perkins Road (location unknown) section is graded to 15' and plowed to facilitate drainage. (Horton, 1994)
CE 1916	Built	Entrance Road. Due to vehicular safety issues concerning the one-way western Point Lookout grade, a telephone relay system is installed. Telephone boxes are placed at the foot of the hill under Point Lookout and at the top of the hill, thereby enabling travelers to determine presence of oncoming automobiles. (Torres-Reyes, 1970)
CE 1916	Established	The NPS is established under the Department of the Interior to administer management of national park units. (Torres-Reyes, 1970)
CE 1917	Land Transfer	Entrance Road. The Act of June 12, 1917 (40 Stat. 152) authorizes the Secretary of the Interior to accept donations of land or right-of-way easements in Mesa Verde National Park for park purposes. As a result of this Act, a 260'-wide transportation corridor (28 acres) is donated by local landowner Mr. Haller, enabling the present-day construction of an extension road between the northern boundary of the park and the Cortez-Mancos Road. (Legislation)
CE 1918	Land Transfer	Entrance Road. Rights-of-way are donated lands bordering the connecting road on the eastern park boundary and used to construct an optional access route, the Switchbacks Road. (Horton, 1994)
CE 1919	Graded	Entrance Road. The new Switchbacks Road is completed, affording an alternate corridor that serves as an entry route to the one-way West Point Lookout grade. As a rule, automobiles enter by way of the West Point Lookout grade, and descend by the Switchbacks Road. (Horton, 1994 and Torres-Reyes, 1970)
CE 1920	Built	Park Entrance, Circa 1920. "Permits, Registration and Information Station" provides the first official entry to Mesa Verde National Park. (MVP 620-01-610)
CE 1921	Graded	Ruins Road. A short-cut road is constructed from north of Spruce Tree Camp to the main road accessing the archeological sites. The former road is closed. Two additional roads are developed (1) between Square Tower and Sun Point and (2) Sun Point and Sun Temple. (Torres-Reyes, 1970)
CE 1922	Abandoned	Entrance Road. The Switchbacks Road is abandoned due to excessive maintenance required for automobile traffic.

Year	Event	Annotation
CE 1922	Built	Two “shortcut” roads (Ruins Road) that lead to the Ancestral Puebloan sites are constructed, and thereby “eliminate 4 miles of backtracking in visiting the ruins.” Ruins Road is widened, regraded, realigned and wooden drainage culverts are installed during the 1920s. (Horton, 1994)
CE 1922	Engineered	Entrance Road. George Goodwin and Col. W.W. Crosby reevaluate the alignment of the western Point Lookout grade and Knife Edge grades in a new survey. (Horton, 1994)
CE 1923	Abandoned	Entrance Road. The Morefield-Prater Canyon bypass (Spencer Road) is abandoned. (Horton, 1994)
CE 1923	Reconstructed	Entrance Road. The formerly abandoned (1914) Knife Edge Road now widened and improved reopens and replaces the Morefield-Prater Canyon bypass. (Horton, 1994)
CE 1923 - 1926	Reconstructed	Entrance Road. Drought and heavy rains weaken the Knife Edge Road requiring substantial funding and energy to repair and reconstruct the road. (Horton, 1994)
CE 1925	Graded	Entrance Road. The B-Cut road realignment is graded to eliminate the long, difficult grades over Moccasin Mesa from the head of Moccasin Canyon to School Section Canyon. (Torres-Reyes, 1970)
CE 1926	Built	Entrance Road. The entrance to Windy Point (below Point Lookout) and a new alignment at Park Point are constructed. (Horton, 1994)
CE 1926	Graded	Entrance Road. A new shortcut road is constructed by Montezuma County between the Cortez-Mancos Road. (Horton, 1994)
CE 1926	Graded	Entrance Road. The D-Cut road realignment is graded, and eliminates adverse grades over the ridge that separates the east and west forks of Little Soda Canyon. (Torres-Reyes, 1970)
CE 1926	Graded	Ruins Road. An additional 2,700’ loop road near Square Tower House is constructed to alleviate traffic and parking problems. Minor improvements are made to the existing Ruins Road that include a series of cuts and fills, installation of wooden culverts, alignment changes and tree removal. (Horton, 1994)
CE 1926	Reconstructed	Entrance Road. Most of the Entrance Road is reconstructed to a width of twenty-feet, for the purpose of safely accommodating two-way traffic. (Horton, 1994)
CE 1926	Reconstructed	Entrance Road. Portions of the West Point Lookout grade are reconstructed. (Torres-Reyes, 1970)
CE 1927	Established	Circa 1927. The Entrance Road is renamed the “North and South Highway.” (Horton, 1994)

Year	Event	Annotation
CE 1927 - 1928	Graded	Entrance Road. Sections 1-A, 1-B, and 1-D are cleared, and Section 1-B is graded, including the Nusbaum Cut that affords easier access to Morefield Canyon. (Horton, 1994)
CE 1927 - 1929	Engineered	Entrance Road. A new road survey is conducted to rectify severe grade problems and narrow construction of the North and South Highway. One significant change in alignment is proposed as a new route on the eastern face of Point Lookout. The road project is subdivided into various sections : (1) North entrance (east grade of Point Lookout) 1-A and 1-B (Stations 975+00 to 630+00; 833+00 to 975.00); (2) Knife Edge 1-C (Stations 756+00 to 833+00 which included the old Palisades and Knife Edge sections); (3) Prater Canyon 1-D (Stations 630+00 to 756+00, old Decker Road); (4) and 1-E (Stations 0+00 to 630+00, old Perkins and Chapin Mesa sections). (Horton, 1994)
CE 1928	Designed	Entrance Road. Rubble masonry drainage features (headwalls, stone catch basins) are listed as a standard park detail, to replace corrugated metal and wood culverts. (Horton, 1994)
CE 1928	Graded	A new “Ruins Road” loop (2.1 miles) is constructed to connect Cliff Palace and Balcony House on Chapin Mesa. The road traverses “…the rim of Cliff Canyon to its confluence with Soda Canyon, then up the rim of Soda Canyon to above Balcony House, and thence northwestward 17,000 feet to the old road connection at the old parking circle.” (Horton, 1994)
CE 1928 - 1929	Graded	Entrance Road. Sections 1-A are graded, and the remainder of Section 1-B is completed. Both sections are equipped with mortared stone culverts. (Horton, 1994)
CE 1928 - 1929	Reconstructed	Entrance Road. Grading, gravel surfacing and drainage improvements, including mortared stone headwalls and inlets, are completed for the Prater Canyon section 1-D-Decker Road. (Horton, 1994)
CE 1929 - 1930	Altered	Entrance Road. The six-mile Park Point to Spruce Tree House 1-E section is cleared. This section follows the earliest pack trail and wagon road traces down the length of Chapin Mesa, and was initially constructed under separate contracts in 1908. Work is primarily focused on thinning trees in a “more or less wavy” fashion to create a certain naturalistic effect “so that in the finished work, the cleared line represented an irregular and natural appearance.” (Horton, 1994)
CE 1929 - 1930	Reconstructed	Entrance Road. A one-mile section of the Knife Edge Road along the north face of the precipice is cleared, graded, gravel-surfaced. Improved drainage is accomplished through installation of stone rubble masonry headwalls and inlets and a deep underdrain trench (220’ long, 4’- 6’ wide; 10” of cement and backfilled with boulders). (Horton, 1994)

Year	Event	Annotation
CE 1930 - 1931	Graded	Entrance Road. The southern segment of the Knife Edge Road and Park Point to Spruce Tree House are graded, and drainage improvements are completed. (Horton, 1994)
CE 1931	Built	Park Entrance. The “Extension A” road segment extending to the Cortez-Mancos Road is improved, widened and sandstone drainage features are installed. Slide stabilization projects (betterments) are implemented throughout the entirety of the Entrance Road. (Horton, 1994)
CE 1931	Built	Park Entrance. The entrance residence (no. 41) is constructed within the 260 foot wide corridor.
CE 1931	Established	Park Entrance, February 26. A congressional act set aside a 260 foot wide road corridor from the entrance up to Pt. Lookout to protect the scenery up to Pt. Lookout. (46 Statute 1043) “Be it enacted... That for the purpose of protecting the scenery along the Point Lookout Road between the north boundary of the Mesa Verde National Park and this road’s juncture with the Cortez-Mancos Road, the President of the United States is hereby authorized... to add to the said Mesa Verde National Park, Colorado... a strip of land 260-feet wide along and including said Point Lookout Road, and the triangle formed by the fork in said road … (U.S.C., 6th supp., title 16, sec. 111.) SEC. 2 That for the purpose if carrying out the provisions of this Act the Secretary of the Interior is hereby authorized to accept donations of land or right of way, or to acquire title to any land along or adjacent to the said Point Lookout Road as may be deemed desirable by him for the protection of said road …”
CE 1931	Graded	Entrance Road. The Park Point Lookout spur is graded. (Torres-Reyes, 1970)
CE 1931	Graded	Park Entrance. The Montezuma County commissioners agree to build a 1.25-mile connector road (“Extension A”) between the northern park boundary and the Cortez-Mancos Road. (Horton, 1994)
CE 1931	Land Transfer	Entrance Road. The 260-foot-wide transportation corridor (28 acres) originally donated by Mr. Haller in 1917, is acquired (fee) by the NPS to protect the scenery up to Point Lookout. (Legislation)
CE 1931	Land Transfer	Park Entrance. The 260 foot-wide transportation corridor originally donated by Mr. Haller in 1917 is acquired by the NPS in order to protect the scenery up to Point Lookout. Adjacent land donations include an additional 32.2 acres. (Legislation)

Year	Event	Annotation
CE 1931 - 1932	Paved	Entrance Road. A 6” base course of gravel, 20’ wide is laid throughout the entirety of the North and South Highway (Sections 1-A to E). Additionally, the 1.25-mile extension called section A (Park entrance to Cortez-Mancos Road) and scenic spur at Park Point are resurfaced. (Horton, 1994)
CE 1931 - 1932	Stabilized	Entrance Road. Slide stabilization projects (betterments) are implemented throughout the entirety of the North and South Highway. (Horton, 1994)
CE 1932	Built	The park entrance is developed to include visitor orientation facilities. A stone entrance checking station (Modified Pueblo Revival style) and wood-frame outhouse (Rustic vernacular style) are constructed south of the existing entrance residence. (MVP 620-01-616, 628, 613)
CE 1932 - 1936	Built	Entrance Road. Installation of metal embankment protectors (gutters) is completed along North and South Highway. These metal protectors were painted to blend in with the landscape. (Horton, 1994)
CE 1933	Built	Park Entrance. A small gravel-surfaced parking area (16’ x 57’) accommodating five cars is constructed south (~ 40’) of the North Entrance checking station. This improvement incorporates sandstone curbing (around the parking area and extended north to the checking station); a low retaining wall and flagged sandstone walk and stone steps; a flagstone trail that adjoins the parking area steps and leads to the public toilet. A 9’ x 300’ maintenance access road is constructed and leads from the parking area to the residence. Additionally, ninety-feet of culvert pipe, drain inlets and head walls are installed and trees are transplanted in barren areas. (Richey and Bennett, 1933)
CE 1933	Planted	Entrance Road. Approximately 1.3 miles of the former western Point Lookout grade is obliterated. Contours are backfilled and revegetated. (Richey and Bennet, 1933)
CE 1933	Planted	The Entrance Road is improved through widening of shoulders and revegetation. Non-native brome and wheat grass is planted along much of the roadsides. Additionally, three large fill sections located two miles from the entrance are staked, brushed, and planted. (Richey and Bennet, 1933)
CE 1933 - 1934	Engineered	Entrance Road. Subsurface drainage improvements are implemented where road surfacing has failed. (Horton, 1994)
CE 1934	Paved	The 19.5-mile Entrance Road is paved with bituminous asphalt, providing a superior road surface for automobile travel to the headquarters area. (Torres-Reyes, 1970)

Year	Event	Annotation
CE 1935 - 1937	Paved	Ruins Road is developed to similar standards of the Entrance Road and is paved. (TIC 5062) (Torres-Reyes, 1970)
CE 1936 - 1937	Paved	Entrance Road. Bituminous surfacing is laid along the headquarters loop, the main parking area and service roads at the headquarters area, the roads and parking in the utility area and the road to the deep well and the CCC utility area. The North and South Highway is covered with a protective seal coat. (Horton, 1994)
CE 1937	Reconstructed	Improvements to the Entrance Road, designed by the engineer, include: a line change on the Knife Edge section; the placing of four sections of metal cribbing retaining wall; the construction of paved ditches at various points throughout the corridor; and the experimental gunnite protection work (sprayed concrete) for a portion of the slope on the Knife Edge section. (Horton, 1994)
CE 1938	Altered	Park Entrance. Entrance residence is extensively remodeled by the CCC (addition of garage, bathroom and back porch in addition to modern plumbing, new electric wiring and concrete floors in the living room and back porch).
CE 1938	Built	Park Entrance. An entrance sign is constructed in the “Y” intersection at the junction of the Entrance Road and Cortez-Mancos Road. The sign, which is sited at the apex of a triangular-shaped traffic island, directs outbound vehicular travel to Cortez or Mancos. This landscape feature is constructed in the NPS Rustic style, and is characterized by two vertical sandstone pylons that support a wooden crossbeam and plaque. (MVP 297, Vol. III, CCC Job 143)
CE 1938	Built	Park Entrance. Two highway entrance signs, stating distance to the park, are constructed approximately .5 miles to the east and west of the park entrance along the Cortez-Mancos Road. The signs, constructed in the NPS Rustic style, are characterized by single vertical masonry pylons of sandstone with suspended wooden plaques. (DNR-PERS, 1933)
CE 1938	Designed	Entrance Road. The Prater-Morefield Tunnel is designed, and adheres to NPS Rustic design tenets. Project implementation is delayed by difficulties in acquiring private in-holdings as well as World War II. (Horton, 1994)
CE 1939	Built	Entrance Road. Paved concrete ditch construction (total of 17,795 lineal feet) occurs in various sections of the North and South Highway, including ditches along the headquarters loop road. (Horton, 1994)
CE 1939	Built	Entrance Road. The Park Point Fire Lookout and associated landscape features are constructed by the CCC.

Year	Event	Annotation
CE 1939	Built	Park Entrance, Circa 1939. Two sandstone and timber park gateway signs are constructed on opposite sides of the Entrance Road, approximately 600-feet south of the “Y” intersection. A cattle guard spans the roadway at this intersection.
CE 1939	Built	Park Entrance. Two additional entrance signs that replicate the south facing sign are completed in the triangular-shaped traffic island at the “Y” intersection of the Entrance Road and Cortez-Mancos Road. This signage cluster is bridged by a two-rail, wood fence that is supported by 12 stone columns that correspond to the Rustic style of the signs. This entrance feature conveys the Rustic character of the park landscape while serving to direct vehicular ingress and egress. (MVP T519, Vol. III, CCC Job 143)
CE 1939	Removed	Park Entrance. As part of the entrance feature development, existing power lines are removed in the vicinity of the triangular-shaped island and “Y” intersection.
CE 1941	Built	Ruins Road. Viewpoint signage and trailside exhibits are installed and allow for self-guided visits to Ancestral Puebloan sites. (Torres-Reyes, 1970)
CE 1942	Land Transfer	Entrance Road. Patented land (private in-holdings) in Prater and Morefield Canyons are purchased ($2,700) and enable the development of the tunnel designed in 1938. (Torres-Reyes, 1970)
CE 1953	Established	Entrance Road. A “Geologic Report on the Knife Edge Highway Relocation Project with Emphasis on the Proposed Tunnel Location” is drafted in preparation for tunnel construction.
CE 1954	Built	Park Entrance. The Highway 160 and Mesa Verde Entrance Road interface is reconfigured due to roadway improvements and realignments. The vegetated traffic island is obliterated and paved.
CE 1954	Built	Park Entrance. Three, modern style entrance signs of stone and reinforced portland cement are constructed as part of Colorado Department of Highways park access improvements. Two of the signs are constructed along Highway 160 near the Entrance Road juncture. The primary gateway sign is placed along the right side of the Entrance Road to the north of the checking station. An additional sign, made of stone with a NPS arrowhead is constructed opposite this park gateway sign.
CE 1954	Destroyed	Park Entrance. The cluster of entry signage at the “Y” intersection (1938-39) is dismantled due to future highway construction and realignments along Highway 160.

Year	Event	Annotation
CE 1954	Established	Entrance Road. The southwest boundary of the Highway 160 right-of-way is granted for Colorado Department of Highways by the NPS under revocable special use permit no. 14-10-522-4, 1954, to carry out road improvements at the juncture of Highway 160 and the Entrance Road. (MEVE 2145-B, April 1954)
CE 1954	Land Transfer	Park Entrance. The southwest boundary of the Highway 160 right-of-way is granted to the Colorado Department of Highways by the NPS to carry out road improvements (under revocable special use permit no. 14-10-522-4, 1954). (MEVE 2145-B, April 1954)
CE 1955 - 1956	Built	Entrance Road. The Prater-Morefield Tunnel is completed, thereby allowing the final abandonment of the Knife Edge Road. (Horton, 1994) (TIC 41903)
CE 1956	Built	Entrance Road. Section 1-F (Nusbaum Cut to Upper Prater Canyon) is graded and surfaced. Stone headwall and culverts (12) are constructed along this road section. (TIC 41907A)
CE 1956	Removed	Entrance Road. The Prater Canyon maintenance camp (likely part of CCC Camp NP-2-C along the southern edge of the North and South Highway (near Mancos Overlook) is obliterated during road reconstruction.
CE 1957	Abandoned	Entrance Road. The Knife Edge Road is terminally abandoned following opening of the tunnel.
CE 1957	Built	Entrance Road. The Mancos Valley Overlook shelter and associated landscape features are constructed.
CE 1957	Built	Entrance Road. The Prater Valley Overlook pull-off area (renamed Montezuma Valley Overlook) is constructed as the Knife Edge section of road is abandoned.
CE 1957	Built	Park Entrance. A temporary checking kiosk is installed in the road median, adjacent to stone entrance checking station to accommodate two-way traffic. Visitors were to register upon entry and departure. (MVP 620-01-6419, 7752, 7753, 8091)
CE 1960	Built	Ruins Road. Angled parking areas at Balcony House are constructed for 106 cars and 6 buses. Parking at Cliff Palace is expanded for additional vehicles. Bituminous walks and colored concrete curbing are installed along the edge of the road and parking area. (TIC 3239)
CE 1963	Land Transfer	Entrance Road. The Act of December 23, 1963 (77 Stat. 473) allows for 2,627.76 acres to be withdrawn from public domain and added to the north park entrance of Mesa Verde National Park. (Legislation)
CE 1963	Land Transfer	Entrance Road. The Act of December 23, 1963 (77 Stat. 473) allows for 259 acres to be traded from the BLM to the NPS near the north park entrance. (Legislation)

Year	Event	Annotation
CE 1963	Land Transfer	Entrance Road. The Act of December 23, 1963 (77 Stat. 473) allows for 480.66 acres of private lands to be purchased and added to the north park entrance. (Legislation)
CE 1963	Land Transfer	Park Entrance. The Act of December 23, 1963 (77 Stat. 473) allows for 259 acres to be traded from the BLM to the NPS near the north entrance of Mesa Verde National Park. (Legislation)
CE 1964	Built	Ruins Road. The Sun Temple “loop” terminus is reconstructed and the old road that south of the site is obliterated. A 6’ wide bituminous walk and parking area are included as part of the reconstruction. (TIC 2461B)
CE 1966	Reconstructed	Entrance Road, Circa 1966. Park Point walks and paths are reconstructed. A replacement bituminous walk is laid along the original pathway. Existing stonewalls are relocated to the outer periphery of the expanded parking area and stone drinking fountains are built. (TIC 3425)
CE 1971	Built	Entrance Road. The Highway 160 underpass is constructed to the south of the original juncture of Highway 160 (TIC 60900A)
CE 1971	Built	Park Entrance, Circa 1971. The Highway 160 underpass is constructed just to the south of the original juncture of the Cortez-Mancos Road and the park’s Entrance Road. As a result, the entry sequence is altered. (TIC 60900A)
CE 1971	Removed	Park Entrance, Circa 1971. The Mission 66 directional sign along the eastbound lane of Highway 160 is obliterated due to highway overpass construction at the park entrance. The westbound sign near the Hallerville Camp is retained.
CE 1971	Removed	Park Entrance, Circa 1971. The stone checking station and outhouse are removed and the small parking area south of the entrance residence is obliterated. (Logan, 2000)
CE 1977	Built	Park Entrance. A trailer parking lot parking is constructed approximately 1/4 mile south of the park entrance along the east side of the Entrance Road corridor. (MVP 601-08-8773)
CE 1977	Built	Park Entrance. Two permanent entrance kiosks are constructed in the road median.
CE 1977	Removed	Park Entrance. The “temporary kiosk” (1957) is removed from the park entrance. (MVP 620-01-8774)
CE 1982	Established	Entrance Road, June. The Federal Highway Administration inspects the tunnel and finds it to be in fair condition. Minor cracking is noted with a large amount of water seeping into the walls of the structure.

Year	Event	Annotation
CE 1985	Reconstructed	Entrance Road. Park Point parking area is reconstructed. Walks are obliterated, curbing and guttering obliterated, and parking area is expanded. The bituminous walk is replaced.
CE 1985	Reconstructed	Entrance Road. The Montezuma Valley Overlook parking area is reconstructed. Walks are obliterated, curbing and guttering obliterated, and parking area is expanded. The bituminous walk is replaced. (TIC 41049)
CE 1994	Established	Entrance Road. The entrance road and tunnel are documented by the Historic American Engineering Record (HAER).
CE 1997	Built	Ruins Road. A contractor constructs two vault toilets at the Cliff Palace parking lot.
CE 1998	Built	Park Entrance, Circa 1998. Neo-rustic park gateway sign is constructed on the west side of the Entrance Road replicating CCC-era signage that was located in the triangular-shaped traffic island at the juncture of the Cortez-Mancos Road and the park's Entrance Road.
CE 1998	Removed	Park Entrance, Circa 1998. The Mission 66 park gateway sign is removed.
CE 1999	Built	Entrance Road. A contractor (Lane Kim) constructs one vault toilet at Mancos Valley and two at Park Point Overlook. They are constructed with split-face concrete blocks and pro-panel roofing.
CE 1999	Built	Ruins Road. A contractor (Lane Kim) constructs one vault toilet at the Balcony House parking lot.
CE 2000	Reconstructed	Entrance Road. The Mancos Valley Overlook sidewalks and fencing are reconstructed. NPS day labor replaces asphalt walks with colored concrete and construct a stone and wood rail fence to meet OSHA standards. The parking area is surrounded by 3-rail, wood rail fence. Picnic tables are removed from the center of the parking area.
CE 2000 - 2007	Established	The Park Entrance, Entrance Road, and Ruins Road are documented in a draft CLI completed by Shapins Associates and Mesa Verde park staff.
CE 2003	Planned	Entrance Road, June. An Environmental Assessment and Assessment of Effect is completed for improvements to the park entrance road. The preferred alternative is to stabilize slopes and correct road failures in four locations.
CE 2009	Established	A Class II Cultural Resources (Archeological) Inventory is conducted in preparation for the Entrance Road Rehabilitation. 10 miles of right-of-way are documented, 58 historic stone drainage structures are assessed, and the historic masonry tunnel between Morefield and Prater Canyons was also documented.

Year	Event	Annotation
CE 2009	Planned	Park Entrance, March. An Environmental Assessment and Assessment of Effect is completed for entrance area improvements. The proposed improvements include the construction of a curatorial facility and a visitor information center in the open area east of the park entrance. New parking and a storage/office building are also proposed near the entrance kiosks.
CE 2010	Damaged	Entrance Road, May. A stone drainage structure is damaged during the entrance road repaving project. It is skillfully repaired.
CE 2010	Established	Entrance Road, April. During the repaving project, a segment of original stone gutter was uncovered and documented before it was reburied.
CE 2010	Rehabilitated	Entrance Road. The entrance road is rehabilitated by the Federal Highways Adminstration. The project includes repaving of 10 miles of the Main Entrance Road (Route 10) from the Mesa Verde National Park Entrance to Park Point. Also included in the project is the replacement of guard rail and installation of curbing along the Entrance Road and the preparation work for the new Visitor Information Center near the Park Entrance.
CE 2010 - 2012	Established	The Level II CLI is updated and revised to reflect current conditions.

Physical History:

Park Establishment: 1906-1920

The formative years of park development at Mesa Verde National Park were influenced by surveyors, engineers and planners that forged a style of landscape design which fulfilled the visitor needs and demands yet preserved the outstanding natural and cultural qualities for which the park was designated. The first road survey, completed by George Mills between 1907 and 1908, provided a "spine" that would later guide the location of park development and determine the sequence in which visitors would experience the park. The "practicable route for a wagon road from the northern boundary of the park through the reservation and portion of the five mile strip to Spruce Tree House" established the alignment used for the construction of the Entrance Road.

Between 1908 and 1914, the Entrance Road was developed in a somewhat haphazard and non-linear fashion for wagon and limited automobile use. The odd sequencing of construction was due, in part, to topographic and geologic constraints, yet it does not appear that the order of construction was determined by difficulties encountered in construction:

1. 1908 (end of road – approx. mile 20 to mile 14)

A six-mile portion extending from Spruce Tree Camp northward to the intersection of Frink's Trail (Geologic Overlook) at the west fork of Little Soda Canyon were cleared and graded. (Horton, 1994)

2. 1910 (beginning of road – approx. mile 0 to mile 3)

Approximately three miles of roadway were constructed that extended from the northern park boundary along the steep western grade of Point Lookout to the head of Morefield Canyon.

3. 1911 (middle)

The infamous Knife Edge (Decker Road) was graded and extended from the head of Morefield Canyon to the head of Prater Canyon.

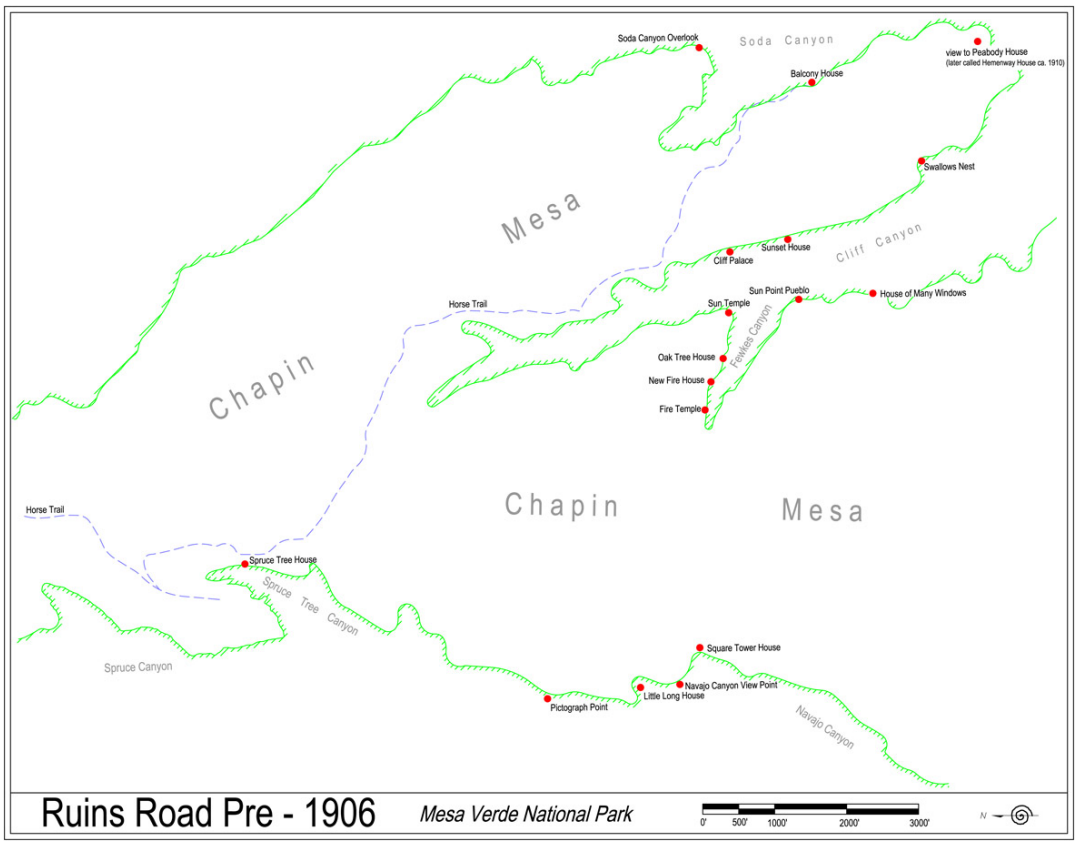
4. 1912-1913 (middle, beginning)

Six plus miles of road that connected the head of Moccasin Canyon and the west fork of Little Soda Canyon were constructed, as well as a one-thousand nine-hundred foot access road from the north boundary line of the park to the Cortez-Mancos Road. (Torres-Reyes, 1970)

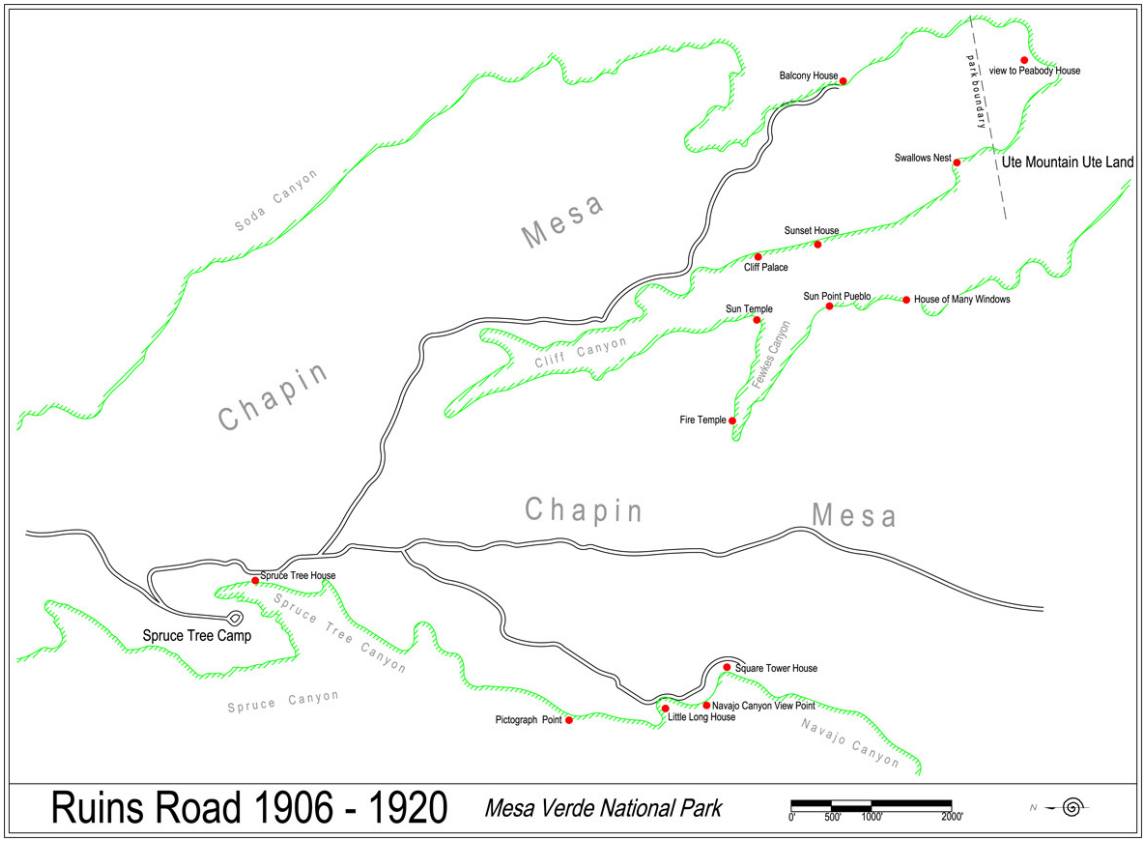
The instability of the road cut and slope along the Knife Edge Road later generated considerable safety concerns and park officials felt that an alternative route was needed. Thus, the nine-mile Morefield-Prater Canyon bypass (Spencer Road) was completed in 1914, creating a route that replaced the scenic Knife Edge road as the principal course of travel. Although the scenic Knife Edge road was maintained, this detour primarily was used for livestock herding and horseback travel until it was reopened for vehicles in 1923. The summer season of 1914 marked a pivotal year in the history of the park, as the first "official" overland trip via automobile was made from the entrance to Spruce Tree Camp in three hours. (Horton, 1994)

Increasing visitation generated safety concerns along the one-way Point Lookout (west) grade and park service officials concluded that an alternate route was needed. Rights-of-way were obtained through donated lands to the east of Point Lookout and the Switchbacks Road. In 1919, a road from the Mancos Valley was constructed to connect to the head of Morefield Canyon (one-half miles south of present-day Mancos Overlook). Typically, visitors ascended by way of the Point Lookout grade and descended via the Switchbacks Road.

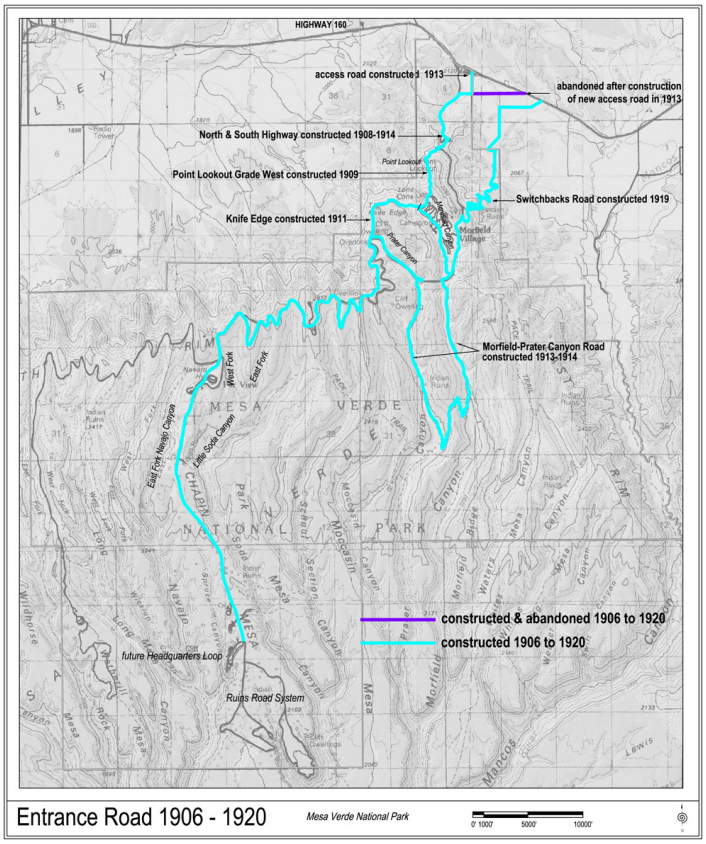
In tandem with the development of the Entrance Road, a primitive road leading from Spruce Tree Camp (headquarters area) to nearby archeological sites was repaired and improved. Under the direction of Randolph, a primitive trail system was completed in 1908 connecting Spruce Tree House, Cliff Palace, Square Tower House, and Balcony House. Prior to development of the road system, park guests ventured by way of wagons and horses. But the excursion via automobile – made possible by standardized roads – essentially transformed the Mesa Verde experience to "day use."



Site plan showing early configuration of horse trails, which would later be developed into Ruins Road. (Source: Level II CLI).



Site plan showing configuration of Ruins Road from 1906 to 1920. (Source: Level II CLI).



Site plan showing early alignment of the Entrance Road from 1906 to 1920. (Source: Level II CLI).

Park Development During Nusbaum's First Tenure: 1921-1932

Several factors contributed to Nusbaum's success, which included collaboration with the engineers such as George Goodwin, Frank Kittridge, and Fred Hill of the BPR. Efforts to maintain aesthetic values of the natural setting, enhance the visitor experience through views from the road and provide for safe vehicular performance are evidenced in the design of the present-day road.

Although a standard park highway was in place by 1914, a formalized entrance portal had never been constructed. During Jesse Nusbaum's first years as Superintendent, he proposed the construction of an official gateway to NPS Director Stephen Mather. (Horton, 1994) The location is described at the "foot of the old hill, in the pinons and cedars, just north of Point Lookout." The design theme of the gateway was to incorporate the pueblo-style architecture that Nusbaum had utilized when constructing his residence (no. 1) in 1921. "The plan of the entrance as proposed by Mrs. Nusbaum and myself…is that of a watch tower on one side of the road way, balanced on the other with a small tumbled down ruined sort of building, inside of which will be living quarters for the entrance checker. The watch tower signifies look out and protection, which is the purpose of an entrance, and it typifies the Park and its ruins." 2 March 1922 (Horton, 1994). Although the gateway concept was not implemented until 1931, Nusbaum is credited with the idea of establishing a park portal.

In addition to the concept of an artful park gateway, Nusbaum expressed sincere interest in roadway aesthetics. Among his first priorities were reopening the Knife Edge road, abandoning the "exceedingly dangerous" Morefield-Prater Canyon bypass that had been constructed in 1914. As stated by Nusbaum, reconstruction of the Knife Edge would reduce the steep grade and shorten the distance to Spruce Tree Camp by more than six miles. Aesthetically "no short stretch of road … can be built ... on this mesa [that] can excel this particular road for scenic beauty and breadth of view." A

two-year improvement project, focused on rebuilding the one-way route (double-width turns and passing “pullouts”) and solving drainage problems, led to reopening Knife Edge Road in 1923. (Horton, 1994) Concurrently, the Point Lookout Grade West was reconstructed from the northern park boundary to the head of Morefield Canyon. When these two road sections were completed, the Morefield-Prater Canyon bypass and Switchbacks Road were abandoned in 1922.

In 1921, Superintendent Nusbaum also suggested that the protection of the archeological sites east of the headquarters area could be greatly simplified if a loop road was constructed to most of the main sites. Prior to Nusbaum’s tenure at the park, access to sites east of the headquarters area was via a system of primitive roads that converged at one point north of Spruce Tree Camp. Nusbaum’s proposal for a looped system would thus eliminate the need to continually backtrack to visit a different site. These loops, as suggested by Nusbaum, entailed over two and a half miles of new road realignments. When completed, these two roads saved an additional four miles of travel when visiting these spectacular cliff dwellings.

Road improvements encouraged a significant increase in visitation. However, the unsurfaced roadway represented an impediment for most visitors, except for those who were willing to brave “… extreme grades, quick switchbacks, sharp turns, and narrowness of roadway.” By the end of 1926, day labor had reconstructed nearly the entire Entrance Road to accommodate two-way traffic by expanding the road to a width of twenty-feet. At the same time, several new sections of road were constructed:

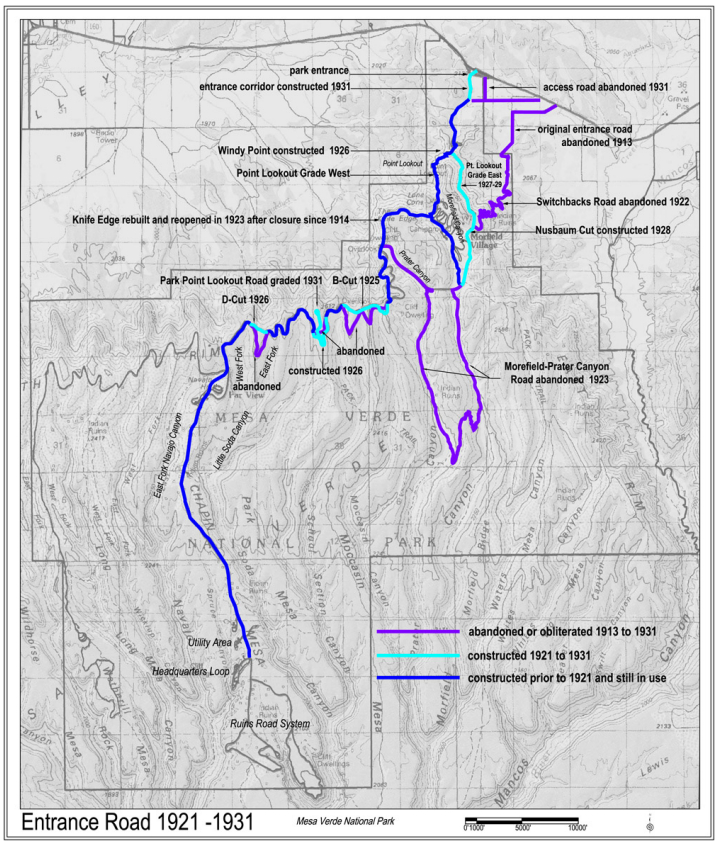
- the entrance at Windy Gap (below Point Lookout)
- a new alignment at Park Point (west), and
- two line changes that are referred to as the “B” and “D” cuts.

As the Point Lookout grade was reopened, a new shortcut road was constructed during the spring of 1926 by Montezuma County between the Cortez-Mancos Road and the park entrance, thereby reducing the distance from Cortez to the north boundary of the park by one and one-half miles. With the line changes at “B” and “D” cuts, the Entrance Road was now constructed almost entirely along the survey route proposed by Mills in 1907-1908. “The result of the southern entrance survey was that the existing Entrance Road came under much tighter scrutiny than before. The conclusion reached after the 1926 study was the main thrust of the Mesa Verde roads budget should be directed toward rehabilitation of the existing road. The increase in automobile traffic on a road seemingly built for wagon and horse access required that it be brought up to project BPR standards that included curved radii, maximum grades, and sufficient widths. A survey was conducted in 1927-1928 to determine constraints and develop solutions to problems that had plagued the road since its origin. One significant change in alignment was proposed as a new route on the eastern face of Point Lookout, to replace the passage that traversed the western grade of this butte.” (Horton, 1994)

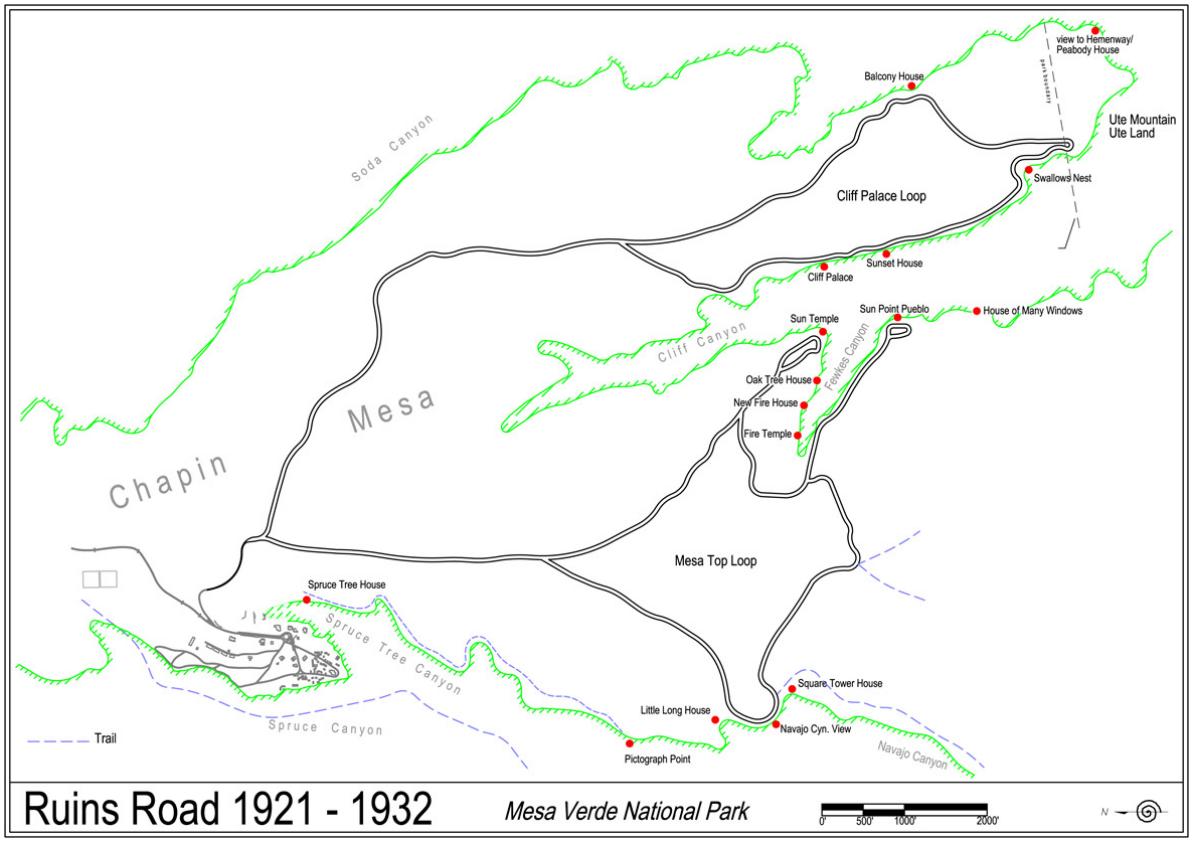
Between 1927 and 1931, six projects on the reconstruction schedule were completed under the supervision of the BPR. The following sections of road were cleared, graded and enhanced through drainage improvements:

- North entrance (east grade of Point Lookout)
- Knife Edge (included the old Palisades and Knife Edge sections)
- Prater Canyon (or Decker Road)
- Old Perkins or Chapin Mesa Route
- Nusbaum Cut

In 1928, “rubble masonry drainage features,” such as headwalls, stone drop inlets and gutters, were to replace corrugated metal and wood culverts that were installed during earlier road development projects. During intense construction from 1928 to 1932, the majority of extant stone masonry drainage features were built, although it is likely that the standard was executed from the CCC-era to the 1950s (TIC 41907A).



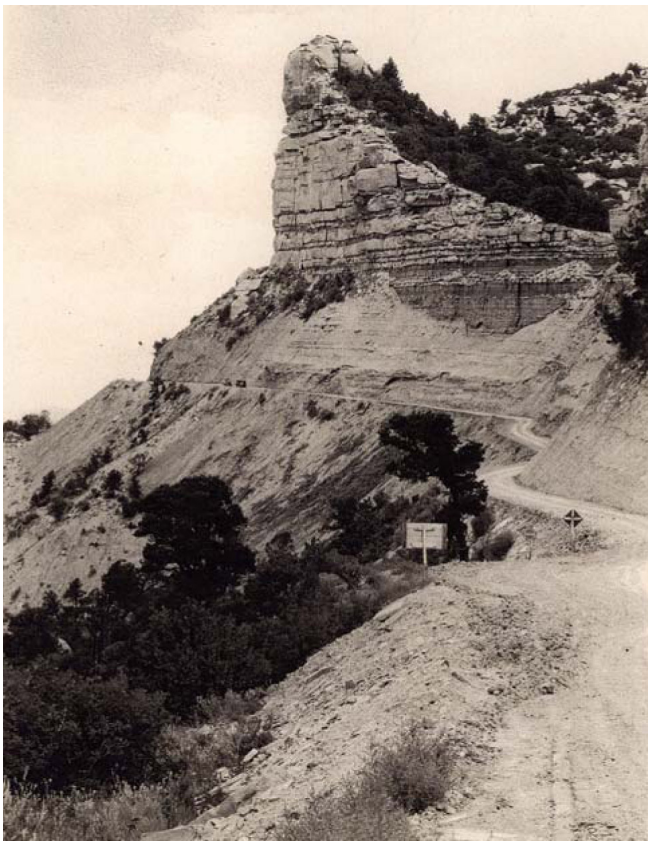
Site plan showing alignment of the Entrance Road from 1921 to 1931. (Source: Level II CLI).



Site plan showing alignment of Ruins Road from 1921-1932. (Source: Level II CLI).



The first checking station located approximately .25 south of the current checking station. Point Lookout in the background, 1929 (Source: Level II CLI).



View of the "Knife Edge" cliff and Entrance Road from the head of Prater Canyon, 1929. (Source: Level II CLI).

Continued NPS-BPR Collaboration and the CCC: 1931-1957

Nusbaum's vision for visitor-oriented facilities, such as signage, a formal "portal", a checking station and entrance residence was finally realized after his first departure from the park as Superintendent. Beginning in 1931, a two hundred sixty foot wide, one and one-quarter mile long transportation corridor was acquired to the north of the park boundary, to construct a road and associated portal features. This corridor was provided to protect the scenery up to Point Lookout.

As outlined in the 1933 Park Master Plan, the gateway development was modest in scale, yet contained essential features for visitor orientation. The entrance residence was constructed in 1931 in the Modified Pueblo Revival architectural style that had become an identifiable feature of Mesa Verde. With the establishment of a CCC Camp at Mesa Verde, a labor force needed to implement improvements was provided, and park projects that had been temporarily "shelved" would become realized. The CCC crews accomplished several projects at the park entrance, including the construction of a Modified Pueblo Revival architectural style checking station, and a public toilet (outhouse) in 1932. CCC work crews also developed a five-vehicle parking area and paths during 1933. These built features employed formalized Rustic design associated with CCC-era projects at Mesa Verde.

Rustic-style signage – both highway directional and park gateway – was constructed by the CCC between 1938 and 1939. Other improvements include development of a park gateway feature at the "Y" intersection at the Cortez-Mancos Road and park Entrance Road junction. The traffic island in the interior of the "Y" was delineated by a rail fence with park entrance signs at each of the three corners. The CCC closely worked with the engineers from the BPR to construct these features.

Although the Entrance Road was essentially completed by 1931, the BPR and CCC continued to

implement roadway “betterments.” By the early 1930s, a technique for rounding and flattening slopes (3:1) was developed and institutionalized in national parks. This engineering specification became a characteristic of the Entrance Road and made it possible to mitigate landscape disturbance by gradually blending slopes gradually into the surrounding landscape.

Between 1931 and 1932, a six-inch by twenty foot wide base course of gravel was laid along the entirety of the Entrance Road. Concurrently, oil-based surfacing of the gravel base occurred on portions of the base course in 1933. With the standardization of the Entrance Road, the western grade of Point Lookout (1909) was abandoned and reclaimed in 1933.

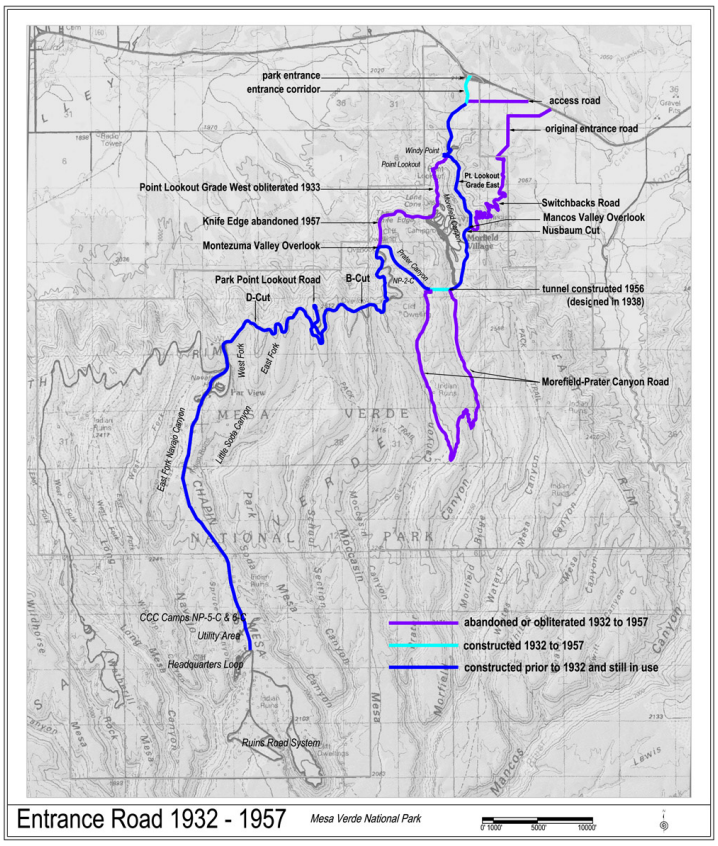
Reconstructed in 1922-1923 under Nusbaum’s administration, the persistent cycles of drought and heavy rains continued to weaken the Knife Edge roadbed. In spite of these conditions, park officials were persuaded that proper slide control measures could remedy, if not cure the structural problems. Significant improvements and reconstruction occurred from 1929 to 1930 with the implementation of a deep underdrain trench along a precarious segment of this road. In 1937, portions of the roadbed were realigned, metal cribbing retaining wall was installed, paved ditches were constructed and experimental gunnite protection work (sprayed concrete) was applied to stabilize geologic surfaces.

During this period, Ruins Road (two six-mile loops) had been constructed in a piecemeal fashion. The loops, not built to any recognized road engineering standard, resulted in sections of road that were one-car width while others were sufficiently wide to accommodate a double line of traffic. In addition, limited funds in the 1920s inhibited the installation of adequate drainage structures, resulting in frequent flooding in the road. Paving, widening and graveling of Ruins Road was completed between 1935 and 1937 with significant involvement by the CCC. Detail work including step construction, walks and retaining walls, improved the area for visitors as well.

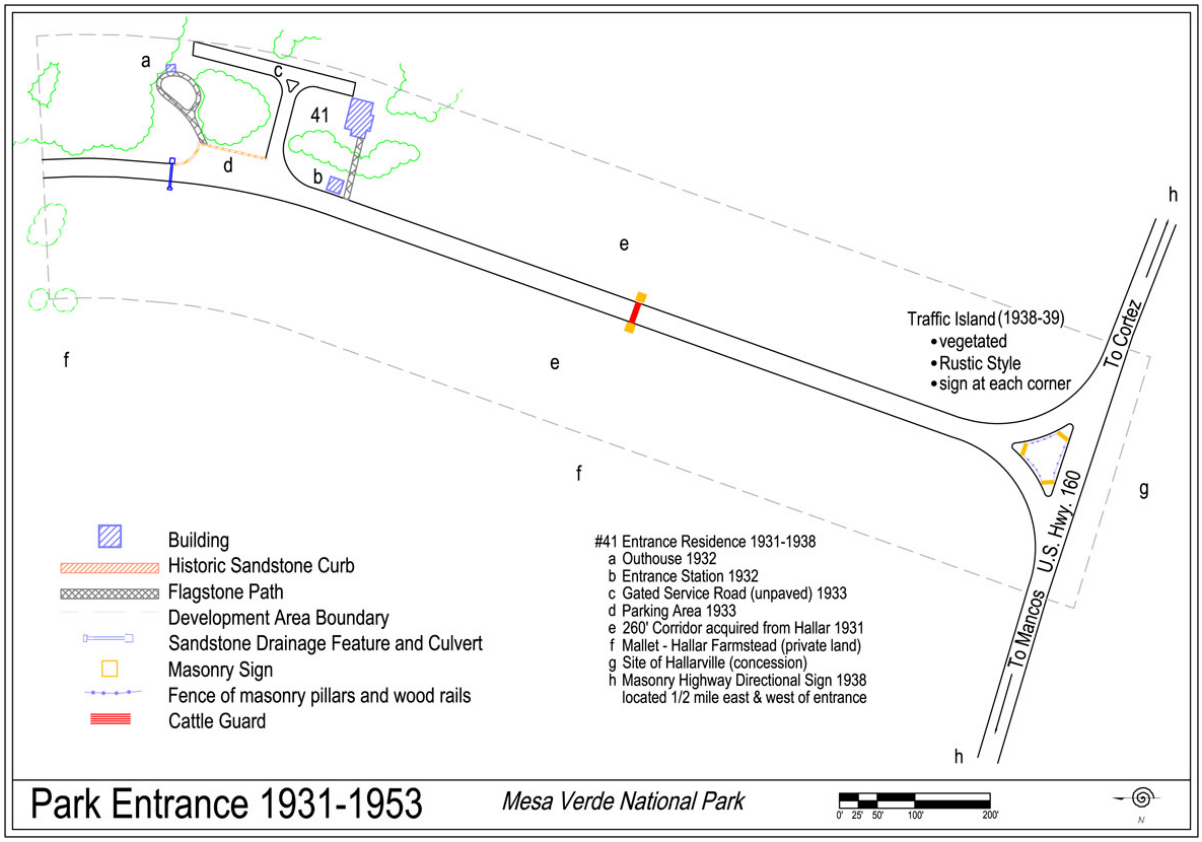
American involvement in WWII virtually halted projects planned and designed for national parks. Following the war, maintenance and new construction projects remained suspended, due in part, to a paucity of federal funding. New construction on the Entrance Road and Ruins Road system commenced again in 1954 with realignment of the juncture of Highway 160 and the Entrance Road. The reconstruction of this intersection was likely prompted by updated design standards and an increase in automobile traffic nationwide. The design solution allowed for a safer means of entering and exiting the highway from the park through a straightforward ramp system, but made the existing “Y” intersection redundant. The three signs and fencing were obliterated when the roadway alignment was altered. The existing rustic park signage was replaced with contemporary design using modern materials (portland cement) and techniques (embossed lettering). These small-scale features represent a forerunner to Mission 66, the modern design approach espoused by the NPS between 1956 and the early 1970s.

The present day alignment of the Entrance Road was established with the construction of a tunnel from Morefield to Prater Canyons in 1955-1956. Although the Rustic design of the tunnel dates to 1938, initial efforts were thwarted by a lack of funding and inability to acquire private in-holdings in the vicinity of the excavation area. Construction was postponed until the mid-1950s, as federal subsidies to address backlog maintenance and construction projects became available. The result was not only an engineering feat but also a design solution that allowed for the park to close the hazardous Knife Edge road segment.

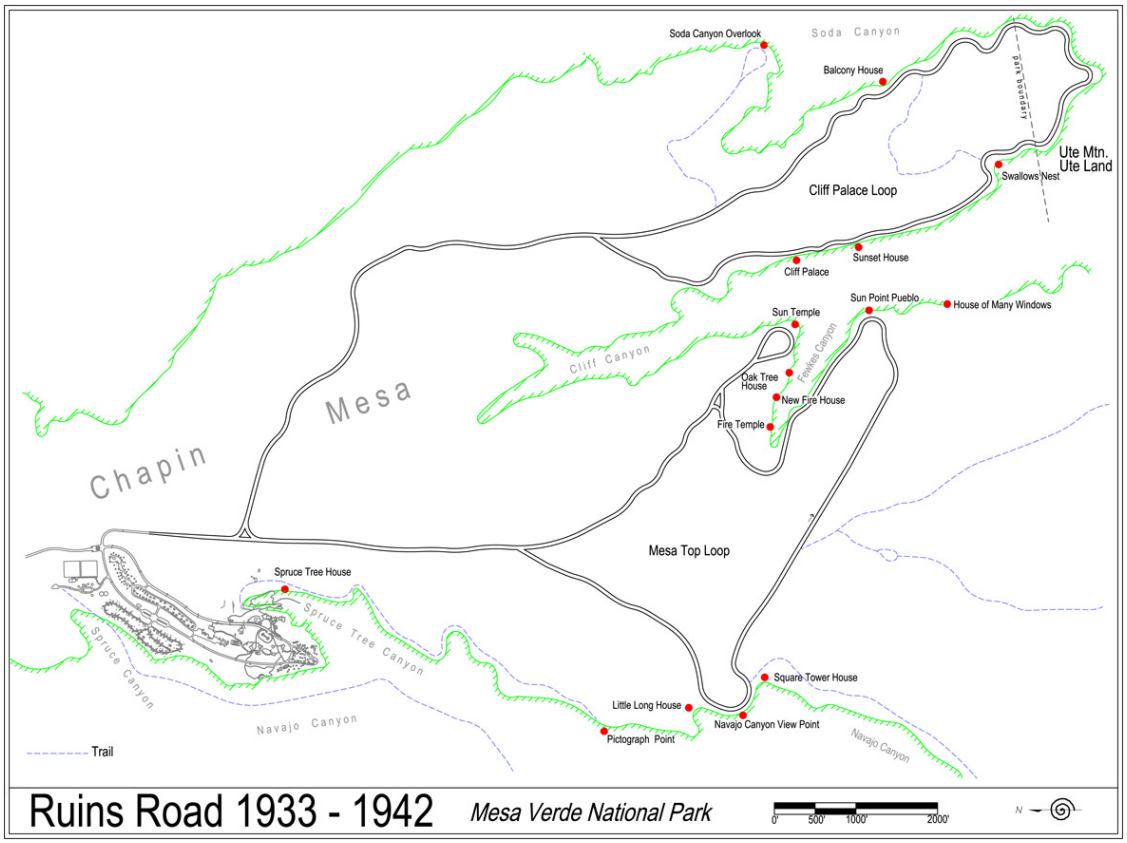
At the entrance, the need to accommodate automobiles was further met with the installation, in 1957, of a “temporary checking kiosk” placed in the roadway median adjacent to the stone checking station. The prefabricated booth allowed park personnel to assist both in-coming and out-going traffic and doubled the capacity for orienting incoming visitors. Although considered non-permanent, this structure remained in use through 1977.



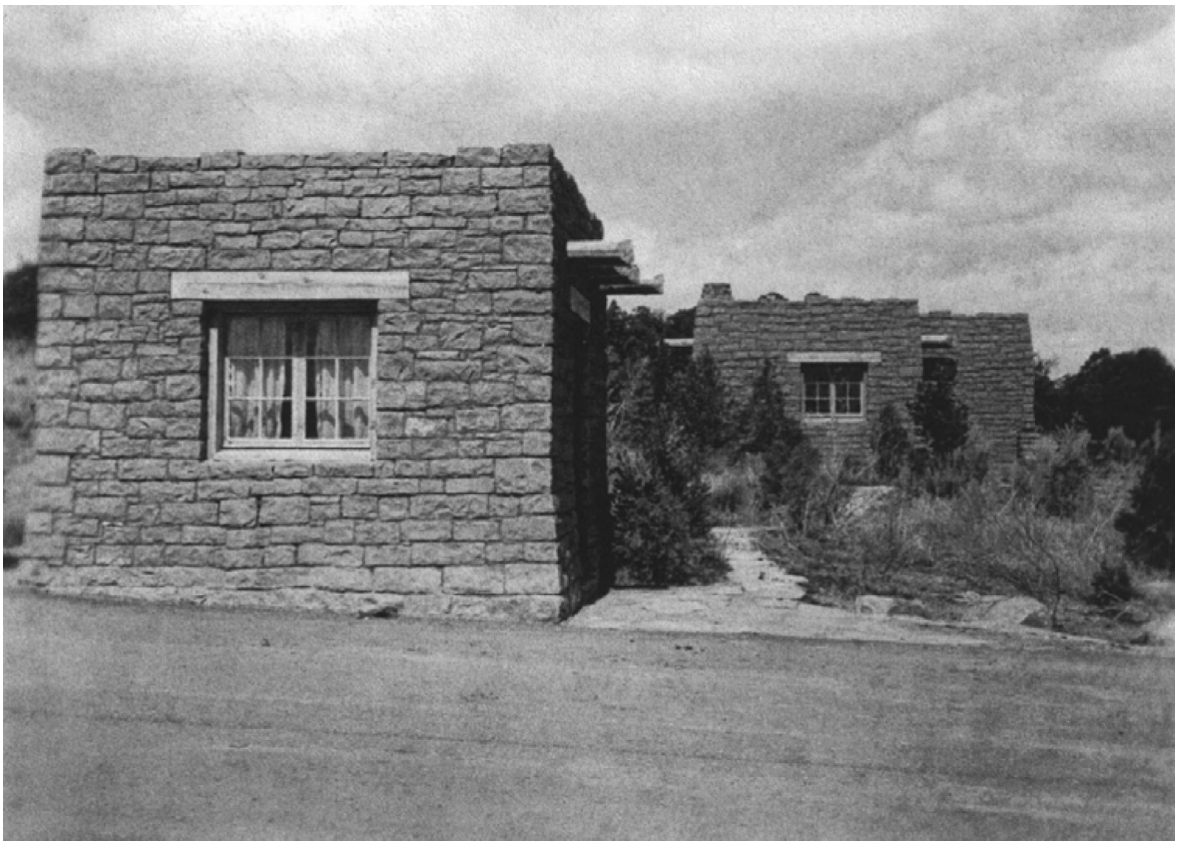
Site plan showing alignment of the Entrance Road from 1932-1957. (Source: Level II CLI).



Site plan showing the configuration of the Park Entrance from 1931-1953. (Source: Level II CLI).



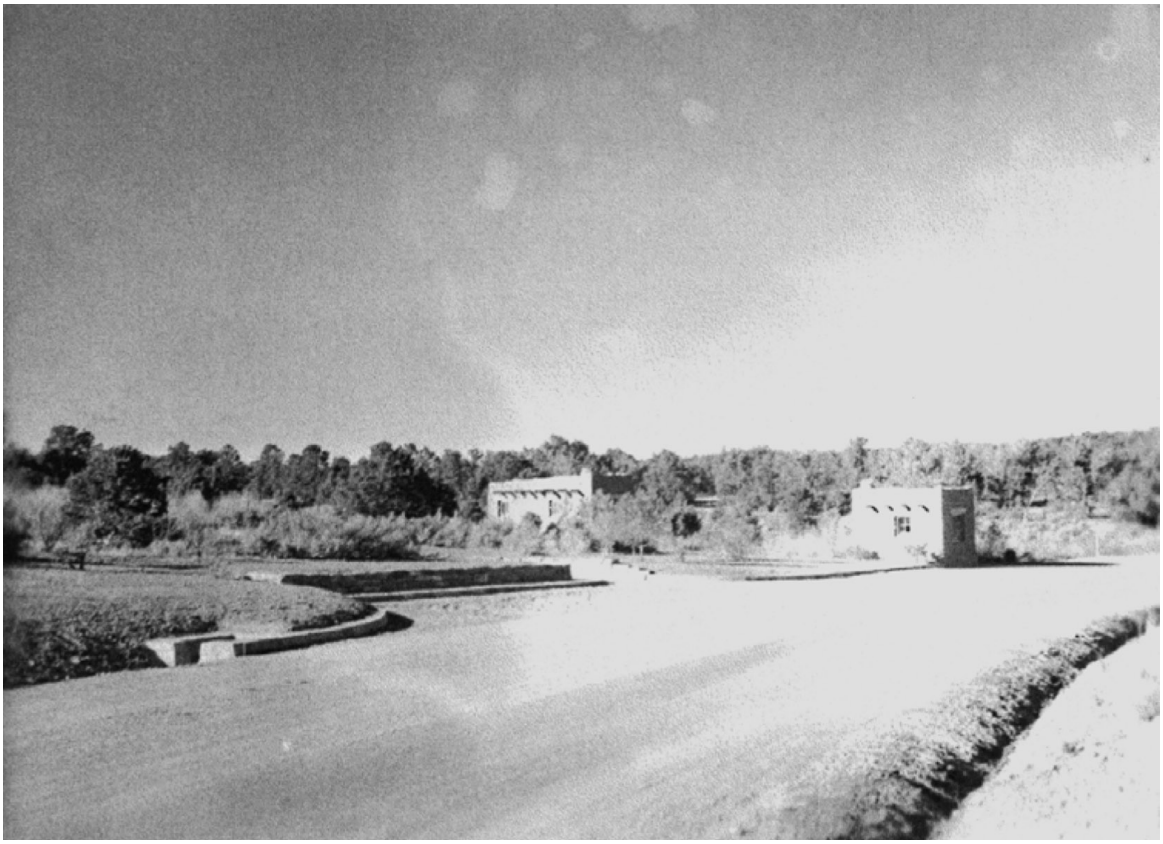
Site plan showing alignment of Ruins Road from 1933-1942. (Source: Level II CLI).



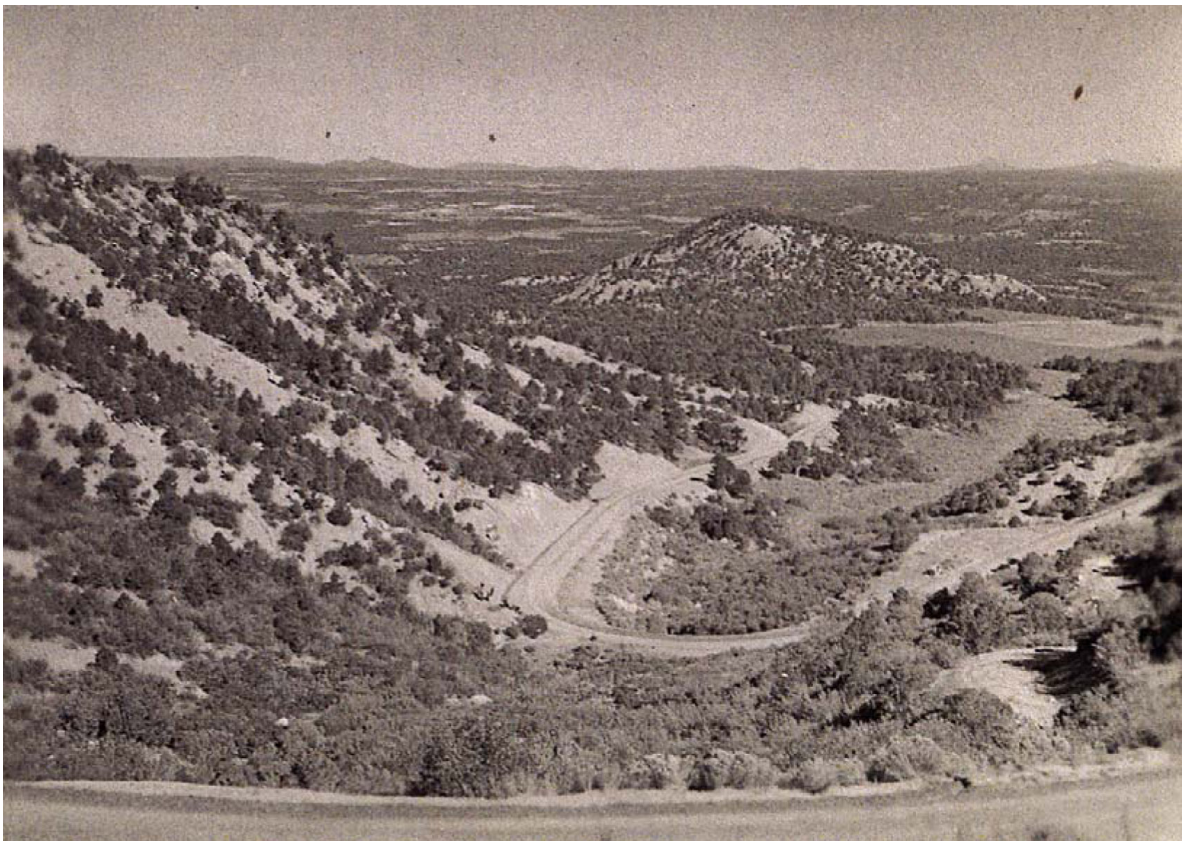
The stone checking station (1931) built by the CCC in the Modified Pueblo Revival style. The checking station has since been razed (Source: Level II CLI).



Entrance Road and checking station with Point Lookout in the distance, 1932 (Source: Level II CLI).



The entrance parking area located to the south of the checking station, looking northwest, 1933. Taken from the vicinity of the current entrance sign. The parking area and checking station have since been demolished (Source: Level II CLI).



Entrance Road switchbacks at the base of the Point Lookout Grade, 1933. (Source: Level II CLI).



View of the Entrance Road from the top of Point Lookout showing heavy cuts and fills which were partially planted (Source: Level II CLI).



Original sandstone curbstone at Windy Point along the Entrance Road with "rounding back" of the slope, October 1934. Project 46C, Camp DNP-5-C, E-128. (Source: Level II CLI).



View of La Plata Mountains from Prater Grade along Entrance Road. Notice guard rails made of concrete posts and cable (no longer extant), October 20, 1945. (Source: Level II CLI).



Former Entrance Road alignment along Prater Grade prior to being back-filled and reclaimed. Montezuma Valley in background, 1934. (Source: Level II CLI).



Former Entrance Road alignment along Prater Grade after being back-filled and reclaimed. Montezuma Valley in background, 1934. (Source: Level II CLI).



View looking northeast from the head of Morefield Canyon showing Point Lookout and Entrance Road with phone, which was used to make sure no cars were on their way up this portion of the Knife Edge. (Source: Level II CLI).



Ruins Road before widening, 1931. (Source: Level II CLI).



Ruins Road being widened, 1932. (Source: Level II CLI).



Ruins Road with widening completed, 1932. (Source: Level II CLI).



Tunnel near completion, circa 1956. (Source: Level II CLI).

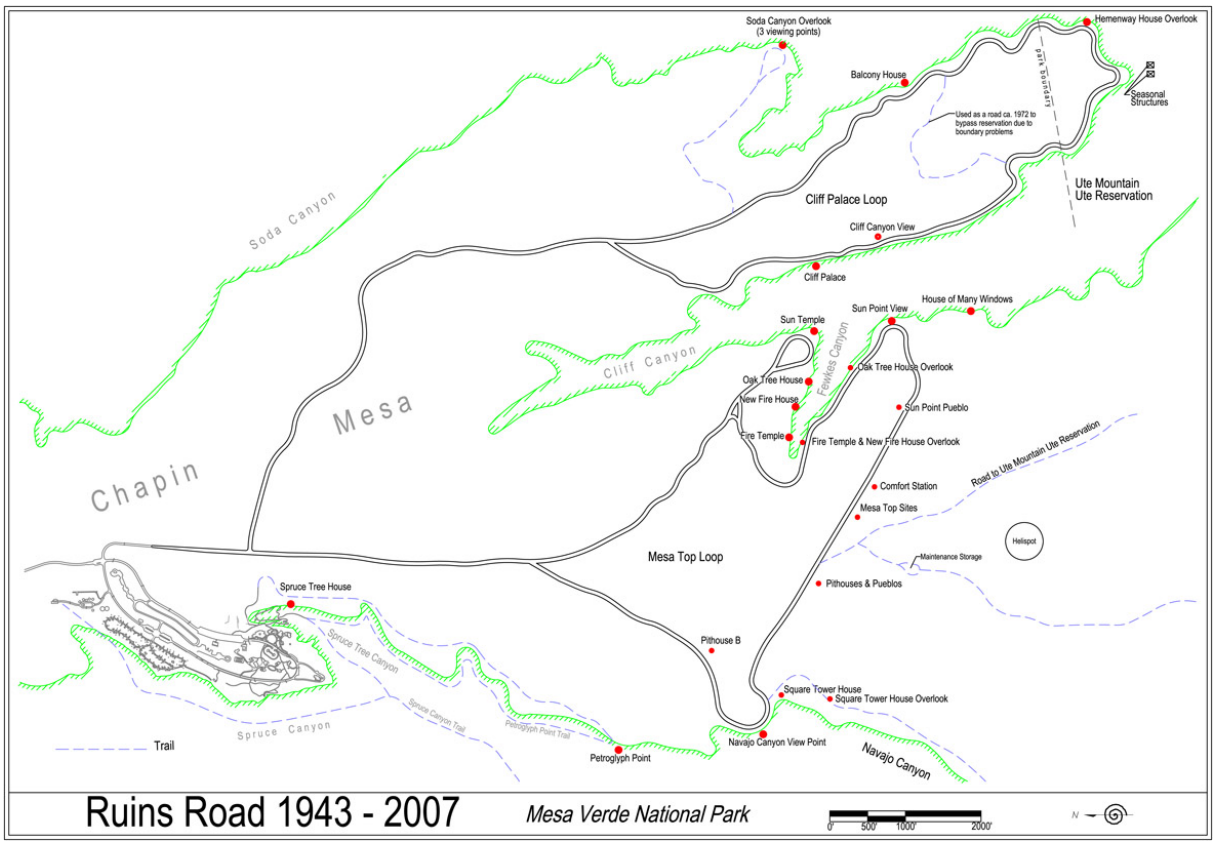
Mission 66 and Continued Maintenance: 1956 - 2010

With the establishment of a modern highway intersection at the park entrance and construction of the tunnel “bypass,” improvements to the entrance and Ruins Roads were considered a lower priority to improvements in the headquarters loop, Far View and Morefield Campground. The park entrance remained virtually unchanged until 1971 when another reconstruction project was implemented at the Highway 160 juncture with the park entrance. The project constructed by the Colorado Department of Highways, required expansion of the highway right-of-way, development of exit-entrance ramps to the north and south of Highway 160 and excavation of the main highway roadbed below grade. These transportation system enhancements contributed to greater traffic safety and ease of ingress and egress. However, the need to reconsider the function and location gateway facilities in relation to the highway interchange led to the eventual obliteration of built features and structures that date from the period of significance. The stone checking station, small parking area and public toilet were obliterated and the eastbound Mission 66-era highway directional sign was removed. Eventually, two permanent kiosks were installed in the roadway median (1977), south of the former checking station. Two Mission 66 signs (north of Highway 160 and at gateway entrance), remnant section of the flagstone path, neighboring entrance residence, and portions of the residence parking area are the only built historic-era features that remain intact.

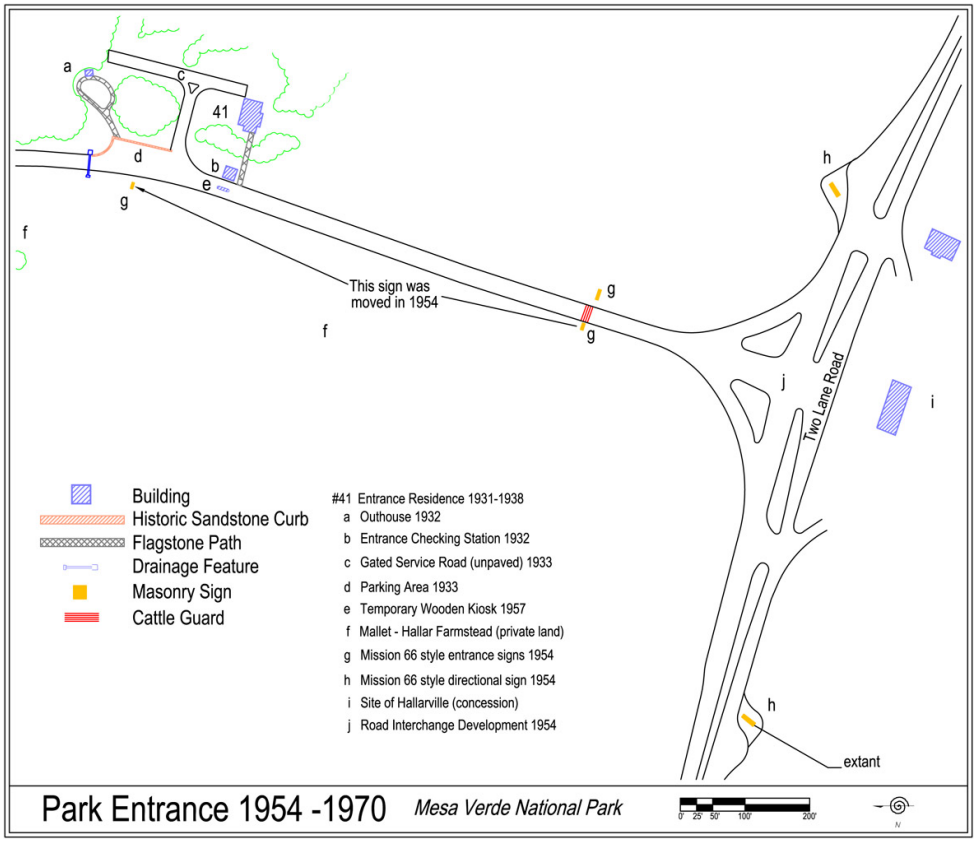
Road projects in the 1960s and 1970s focused on constructing overlooks and expanding parking areas. Increase in visitation necessitated construction of angled parking along Ruins Road at Balcony House, Cliff Palace and Sun Temple. Additional improvements include construction of six-foot wide bituminous walks that provide a linkage between parking areas and visitor destination sites. Small-scale and circulation features were reconstructed at Park Point in 1966 to expand the parking area. Likewise, the Montezuma and Mancos Valley Overlooks were rehabilitated during the 1980s and 1990s as a result of deteriorating walks and curbing.

In 2009, in preparation for an Entrance Road rehabilitation project, a Class II Cultural Resources (Archeological) Inventory was conducted. Ten miles of right-of-way were documented, 58 historic stone drainage structures are assessed, and the historic masonry tunnel between Morefield and Prater Canyons was also documented. The rehabilitation project began in early 2010 and continued into the fall. During the project, an original stone gutter was discovered; it was documented before it was reburied. A number of other stone culverts and drop in-lets also remain visible along the edges of the road.

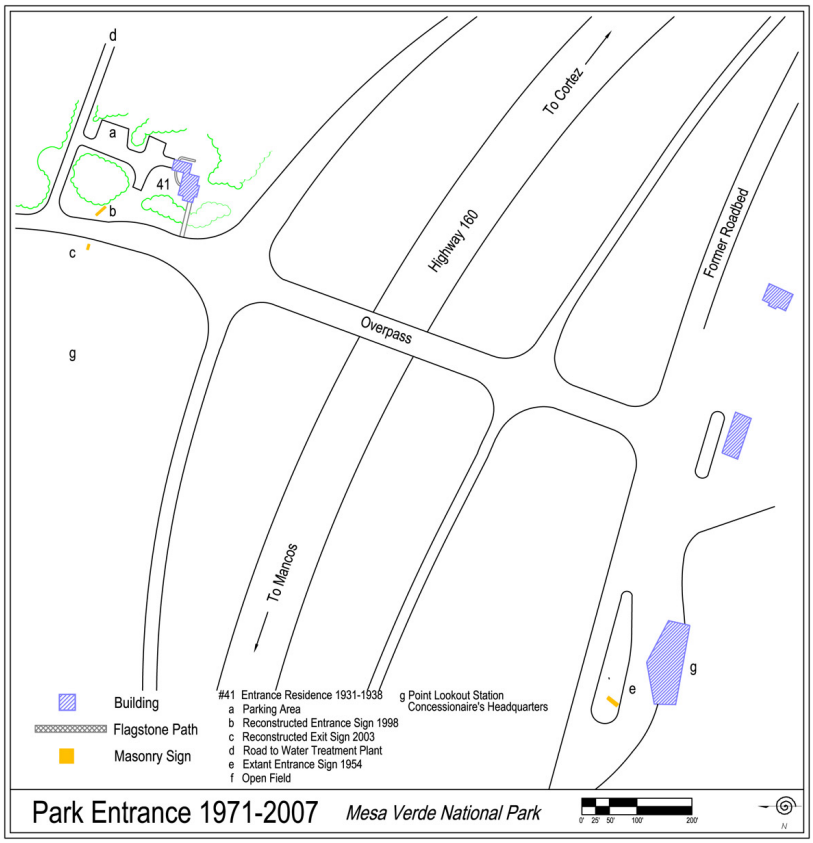
Today, the Point Lookout Grade East to the north of the Mancos Valley Overlook remains a challenge for road and geotechnical engineers, due to the instability of the Mancos Shale substrate. Engineering solutions have not substantially affected the road alignment, as the majority of slope stabilization is presently occurring beyond the immediate roadway corridor.



Site plan showing alignment of Ruins Road from 1943 to today. (Source: Level II CLI).



Site plan showing configuration of the Park Entrance from 1954 to 1970. (Source: Level II CLI).



Site plan showing Park Entrance from 1971 to today. (Source: Level II CLI).

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The cultural landscape of the Park Entrance Road Corridor contains a number landscape features such as topography, drainage ways, vegetation, and views that were significant in the development and construction of the Park Entrance, Entrance Road, and Ruins Roads. Overall, the landscape features present during the period of significance, have remained with relatively few changes. As a result, this landscape retains its integrity and conveys its significance with association with early planning and construction efforts at Mesa Verde National Park.

The historic integrity of the Park Entrance Road Corridor may be analyzed under seven categories: integrity of location, design, setting, materials, workmanship, feeling, and association.

Location

Location is the physical place where the historic property was constructed or the place where the historic event occurred. The location of a property is an important factor in determining why the property was created. If a property is separated from its location, the recapture of a sense of historic meaning and character is fragmented.

The aspect of location is important as it relates to park planning decisions to develop safe and convenient access to the park while limiting the acreage disturbed by transportation corridors. In this manner, the roadways

serve a pragmatic and objective function, although the design and other landscape characteristics such as views and built features contribute to more subjective purposes. Throughout their periods of significance, the Entrance Road and Ruins Road have been realigned, which reflects developments in safety and technology of the era. Since then, the roads have remained in their current location. Similarly, the Park Entrance has generally been located where it exists today. Retains Integrity.

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property or its significant alteration. The design of a historic property reflects the functions, technologies, and aesthetics of its period of significance, and can include elements such as massing, spatial arrangement, site layout, texture and color of materials, style of ornamental detailing, and type of vegetation.

Design elements of the Entrance and Ruins Roads such as curvilinear alignments, looped configurations, and scenic views and vistas contribute to the experiential road qualities of Mesa Verde National Park. Roads were aligned to follow natural contours and provide panoramic views. The efficient looped road systems provided pull-off and parking areas for automobiles, and minimized road construction impacts through the retention of native vegetation. Panoramic views resulted from deliberate engineering decisions to incorporate scenery as an element of the overall design, which was reflected in the road alignments. All of these characteristics typify NPS road designs of the 1920s and 1930s.

The design of the area also relied on NPS Rustic aesthetic preferences that advocate use of native materials, horizontal design, and subordination to the natural setting. These characteristics are also evident in the roads, buildings and structures associated with the Park Entrance Road Corridor. Additionally, the simplicity of building forms, appropriate architectural scale and hand-hewn construction techniques reconfirm stylistic ideals that date from the period of significance.

Similarly, the design of historic small-scale features related to road development is utilitarian, unadorned, and rustic in form. In keeping with the design philosophy, the use of native stone materials [mitered sandstone blocks for curbing and culvert features] reflects a deliberate effort to design with indigenous materials that are contextually appropriate in the natural landscape setting. The concept of over-scaling of landscape features provides for “visual agreement” with the rugged scale of the surroundings. The building traditions of the CCC that promoted use of stone in the construction of small-scale features continue to help define the 1930s era in terms of time and place. Retains Integrity.

Setting

Setting is the physical environment of a historic property. Whereas location refers to the physical place where a property was built or an event occurred, setting refers to the character of the site. Setting includes the physical elements of a site, including character-defining and contributing features, such as spatial organization, land use, vegetation, topography, circulation, and small-scale features that are discussed in more detail in the following sections. Setting also includes the character of the contextual lands that surround a historic property.

The setting of the Park Entrance Road Corridor consists of a variety of natural features which guided the positioning of the entrance and roads within the park. Natural features, in addition to other features continue to provide visual interest and allow travelers to experience the physiographic character of the mesa landform. Disturbance of the physical landscape related to road construction is apparent in areas of steep grade where significant areas of cut and filled slopes have been engineered.

Despite changes in landscape cover, the naturalistic design ideas of the 1930s continue to be expressed through the retention and dominance of native flora. Mature trees and shrubs continue to screen certain areas and characterize the period of significance. Although wildland fire has altered both the compositional and visual aspects of the vegetation, this occurrence should be considered a phase in the succession of woodlands, and does not degrade the historic integrity of setting.

The naturally occurring topography of the corridor also contributes to the setting. Between 1933 and 1937, the CCC, along with the BPR gave special care after intensive road grading to unify landscape disturbances with

neighboring natural areas and existing contours. Considerable work on embankments along the Entrance and Ruins Roads was hand-implemented to achieve a highly naturalistic appearance. Today, the roads continue to blend nicely with the surrounding landscape and vistas are still amazing as one looks out on the canyons from the very edge of the mesa. Together, the narrow roads, proximate pinon-juniper forest and stunning vistas which appear and disappear gradually all remain intact and contribute to the aspect of setting. Retains Integrity.

Materials

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies.

The application of native materials is another distinctive characteristic in the construction of buildings and structures associated with the Entrance Road and park entrance. The indigenous materials, stone walls and timber structural supports remain in the buildings and are an identifiable design element endorsed by NPS Rustic designers. The use of native stone and asphalt surfacing reflects a conscious effort to design with locally available materials that fit with the indigenous landscape. Skilled, hand-worked materials, a design attribute that is generally associated with 1920s and 1930s-era national park construction, is apparent in a majority of the features that date to the period of significance. Retains Integrity.

Workmanship

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components.

Expressions of workmanship within the Park Entrance Road Corridor are mainly expressed in the horizontal and vertical alignments of the roads and the design and construction of buildings and stone culverts and drop in-lets. These features form a cohesive collection illustrating Rustic style design of CCC-implemented projects. Most of the small-scale features, including the stone drainage features, have had little maintenance over the years, though remain in remarkable condition, illustrating the craftsmanship of the CCC. The aspect of workmanship continues to be evidenced by vernacular construction techniques of small-scale features that are typically hand-built. Masonry techniques are evidenced in the miter details of features built of sandstone. Retains Integrity.

Feeling

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. In conjunction with location and setting, feeling describes what the property feels like or the senses it evokes to a person on the property.

The configuration and design details of the Park Entrance, Entrance Road, and Ruins Road impart a feeling that is identifiable with national parks constructed during the 1930s. Views and vistas are a fundamental and noteworthy element of the feeling of the landscape. By default, the curvilinear nature of the roadways reveal only a portion of paved surface within the immediate viewshed, thus providing for scenic variety and retention of feeling. Adjacent vegetation along the roadways also aids in the feeling of the landscape. Although vast areas of vegetation along the Entrance Road and Ruins Road have burned in recent years, the design of the roadways promotes views that vary from long-range overlooks to close-range vistas. Views of the natural landscape and cliff dwellings continue to retain a high degree of historic integrity and convey a significant aspect of the visitor experience in terms of feeling. Retains Integrity.

Association

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. A property with high integrity of association portrays its historic character through physical elements and their relationships to each other. Like feeling, association is based on individual and/or

community perceptions.

The Park Entrance Road Corridor continues to function in the capacity for which it was designed - as a scenic transportation corridor that moves people throughout the park. The association with the CCC and Rustic design survives through the design of the road itself and its associated features, such as stone culverts and drop inlets. Similarly, physical qualities of the park entrance residence have also retained association with CCC and primitive construction techniques that is often associated with this government program. Additionally, the site's association retains integrity as an example of park planning ideals of the 1920s and 1930s era that advocated established transportation routes throughout the park. Retains Integrity.

Landscape Characteristic:
Archeological Sites

Not used.

Landscape Characteristic:
Buildings and Structures

Park Entrance

Following acquisition of the 260-foot-wide corridor in 1931 that linked the Cortez Mancos Road with the park boundary, the Park Entrance was developed. By the time the park master plan was drafted in 1933, the entrance already included cluster of three buildings on the west side of the entrance road. These buildings included an entrance residence (HS-41) built in 1931, a comfort station built shortly thereafter, and an entrance station built in 1932.

The entrance residence was constructed in the Modified Pueblo Revival Style to house the park "gatekeeper." Concurrently, a primitive, two-room board and batten "4-seater" public toilet (comfort station) was sited in a wooded area approximately eighty-five-feet south of entrance residence. Within the next year, the CCC constructed a one-room stone checking station, some forty-feet east of the residence. The architecture of the station resembled the neighboring residence and other structures built in the headquarters area. Additions to the station occurred in 1938 at the same time that alterations were made to the neighboring residence. (TIC 3152)

In 1957. the need to service both incoming and outgoing automobile traffic prompted the installation of a temporary wood kiosk in the center of the Entrance Road adjacent to the stone checking station. (TIC 2147; MVP 620-01-6416) This temporary solution to fee collection and traffic monitoring remained in place through the 1970s, when the Highway 160 overpass was constructed. The stone checking station and outhouse were removed sometime from 1970-1971 and the wooden kiosk was replaced by the present-day kiosks in 1977. (Logan, 2000)

During this same period (mid-1950s to 1970), development along the north of Highway 160 began with the construction of the Hallarville concession building. Later the Point Lookout station and concessionaire headquarters was constructed to the east of the original concession building. Both of these buildings remain today in addition to other facilities.

Today, the only extant building from the period of significance is the entrance residence (HS-41), which continues to retain a high degree of historic integrity, and provides evidence of the park-wide architectural theme established Superintendent Jesse and Aileen Nusbaum. This residence is sited approximately 500-feet south of the present-day Highway 160 and park Entrance Road junction. Park personnel who staffed the checking station (non-extant) resided in the house. In keeping with the architectural theme of other park structures, the residence is built in the Modified Pueblo Revival style. Significant changes executed by CCC work crews occurred in 1938 with the addition of a garage, bathroom, and back porch. (TIC 3154A) (Richey and Bennet, 1933)

Other buildings within the Park Entrance area include two entrance kiosks erected in 2007. The buildings currently functioning as fee collection booths and were installed to replace the 1977 kiosks. Servicing two inbound and one outbound lane(s) of traffic, the frame structures are prefabricated. Basic tenets of Rustic design such as appropriate scale, use of building materials that are sensitive to and blend with the landscape, evidence of hand-craftsmanship and resemblance of Modified Pueblo Revival style are absent.

Entrance Road

Although buildings along the Entrance Road are somewhat limited, there are numerous structures at overlook areas that contribute to the historic character of the corridor. The first overlook, Park Point Lookout, was constructed in 1939. Following the standardization of the Entrance Road during the late 1920s, a spur was graded in 1931 that enabled vehicular access to the highest elevation in the park (8,571 feet). A looped parking area, trail and viewing platforms were constructed to accommodate visitors. Improvements to the site occurred in 1939 with the construction of a hexagonal fire observation shelter. Built by CCC work crews, the twenty-foot wide structure is characterized by a four-foot sandstone base-wall that supports a horizontal band of windows, thereby enclosing an interior viewing room. A wooden roof with sizeable overhang covers the structure, and reduces solar penetration and glare. The fire lookout continues to exemplify NPS Rustic design principles, and has retained a high degree of integrity.

Additional overlooks were constructed in the 1950s. The Mancos Valley Overlook dates to 1956 and was constructed as the Entrance Road was realigned from the head of Prater Canyon to an area north of Nusbaum Cut. (TIC 41907A) The parking area and walks lead to an exposed viewing platform and spectacular views of the Mancos Valley to the east. The ramada-like shelter was built circa 1957 following completion of the Morefield-Prater Tunnel, in the NPS Rustic style. Made of rough-hewn sandstone and timbers, the shelter provides protection to the exterior environment and directs views toward the agricultural landscape of the Mancos Valley and La Plata mountains.

The Montezuma Valley Overlook (formerly Prater Canyon Overlook), circa 1956, is located at the southern terminus of the abandoned Knife Edge Road and affords views of lower elevation ranchlands in the direction of Cortez. Development of the site occurred circa 1956 as the NPS implemented improvements to the Entrance Road. The site includes a pullout area for parking, and two pedestrian walks leading to one viewing platforms and one overlook shelter. (TIC 41907A) In early 2000, the park installed a prefabricated restroom next to the historic overlook shelter. It is sympathetic to the color, scale and general appearance, but its prefabricated appearance somewhat degrades the character of the site.

Also during the mid-1950s, the Morefield-Prater Canyon Tunnel was constructed at milepost 5. The construction of the tunnel that enabled direct travel from Morefield to Prater Canyons was originally designed in 1938. (TIC 41903; TIC 2042E) However, the initial efforts to construct the tunnel were thwarted by lack of funding and inability to acquire private in-holdings in the excavation area. The initial purpose of the tunnel was to avoid the long southern loop into Morefield and Prater Canyons. However, since construction was postponed until 1955-1956 when federal subsidies became available, the result was not only an engineering feat but also a design solution that replaced the hazardous Knife Edge road segment of the Entrance Road.

The tunnel portals feature a stonemasonry (sandstone) veneer attached to a concrete support wall, and an arched ring of sandstone, each cut to a specific shape and size. Stone was laid up in random, irregular and rough courses to abut the surrounding earth and to achieve a harmonious visual impact. Spandrel and planter walls extend from the face of the portal, thereby creating planting terraces that support native vegetation.

Other structures along the road corridor include a number of stone drainage features, such as culverts, walls, and drop in-lets. See Small-scale features for additional details.

Ruins Road

Similar to the Entrance Road, Ruins Road also contains a number of stone culverts and drop in-lets that date to the period of significance. Features at the overlooks of the Ruins Road may also date to the historic era, but were not inventoried as part of this CLI. An additional inventory will need to be completed in the future to capture these important features.

CONTRIBUTING FEATURES:

Park Entrance residence (1931; remodeled in 1938; LCS-011379; HS-41)
Park Point Fire Lookout Tower (1939; LCS-011375; HS-42)
Mancos Valley Overlook Shelter (1957)
Montezuma Valley Overlook Shelter (1957)
Morefield-Prater Canyon Tunnel (1956)

NON-CONTRIBUTING FEATURES:

Two (2) entrance kiosks (2007)
Restroom at Montezuma Valley Overlook
Hallarville concession building
Point Lookout station / Concessionaire headquarters

MISSING FEATURES:

Comfort station (1931)
Entrance station (1932 – ca. 1970s)
Wooden kiosk (1957 - 1977)
Entrance kiosks (1977)

Character-defining Features:

Feature Name: Park Entrance residence (HS-41)

CLI Feature ID: 162308

Feature Contribution: Contributing

CRIS-HS Resource ID: 11379

CRIS-HS Resource Name: Park Entrance Residence

CRIS-HS Resource Number: HS-0041

FMSS Record Type: Location

FMSS Record Number: 45582

Feature Name: Park Point Fire Lookout Tower (HS-42)

CLI Feature ID: 162320

Feature Contribution: Contributing

CRIS-HS Resource ID: 11375

CRIS-HS Resource Name: Park Point Fire Lookout Tower

CRIS-HS Resource Number: HS-0042

FMSS Record Type: Location

FMSS Record Number: 47569

Feature Name: Mancos Valley Overlook Shelter

CLI Feature ID: 162318

Feature Contribution: Contributing

Feature Name: Montezuma Valley Overlook Shelter

CLI Feature ID: 162314

Feature Contribution: Contributing

Feature Name: Morefield-Prater Canyon Tunnel

CLI Feature ID: 162312

Feature Contribution: Contributing

Feature Name: Two (2) entrance kiosks

CLI Feature ID: 162306

Feature Contribution: Non contributing – compatible

Feature Name: Restroom at Montezuma Valley Overlook

CLI Feature ID: 162304

Feature Contribution: Non contributing – compatible

Feature Name: Hallarville concession building

CLI Feature ID: 162310

Feature Contribution: Non contributing – compatible

Feature Name: Point Lookout station/Concessionaire HQ

CLI Feature ID: 162316

Feature Contribution: Non contributing – compatible

Landscape Characteristic Graphics:



Park Entrance residence (HS-41), June 2010. Source: C. Mardorf, NPS.



Morefield-Prater Canyon Tunnel, June 2010. Source: C. Mardorf, NPS.



Point Lookout station / Concessionaire headquarters with masonry sign, June 2010. Source: C. Mardorf, NPS.



Entrance kiosks at park entrance, June 2010. Source: C. Mardorf, NPS.

Landscape Characteristic:
Circulation

Park Entrance

Prior to the establishment of the Park Entrance in the early 1930s, early park entrance points varied and were found on the south, east and north edges of the park. The town of Mancos served as the primary staging area for park guests who traveled via train and then continued their journey to the park by wagon.

The present-day park entrance access dates to 1931, when grading of the 1.25-mile access road from the new park entrance was permitted after Hallar donated a 260-foot wide easement, thereby providing a permanent link between the Cortez- Mancos Road and the park.

Early circulation patterns of the Park Entrance included Cortez-Mancos Road, the park entrance road, an access drive and five-vehicle parking area south of the entrance station, and two stone pedestrian paths. During the mid-1930s, designers created a plan including a “Y” intersection at the junction of the Cortez-Mancos Road (Highway 160) and the Entrance Road that included a triangular-shaped traffic island. A convention borrowed from the English gardening tradition and commonly used by national park designers, this type of configuration facilitated good traffic flow and eliminated the need to make sharp turns. The traffic island in the interior of the “Y” was later delineated by a wood-rail fence with park entrance signs at each of the three corners. The CCC was closely involved with the engineers from the BPR to implement this design.

CCC work crews also developed the five-vehicle parking area and a stone path approximately fifty-feet south of the entrance station in 1933. The parking area was excavated from the natural embankment and required the construction of a two and one-half foot tall stone retaining wall. A four-foot wide looped stone walk provided access to the comfort station (public toilet), which replaced a previous dirt path. A graveled service road led from the parking area and branched off in a “T” leading north to the entrance residence and south to the public toilet. A triangular-shaped traffic

island was located at the center of the “T” intersection. Other circulation features present during the 1930s included a stone walk leading from the residence to the entrance station. The parking area, paths, and service road with triangular island feature Rustic design components associated with CCC-era construction.

These features remained with few alterations into the 1950s. In 1954, the Cortez-Mancos Road (Highway 160) was expanded into a four-lane divided highway with side roads funneling to the park entrance road. As a result, the original “Y” intersection and triangular traffic island were removed. Pull-offs were also created along Highway 160 in front of two Mission 66 directional signs. At the park entrance, the parking area, paths, and service drive remained. However, in 1957, a temporary wood kiosk was placed in the center of the entrance road, dividing the flow of traffic.

By 1971, substantial changes in the circulation patterns at the Park Entrance had occurred. Improvements to Highway 160 in 1971 excavated the highway roadbed below grade, requiring the construction of the park entrance road overpass and development of exit and entrance ramps to and from the park. The original highway road bed was retained as a access road to concessionaire facilities to the north. These transportation system enhancements contributed to greater safety and ease of ingress and egress, but also changed the character of the park entrance. With the new overpass and exit and entrance ramps that required additional highway right-of-way, the Park Entrance was located much closer to Highway 160 than was originally intended.

At the Park Entrance, additional changes occurred. In the early 1970s the original entrance station (1932) and comfort station were removed, as were the parking lot and stone path to the comfort station. The service drive was also altered, changing the configuration of the “T”. The base of the “T” was truncated and converted into a parking space, while the crossbar of the “T” was also expanded and converted into parking. At the south end of the crossbar, another service drive was constructed to access the new parking area and the adjacent water treatment plant.

In 1977, concerns with traffic safety and transportation regulations prompted the development of a parking area for oversized vehicles near the park entrance. The asphalt lot accommodated trailers and large trucks and was located north of the kiosks on the east side of the road. The scale and location of the parking feature further changed the historic character of the park entrance. New entrance kiosks were also constructed at the park entrance at this time.

Today, the 1970s circulation patterns largely remain with the Highway 160 overpass, exit and entrance ramps, former highway roadbed, park entrance road, 1970s parking areas, and 1977 entrance kiosks. Although the Entrance Road historically provided for two-lanes of traffic, the current configuration in the vicinity of the entrance kiosks accommodates three lanes: two inbound and one outbound lane. The location of the kiosks – in the center of the road – dates from 1957 when a wooden “temporary kiosks” serviced both inbound and outbound lanes. Siting checking (fee collection) stations in the median of the roadway become standard layout in national parks by the mid-1930s, and was also employed at the Headquarters Loop information plaza station at Mesa Verde in 1935.

Other notable circulation features that remain today include a remnant portion of the three foot wide flagstone path that once provided a pedestrian connection between the entrance residence and the checking station. At present, the walkway leads east to an outdoor seating area within the confines of the residence yard.

Entrance Road

The Entrance Road evolved from several early pioneer routes into the park. From the adjacent Montezuma and Mancos valleys, the ascent to the “green table” could be achieved via several known routes. (Horton, 1994) By the late 1880s, guided tours given by Richard and Al Wetherill of Mancos were organized to transport tourists to the cliff dwellings. In 1892, Frederick Chapin noted the Crinkly Edge Trail used by the Wetherills on the northwest side of the mesa, a trail that later became the Knife Edge portion of the Entrance Road. Other horse, livestock, and foot trails crossed the area that would eventually become roads and trails within Mesa Verde National Park.

Upon establishment of the park in 1906, pressure for an adequate Entrance Road came from the surrounding communities and the founding preservation organization (Colorado Cliff Dwellers Association). The process of conducting excavations, developing the water supply, implementing facility improvements, as well as transporting visitors was determined unfeasible without a route for "carriages and other vehicles." (Horton, 1994)

In 1907 and 1908, George Mills, a federal deputy surveyor, was hired to mark a location line from the northern park boundary to Spruce Tree Camp, thereby establishing the alignment of a park access road. As described by Mills, the survey established the following route:

1. Northern park boundary (under Point Lookout) up the west side of Point Lookout to the head of Morefield Canyon,
2. Morefield Canyon, around the Knife Edge to the head of Prater Canyon
3. Head of Prater Canyon over the ridge to the head of Moccasin Canyon
4. Head of Moccasin Canyon down to head of School Section Canyon
5. Head of School Section Canyon over Park Mesa and around to the head of Soda Canyon
6. Head of Soda Canyon over the ridge and down around the head of the east fork of Little Soda Canyon
7. East fork of Little Soda Canyon over the ridge and down around the head of the west fork of Little Soda Canyon
8. East fork of Little Soda Canyon to Chapin Mesa between the west fork of Little Soda and east fork of Navajo Canyon
9. Down the ridge of Chapin Mesa to Spruce Tree Camp

The 1907-1808 survey is credited for establishing the alignment that, with some deviation, would become the Entrance Road.

A number of road segments were constructed between 1908 and 1919, including the North and South Highway (constructed 1908-1914), the Knife Edge (constructed 1911), Point Lookout Grade West (constructed in 1911), access road near the park entrance (constructed 1913), Morefield-Prater Canyon road (constructed 1913-1914), and the Switchbacks Road (constructed in 1919). Despite being built in 1911, the Knife Edge was closed shortly thereafter in 1914 due to massive rockslides on the road.

Construction and realignment of the road continued into the 1920s and 1930s when substantial improvements were made. During this time, the park entrance was established, rerouting the entrance road, and abandoning the Switchbacks Road and access road in 1922 and 1931, which had originally provided park access. One of the earliest alterations of the 1920s was the reconstruction and reopening of the Knife Edge in 1923. That same year, the Morefield-Prater Canyon road was abandoned as the Knife Edge provided a more direct route into the park. Two years later in 1925 the "B" cut was built, abandoning several switchbacks in the central portion of the road alignment. In 1926, the "D" cut was also built. Other improvements included the construction of Point Lookout Grade East from 1927 to 1929 and the Nusbaum Cut, which was built in 1928.

Additional alterations in the road corridor occurred in 1933 with the removal of the Point Lookout Grade West alignment, making the Point Lookout Grade East segment the main route. Two years prior to that in 1931, Park Point Lookout was built, which provided the first scenic overlook a short distance from the Entrance Road. The overlook was further developed in 1939 with a looped parking area, trail and viewing platforms constructed by the CCC.

The final road alignment alterations came to fruition in the 1950s with the construction of the Morefield-Prater Canyon Tunnel and addition of overlooks and pull-offs. Although the tunnel was planned in 1938, funds for construction were not available until the mid-1950s. The tunnel opened in 1956, and one year later the Knife Edge segment of the road was abandoned.

Also in 1956-1957, the Mancos Valley Overlook and the Montezuma Valley Overlook were constructed. The Mancos Valley Overlook was built as the Entrance Road was realigned from the

head of Prater Canyon to an area north of Nusbaum Cut. (TIC 41907A) The designed lookout at mile 3.2 includes a parking area and pedestrian walks that lead to an exposed viewing platform and spectacular views of the Mancos Valley, La Plata Mountains and various San Juan Mountains to the east. The Montezuma Valley Overlook (formerly Prater Canyon Overlook), is located on the western edge of the Entrance Road at mile 6.6 at the southern terminus of the abandoned Knife Edge Road. The area affords views of lower elevation ranchlands in the direction of Cortez, as well as views of the old Knife Edge Road and the sacred Ute Mountain Ute. The site includes a pullout area for parking, and two pedestrian walks leading to one viewing platform and one overlook shelter.

Changes in the road from the 1960s to today were minimal. Minor road realignments occurred in conjunction with the development of the Visitor Center and Lodge at Far View in the 1960s. With the exception of occasional repaving projects and routine maintenance, no other road alterations are known.

Today, the Entrance Road alignment mainly follows its 1957 alignment as it traverses a series of canyons, passes through a tunnel, provides access to numerous overlooks, and constitutes the spine that facilitates access to the majority of developed park facilities and archeological sites. Road sections that were built during the earliest construction efforts (1908-1919) and that are still in use today include: the alignment from the head of Chapin Mesa to the Headquarters Loop (North and South Highway) and portions of the road that extend from Montezuma Overlook to Chapin Mesa. Other road segments date to the 1920s, 1930s, and the most recent tunnel addition in 1956.

Ruins Road

Prior to 1906, wagon traces diverged in three directions from a central node north of Spruce Tree Camp to the south and east, and led to various ruins and archeological sites. As automobile use increased throughout the park during the 1920s, the rough, unpaved roads were regarded as unsafe and inferior. Superintendent Nusbaum suggested that access to and monitoring (protection) of the sites would be greatly simplified if a loop road were constructed to the main dwellings, thereby eliminating continual backtracking to Spruce Tree Camp.

A survey recommended development of a fifteen mile “round trip” road system (Ruins Road) that allowed more economical and convenient access to most of the significant archeological sites. These loops, as suggested by Nusbaum, entailed over two and a half miles of new road due to realignments, while visiting the same sites.

As routed, the main road led to Square Tower House, then turned nearly east across Chapin Mesa to Sun Point along the southern side of Fewkes Canyon. At this point, the road (Mesa Top Loop) turned west, went around Fewkes Canyon towards Cliff Canyon, up to Sun Temple, then looped back along Cliff Canyon and reconnected with the main road. From the main road, another loop road (Cliff Palace Loop) branched due east to Soda Canyon and curved in a southern direction to the eastern edge of Cliff Canyon by Cliff Palace. The road continued along the eastern ridge of Cliff Canyon past the park boundary where it turned east to Balcony House and returned northwest to the beginning of the loop.

The road system constructed according to Nusbaum’s plan included a shortcut road from just above Spruce Tree Camp (present-day pedestrian/bicycle path), skirting the head of Spruce Tree Canyon over to what is today the Ruins Road loop road system. A circled trip, as suggested by Nusbaum, only entailed about two and one-half miles of new road while seeing the same ruins and cutting the total distance traveled by at least four miles. This loop system eliminated the backtracking necessary on the existing roads with the exception of one-half mile returning to the head of Fewkes Canyon and one-half mile along Cliff Palace Road.

Throughout the 1930s and 1940s, refinements were made to the Ruins Road system. By 1933, the shortcut road at the head of Spruce Tree Canyon was converted into a pedestrian path and the Ruins Road connected to the park Entrance Road and the Headquarters loop road in a 4-way intersection. The intersection between the Cliff Palace Loop and the main Ruins Road was reconfigured into a “Y” with a triangular-shaped traffic island.

At the Mesa Top Loop, The road was extended to Sun Point Pueblo, thereby eliminating a spur road with a loop turnaround. The loop turnaround at Sun Temple was also realigned into a teardrop shape for easier traffic movements. Additionally, the intersection between the spur road to Sun Temple and the Mesa Top Loop was reconfigured with a triangular-shaped traffic island.

Similar improvements were made at the Cliff Palace Loop during the 1930s and 1940s. The most substantial of which included a new road alignment from Swallows Nest to Hemenway/Peabody House and then to Balcony House along the canyon edge. This new road segment crossed the authorized park boundary onto Ute Mountain Ute land.

Boundary disputes between the park and neighboring tribe in circa 1972 lead to the conversion of a hiking trail into a road that bypassed the tribal lands. Later, at an unknown date, the disputes were resolved and the road segment leading to Hemenway House was reopened. The former bypass remains today as a hiking trail.

The 1930s and 1940s Ruins Road configuration remains today, essentially unaltered. The triangular-shaped traffic island at the intersection of Cliff Palace Loop and the main Ruins Road has been removed and replaced with a "T" intersection. Additionally, parking areas have been added and expanded at a number of overlooks to accommodate increasing numbers of visitor vehicles. It is likely that a number of these parking area have 1930s origins, but further study is required to determine the exact construction dates of these areas.

CONTRIBUTING FEATURES:

Park Entrance
Original roadbed of Cortez-Mancos Road (Highway 160)
Remnant flagstone path leading east from entrance residence
Division of traffic flow by entrance kiosks
Parking area to the south of entrance residence (remnant of "T" service road)
Entrance Road (2-lane alignment, 1957)
Abandoned alignments of Entrance Road
Park Point Overlook (includes spur road, parking, trails, 1931--1939)
Mancos Valley Overlook (includes parking, trails, 1956)
Montezuma Valley Overlook (includes parking, trails, 1956)
Mesa Top Loop road alignment (Ruins Road)
Cliff Palace Loop road alignment (Ruins Road)

NON-CONTRIBUTING FEATURES:

Service drive leading to parking area and water treatment plant.
Oversized vehicle parking lot
Expansion of Entrance Road into three lanes at entrance kiosks
Expanded parking areas along Ruins Road
Geologic Overlook

MISSING FEATURES:

Five-vehicle parking area
Stone pedestrian path from parking area to comfort station
"Y" intersection and triangular-shaped traffic island at Cortez-Mancos Road (Highway 160) and Entrance Road
Gravel service road with "T" intersection and triangular-shaped traffic island
Pull-offs along Highway 160
"Y" intersection and triangular-shaped traffic island at Cliff Palace Loop and the main Ruins Road

Character-defining Features:

Feature Name: Park Entrance

CLI Feature ID: 162346

Feature Contribution: Contributing

Feature Name: Original roadbed of Cortez-Mancos Road

CLI Feature ID: 162326

Feature Contribution: Contributing

Feature Name: Flagstone path leading E from HS-41

CLI Feature ID: 162330

Feature Contribution: Contributing

Feature Name: Traffic flow division by entrance kiosks

CLI Feature ID: 162322

Feature Contribution: Contributing

Feature Name: Parking area S of HS-41

CLI Feature ID: 162348

Feature Contribution: Contributing

Feature Name: Entrance Road (2-lane)

CLI Feature ID: 162328

Feature Contribution: Contributing

Feature Name: Abandoned alignments of Entrance Road

CLI Feature ID: 162340

Feature Contribution: Contributing

Feature Name: Park Point Overlook

CLI Feature ID: 162352

Feature Contribution: Contributing

Feature Name: Mancos Valley Overlook

CLI Feature ID: 162338

Feature Contribution: Contributing

Feature Name: Montezuma Valley Overlook

CLI Feature ID: 162350

Feature Contribution: Contributing

Feature Name: Mesa Top Loop road alignment (R. Road)

CLI Feature ID: 162334

Feature Contribution: Contributing

Feature Name: Cliff Palace Loop road alignment (R. Rd)

CLI Feature ID: 162324

Feature Contribution: Contributing

Feature Name: Service drive to parking/water tr. plant

CLI Feature ID: 162336

Feature Contribution: Non contributing – compatible

Feature Name: Oversized vehicle parking lot

CLI Feature ID: 162332

Feature Contribution: Non contributing – compatible

Feature Name: Entrance Road (3-lanes) at kiosks

CLI Feature ID: 162354

Feature Contribution: Non contributing – compatible

Feature Name: Expanded parking areas along Ruins Road

CLI Feature ID: 162344

Feature Contribution: Non contributing – compatible

Feature Name: Geologic Overlook

CLI Feature ID: 162342

Feature Contribution: Non contributing – compatible

Landscape Characteristic Graphics:



Intersection of Entrance Road and Highway 160 with overpass, June 2010. Source: C. Mardorf, NPS.



Entrance Road climbing in elevation near Point Lookout, June 2010. Source: C. Mardorf, NPS.



Switchback and guardrail along Entrance Road, June 2010. Source: C. Mardorf, NPS.



Entrance Road and pull-off for overlook, June 2010. Source: C. Mardorf, NPS.



Typical view of Entrance Road, June 2010. Source: C. Mardorf, NPS.



View of former Entrance Road alignment at Knife Edge, June 2010. Source: C. Mardorf, NPS.



Ruins Road and parking area, June 2010. Source: C. Mardorf, NPS.



Ruins Road and parking area at Pithouses and Pueblos exhibit, June 2010. Source: C. Mardorf, NPS.

Landscape Characteristic:
Cluster Arrangement

Not used: see Spatial Organization.

Landscape Characteristic:
Constructed Water Features

Not used; see Small-Scale Features.

Landscape Characteristic:
Cultural Traditions

National Park Planning

The technique of creating and maintaining a master plan for specific park developed areas borrowed aspects of 1920s American city planning such as zoned land-use restrictions. The residential, utility and civic (visitor use) zones delineated for Mesa Verde National Park in the 1933 Plan roughly correspond to municipal zoning classifications. The primary purpose of park master planning was to generate a logical, well-studied "general" concept plan, which specified the site location, circulation networks (pedestrian and vehicular), type of architecture, built landscape features, planting and grading. In so doing, the planning process developed by NPS chief architect Thomas Vint (NPS, 1922-1961) demonstrated how national parks -- as 20th century designed landscapes -- expressed ideal civic arrangements. (Carr, 1998)

The Park Entrance Road Corridor at Mesa Verde National Park exemplifies national park planning concepts that date from the 1920s and 1930s. Under the direction of NPS chief architect Thomas Vint (NPS, 1922-1961), a Master Plan for Mesa Verde National Park (1933) was generated for all existing and future developed areas. The site plan for the Park Entrance illustrates organization patterns of buildings, circulation, and infrastructure that blend into the landscape. Similarly, the Entrance Road and Ruins Road were designed and patterned to follow the existing topography with minimal grading and disturbance to adjacent vegetation. The Park Entrance Road Corridor landscape continues to express an association with 1930s-era park planning.

Architectural Traditions

Historically, the designers and planners of America's national parks have advocated the concept that buildings and structures should visually compliment the natural landscape setting. Additionally, park architects have attempted to evoke some variation of local vernacular construction technique and workmanship in the design of park buildings. In the same vein, the materials employed in fabrication of structures were often drawn from surrounding forests and quarries. Such construction resulted in buildings that were subordinate to the exterior environment.

Early park planners and directors as well as park superintendent Jesse Nusbaum had promoted the idea of an architectural theme for park structures and buildings during the 1910s and 1920s. The materials, type of construction and details of park structures were often determined by the natural qualities of each site, including climate, weather, presence of local stone or timber, topography and the quality of the surrounding landscape. (McClelland, 1998) In the Headquarters Loop, the Modified Pueblo Revival and Rustic styles are predominant.

CONTRIBUTING FEATURES:

National Park planning traditions
Architectural traditions

NON-CONTRIBUTING FEATURES: None.

Landscape Characteristic:
Land Use

Overall Land Use

The establishment of Mesa Verde National Park in 1906 enabled protection of "ruins and other works and relics of prehistoric cultures" on lands within the park boundaries and neighboring five-mile "strip." Under this arrangement, the land was designated for "public use" under the Department of the Interior. Prior to park establishment, the Ute Mountain Ute Tribe governed the present-day parkland

and was considered “open range” for tribal members. Although the lands continued to support livestock grazing (agricultural uses) in 1906, the acreage was officially considered a preservation area.

Despite some 42,000 acres of land that were originally set aside, the southern portion of Chapin Mesa, including the Ruins Road area was erroneously excluded from the park acreage. These lands were added to the park in 1913 through a land exchange with the Weeminuche band of the Southern Ute Indians. Since this time, Mesa Verde has been managed for public recreational use and resource conservation by the federal government.

Park Entrance

The Park Entrance was designed to facilitate and welcome visitors to Mesa Verde National Park. As a visitor orientation node, the historic park entrance complex included necessary tourist-oriented and residential facilities. The land continues to serve in a similar capacity.

More recent development near the entry includes a large parking area to the north of the kiosks (1977). Other development adjacent to the park entrance provides for industrial (sewage treatment plant) and park operations uses, although these areas are virtually undetectable from the road corridor. The meadow to the east of the entrance parking area remains in an undeveloped condition, although the land was cultivated during the early 1900s. Known as the historic Mallet/Hallar Camp (patented 1921), this meadow and pasture supported livestock grazing and possibly production of fodder-crops. Although few features remain from the homestead, the presence of non-indigenous vegetation, such as smooth brome, provides evidence of formal agricultural use.

Entrance Road

The Entrance Road provides the major route to developed park areas and archeological sites. As the transportation “backbone” of the park, the Entrance Road links various land uses designated for visitor-related commercial (lodging, retail, camping), institutional (orientation facilities, administration, museums) residential (employee housing) and industrial (maintenance). Use of the corridor as a transportation route has not changed over time.

Ruins Road

The Ruins Road serves a similar purpose to that of the Entrance Road – as a transportation corridor to move visitors throughout the park. This land use has continued since the early development of the Mesa Top Loop and Cliff Palace Loop in the 1920s and 1930s.

CONTRIBUTING FEATURES:

Recreational land use
Transportation land use
Visitor orientation/education land use
Residential land use

NON-CONTRIBUTING FEATURES:

Industrial land use
Park operations land use

MISSING FEATURES:

Agricultural land use

Landscape Characteristic Graphics:



Transportation is the primary land use associated with the Park Entrance, Entrance Road, and Ruins Road. Source: C. Mardorf, NPS.



Recreational and interpretive land uses for visitor education are secondary land uses along the entrance corridor. Source: C. Mardorf, NPS.

Landscape Characteristic:
Natural Systems and Features

Overall Natural Systems and Features

Mesa Verde National Park is located in the extreme southwest corner of Colorado, and is designated as part of the Colorado Plateau. The Mesa Verde – or “green table” -- falls in a transitional climatic zone between the arid landscape to the southwest and the San Juan Mountains to the northeast. The semi-arid climate is characterized by about 18 inches of annual precipitation, which includes 85 inches of snowfall. Prevailing winds are generally from the north/northwest with a significant southwesterly component in the spring and summer.

Technically, Mesa Verde is not a true mesa, which is flat, but a cuesta, which is tilted. The park encompasses most of the mesa landform which gently slopes downward from 8,425 feet in the north to 6,760 feet in the south. Numerous north-south ridges and rugged canyons dissect the mesa, composed of soft substrates of sandstone and shale. The south end of the park drops abruptly into deep canyons and streambeds that terminate at the Mancos River valley. A steep, highly eroded escarpment characterizes the north end.

Approximately 100 million years ago an inland sea covered Mesa Verde which during the next 30 million years brought the sediments that formed substrates of shale and sandstone. Through subsequent processes of uplift and erosion, the “table” achieved its characteristic form marked by north-south canyons and ridgelines.

Park Entrance

The Park Entrance lies in a shallow valley landscape at the northern terminus of the Entrance Road. Situated at 6,945 feet in elevation, this site is the lowest developed visitor use area at Mesa Verde National Park. The north-south orientation of the road directs attention to Point Lookout, a prominent geologic feature, which rises some 1,400 feet above the north entrance at an elevation of 8,427 feet.

Entrance Road

Along the Entrance Road, the cuesta slopes gently three to seven degrees from north to the south. From the north rim of the mesa to the south, the landscape is deeply furrowed from intermittent streams that flow south into the Mancos River drainage. Differences in temperature, moisture and soil associated with elevation and geologic substrate account for the vegetative and ecological zones along the Entrance Road. Pinon-juniper woodlands characterize the vegetation observed along mesa tops, while mountain shrub communities and sagebrush meadows may be encountered at higher elevations along the north escarpment and canyon slopes. Four primary sedimentary rock layers are along the Entrance Road:

Mancos Formation (shale)

The Entrance Road gradually climbs into the upper portion of the Mancos Formation from the park entrance. Road cuts observed along the north and northeast face of Point Lookout exhibit the soft shale associated with the Mancos Formation. Due to the unstable nature of this base material, extensive roadway engineering has been required since 1929 when this corridor segment was initially graded.

Point Lookout Formation (sandstone)

The resistant Point Lookout Sandstone rests above the older Mancos Shale and forms the cap rock material of Point Lookout and the Knife Edge. This base material is considerably more stable than the underlying shale deposits.

Menefee Formation (shale)

Between Montezuma Valley Overlook and Park Point, the road gradually climbs upward through the Menefee Formation. The weak quality of this base material also has required considerable road engineering, such as the construction of B- Cut in 1925.

Cliff House Formation (sandstone)

The youngest rock stratum is the Cliff House sandstone that caps Chapin Mesa from Park Point to the southern boundary of the park. Though porous, this stable formation that enabled construction of the Ancestral Puebloan cliff dwellings in eroded alcoves. The section of road that extends southward from the Far View area has required considerably less stabilization treatment than other segments of the road.

Ruins Road

Natural features, including the dissected physiography of the canyon landscape, have also influenced the alignment and configuration of the Ruins Road system. These natural systems and features include Chapin Mesa surrounded by steep canyons. Because of these features, the road was aligned to follow the cliff rim throughout much of its course which allows spectacular vistas of the canyons and Ancestral Puebloan sites.

CONTRIBUTING FEATURES:

Gently sloping cuesta
Shallow valley at Park Entrance
Narrow, lateral canyons
Mancos River drainage
Semi-arid climate
Sandy loam soils
Mancos Formation (shale)
Point Lookout Formation (sandstone)
Menefee Formation (shale)
Cliff House Formation (sandstone)
Chapin Mesa

NON-CONTRIBUTING FEATURES: None.

Landscape Characteristic:
Small Scale Features

Park Entrance

The park entrance has traditionally functioned as a formal point of ingress and egress, directing visitors as well as publicizing the boundaries of a federally protected resource. As a result, a number of small-scale features have been placed in this location since the 1930s.

Following the establishment of the Park Entrance in 1931, the CCC built several small-scale features that enhanced the character of the site. A stone retaining wall and sandstone curbing were installed at the parking lot south of the entrance station. A cattle guard flanked by two stone piers was also built along the road corridor between the entrance station and Highway 160. Later in 1938-1939, additional improvements were implemented with the construction of the first of three “series” of signs. The first series of signs included three Rustic park directional signs with stone piers and log rails within the traffic island at the intersection of Highway 160 and the park entrance. The CCC also placed two additional signs along the highway and two more signs east and west of the entrance road, likely at the cattle guard. These small-scale features rigorously followed the NPS Rustic design philosophy through the incorporation of natural stone materials, appropriate scale, and conformity to the natural landscape.

By 1954, road realignment at the Highway 160 Entrance Road junction provided an opportunity to replace the 1938-1939 Rustic signage with more modern styles of design. A contemporary design was developed using modern materials (portland cement) and techniques (embossed lettering). The original signs with stone piers and log rails were removed and replaced with two Rustic highway directional signs with pull-offs along the east and westbound lanes of Highway 160. Two additional signs were also added to the east and west sides of the cattle guard, the original stone piers having been removed. In 1954 the east sign near the cattle guard was relocated to the south to the east of the CCC-era parking lot. Although the construction of these signs predate the Mission 66 era of construction that occurred throughout national parks, these small-scale features represent a forerunner to the modern design approach espoused by the NPS during the mid-1950s to early 1970s.

The construction of the Highway 160 overpass during the early 1970s made the modern 1954-era signs obsolete. The west sign along the highway was removed, though the east sign was retained. Also removed during this time were the cattle guard and stone wall and curbing at the parking lot.

The signage along the entrance road was replaced in 1998 by a newly constructed sign that replicated former NPS Rustic style features that were removed during the 1954 road reconstruction. An exit sign was also constructed in 2003. The construction of these neorustic signs is evidence of design trends from the 1990s and today that promote a “return” to a more rustic expression of built works in national parks.

Today, the remaining small-scale features include a highway directional sign (1954), a park gateway sign (ca. 1954), neo-rustic park gateway sign (circa 1998), and neo-rustic park exit sign (2003). Additional details about these features are as follows:

Highway Directional Sign (ca. 1954).

One “streamlined style” directional sign from 1954 remains along the westbound lane of the former roadbed of Highway 160 (now a frontage road) approximately 300-feet east of the overpass near Point Lookout Lodge and the gas station. This landscape feature is one of three identical signs erected when road improvements necessitated the need for new signs to be placed at the park gateway and alongside the east and west shoulders of Highway 160. These Mission 66 style signs replaced rustic post and sandstone signs constructed by the CCC in 1938.

Incorporating a portland cement vertical slab (with embossed red painted text) mounted on a stone rubble masonry platform, this “new style” of modern design rejected romantic Rustic characteristics that epitomized park construction from the 1910s through the 1940s. However, this design model borrows one element from the Rustic style by incorporating native sandstone in an ashlar pattern at the base of the sign. (TIC 2145B)

Park Gateway Sign (east side of Entrance Road) (ca. 1954)

The vertical stone pylon to which a wooden NPS arrowhead logo is attached is typical of official national park entrances. The design employs the use of native sandstone, a hand-carved wooden placard, and a form that is characteristic of the NPS Rustic style. From the broad base of the pylon to the cap, the stonework passes from more rough-hewn materials to more refined masonry at the top. Although the masonry of this sign is of inferior quality when compared to similar construction executed by the CCC, the rugged quality of this entry feature is contextually appropriate with the park’s natural setting. This sign dates to circa 1954 when it was moved from its original location east of the cattle guard to its current location.

Neo-rustic Park Gateway Sign (west side of road Entrance Road) (circa 1998)

The main park entrance sign closely replicates the style of signage that was constructed by the CCC in the triangular traffic island at the “Y” intersection of Highway 160 and Entrance Road. The design of the sign was based on historic photographs that date form 1930s and 1940s. The scale of this landscape feature is significantly larger than the historic models, and therefore cannot be considered

a “reconstruction.”

The double-pylon stone pylon design provides a balance to the horizontal form of this gateway feature, and evokes rugged simplicity in design, materials, and craftsmanship. The stonework of the pylons is skillfully handled, from the over scaled and rough-mitered blocks at the footing to more finished materials near the stone cap. The base of the sign appears to originate from the horizontal ground plane, evidenced by the terraced masonry. As the stone columns rise, the form becomes more vertical and exact.

Appropriate to the scale of the stonework, large timbers are used to both suspend and frame the wooden text panel. Chiseling into the flat surface of the timber face has created lettering and the background surface was stained to increase the visual contrasts on the sign. Letters were then painted a bright orange as was specified in the historic records.

Neo-rustic Park Exit Sign (east side of road Entrance Road) (2003)

Modeled after the historic directional highway signs that used to exist along Highway 160, this sign replaced the 1954 exit sign. The design style of the sign matches the neo-rustic entrance side located across the road. Overall, the sign consists of a stone pylon topped with a cantilevered log and hanging NPS arrowhead.

Entrance Road

Historic small-scale features associated with the Entrance Road are mainly limited to stone masonry features, such as culvert headwalls, end walls, gutters, drop in-lets, curbs, and check dams which provide drainage from swales that border the road edge. These features were built by the CCC in the 1930s to replace older drainage features along the original road alignment. The CCC also erected concrete post and metal cable guardrails along the road edges.

Over time, a number of these features were altered or removed. The historic guardrails have since been replaced with contemporary guardrails that meet current safety standards. HAER records indicate that a number of masonry structures along the first ten miles of the park road were removed during construction in the 1980s (Horton, 1994). However, a 2009 Class II Cultural Resources Inventory recorded 58 historic stone drainage structures with the ten-mile corridor beginning at the park entrance, indicating that a number of these small-scale features remain. Also during 2010 rehabilitation efforts, an original segment of stone gutter was unearthed, also indicating that a number of original features may be below ground or obscured under several layers of pavement. The gutter was documented before it was reburied.

Today, remaining small-scale features include stone headwalls and drop in-lets, stone check dams, and contemporary mile markers. Features dating to the period of significance are detailed below.

Stone Headwalls & Drop Inlets for Pipe Culverts (ca. 1930)

Stone masonry headwalls and inlets for culvert drains are found along the entirety of the Entrance Road and Ruins Road. Depending on grade and location of the drainage feature, headwall designs accommodate one-, two- and three-way drainage inlets. Headwalls are constructed parallel to the centerline of the road. On side hill sections, the height of the back wall varies in accordance with the grade. Typical construction is characterized by “stone rubble masonry” or roughly mitered sandstone that was quarried within the park. Walls are constructed of rectangular or square-shaped sandstone blocks, which usually contained a 24-inch metal culvert (CMP for corrugated metal pipe) to direct and drain water off the road. Walls also exhibit recessed joints and chisel marks on the masonry. Portland cement mortar was laid between the stone blocks, lending structural stability. The headwalls and drop inlets are characteristically heavy and solid in appearance, and reflect NPS Rustic design principles.

Through the 1950s, the BPR continued to require construction of cement rubble stone masonry headwalls similar in design to those built during the 1930s at Mesa Verde National Park (TIC 41907

A). However, roadway modifications, drainage improvements, and ongoing road maintenance continue to threaten the long-term condition of these significant landscape features. Fifty-eight of these features were cleared of debris and documented with photographs and measured drawings in 2009.

Stone Check Dams (ca. 1930)

A series of stone check dams that provide soil stabilization may be observed on the north side of the Entrance Road near the upper terminus of Prater Canyon. Given their proximity to the former NP-2-C CCC Camp in Prater Canyon, these check dams were likely constructed by the CCC during the 1930s. These features continue to serve in a functional capacity without compromising the natural landscape setting.

Ruins Road

The majority of small-scale landscape features along the Ruins Road date to the standardization of these routes between 1932 and 1937. Sandstone curbing, culvert drop inlets and headwalls were constructed to provide for proper drainage and prevent erosion. Rustic style sandstone curbing is typically located at parking areas that are contiguous to the roadway and serves to confine automobiles to paved areas as well as prevent deterioration of the pavement edge. The sandstone is roughly mitered and laid upright with ½-inch mortar joints. Vertically stacked sandstone with mortar joints characterizes the partitions of headwalls and drop inlets of culverts. Sturdy in appearance, these features reflect NPS Rustic design principles.

CONTRIBUTING FEATURES:

East highway directional sign along former Highway 160 roadbed (1954)
Park gateway sign along east side of entrance road (ca. 1954)
Westbound entry signage along north side of the former Highway 160 alignment. (Park Entrance)
Sandstone headwalls and drop inlets
Sandstone retaining walls
Sandstone gutters
Sandstone check dams north of road corridor near head of Prater Canyon

NON-CONTRIBUTING FEATURES:

Neo-Rustic Park Gateway Sign (1998)
Neo-Rustic Park Exit Sign (2003)
Contemporary guardrails
Contemporary mile markers

MISSING FEATURES:

Stone walls at Park Entrance
Sandstone curbing
Cattle guard
Stone piers at cattle guard
Three (3) Rustic Park Directional Signs at Traffic Island (CCC)
Two (2) Rustic Directional Signs along highway (CCC)
Two (2) Rustic Park Gateway Signs at cattle guard (CCC)
West highway directional sign along former Highway 160 roadbed (1954)
Park gateway sign along cattle guard (ca. 1954)
Concrete post and metal cable guardrails

Character-defining Features:

Feature Name: E hwy directional sign at former Hwy160

CLI Feature ID: 162376

Feature Contribution: Contributing

Feature Name: Park gateway sign E of entrance road

CLI Feature ID: 162374

Feature Contribution: Contributing

Feature Name: W entry signage at N side former Hwy 160

CLI Feature ID: 162362

Feature Contribution: Contributing

Feature Name: Sandstone headwalls and drop inlets

CLI Feature ID: 162364

Feature Contribution: Contributing

Feature Name: Sandstone retaining walls

CLI Feature ID: 162366

Feature Contribution: Contributing

Feature Name: Sandstone gutters

CLI Feature ID: 162372

Feature Contribution: Contributing

Feature Name: Sandstone check dams N of road-Prater

CLI Feature ID: 162370

Feature Contribution: Contributing

Feature Name: Neo-Rustic Park Gateway Sign

CLI Feature ID: 162378

Feature Contribution: Non contributing – compatible

Feature Name: Neo-Rustic Park Exit Sign

CLI Feature ID: 162360

Feature Contribution: Non contributing – compatible

Feature Name: Contemporary guardrails/mile markers

CLI Feature ID: 162368

Feature Contribution: Non contributing – compatible

Landscape Characteristic Graphics:



Sandstone check dams north of Entrance Road near head of Prater Canyon, June 2010. Source: C. Mardorf, NPS.



Sandstone headwall and culvert along Entrance Road, June 2010. Source: C. Mardorf, NPS.



Sandstone drop inlet along Entrance Road near Park Entrance, June 2010. Source: C. Mardorf, NPS



Stone piers of park gateway sign at Park Entrance, June 2010. Source: C. Mardorf, NPS.



Contemporary signage along Entrance Road, June 2010. Source: C. Mardorf, NPS.



Contemporary mile markers along Entrance Road, June 2010. Source: C. Mardorf, NPS.



Signs and chainlink fencing are common small-scale features along Ruins Road, June 2010. Source. C. Mardorf, NPS.

Landscape Characteristic:
Spatial Organization

Park Entrance

The establishment of a formal park entrance dates to the early 1920s when Mesa Verde Superintendent Jesse Nusbaum proposed a gateway to NPS Director Stephen Mather (Horton, 1994). Nusbaum's vision for visitor-oriented facilities was implemented through a small assemblage of structures that were constructed at the park entrance during the early 1930s. As illustrated in the 1933 Master Plan for Mesa Verde National Park, visitor services were provided via a checking station proximate to an entrance residence and a comfort station (public toilet) accessed from a small parking area to the south of the checking station. A gated service road that led from the parking area to the residence and public toilet formed an internal circulation system that joined the three structures. The road at the park entrance served as an organizational "spine" along which these features were arranged. Additionally, Rustic signage "ushered" visitors to this park entrance complex in a linear sequence, and helped define the transition between the Highway 160 corridor and park land. This organization allowed for visitor supervision and monitoring within a confined area.

This spatial arrangement persisted from 1931 to the early 1970s when the checking station, comfort station, parking area, and the majority of internal circulation patterns were removed. Though vestiges of former elements remained, the cluster arrangement of the area was lost. However, the entrance area with newer kiosks and signs continued to direct visitors through the linear progression into the park.

Though the Park Entrance has been altered over time, the present-day park entrance is spatially organized in a similar functional manner and continues to furnish visitor information in a logical and linear sequence. A progression of directional signage, entry gateway signage and visitor checking kiosks provides for a sense of entry. The orientation of the road, signage and checking kiosk focus visitor attention on the Point Lookout landform that prominently rises from the valley landscape. While the linearity of the sequence is similar to that from the period of significance, the three-dimensional relationship of extant park entrance features and structures has been compromised due to the loss of historic-era structures and buildings.

Entrance Road

The spatial organization of the Entrance Road is arranged linearly along a 20-mile long corridor that traverses the length of the park in a general north to south direction. The alignment of the road historically followed the contours of the land, minimizing disturbance to the surrounding vegetation and focusing on majestic views along the corridor. The Entrance Road was instrumental to making automobile access to the park possible for numerous people each year—not only affording access to many of the Ancestral Puebloan sites, but also providing a means for visitors to experience unobstructed views of the park's natural setting and neighboring landscapes.

Today, the road continues to cover a range of elevation, natural communities, and areas with significant historic and prehistoric features. The road serves not only as an access route, but also as an important physical and symbolic link between present-day and prehistoric cultures.

Ruins Road

The Ruins Road system is comprised of two six-mile, one-way loops and a two-way spur road that connects the two loops. Presently, these loops are referred to as the Cliff Palace Loop (east) and the Mesa Top Loop (west). The configuration of this circulation system is organized by the location of archeological sites and overlooks of the surrounding canyons and cliff dwellings. As the majority of public access archeological sites within the Cliff Palace and Mesa Top areas are located near or within the sandstone cliffs, much of the road corridor has been established along precipice areas of the canyons.

CONTRIBUTING FEATURES:

Linear progression of Park Entrance, directly visitors into the park
Linear alignment of Entrance Road in relation to topography, vegetation, and views
Linear, looped alignment of Ruins Roads in relation to topography and views

NON-CONTRIBUTING FEATURES: None.

MISSING FEATURES:

Building cluster at Park Entrance

Landscape Characteristic:
Topography

Overall Topography

The varied topography of Mesa Verde is one of the most notable and memorable features of the park. The landscape includes canyons, drainages and associated natural features. As the topography and associated natural features of the mesa have largely prescribed the location of prehistoric settlements, the physical character of the terrain has also guided the site-selection of park-related development and the alignment of roads.

The “lay of the land” is one of the most fundamental considerations prior to site and infrastructure development. Road construction typically requires large-scale alterations of a natural landscape to conform to performance standards such as design speed, gradient, sight distances, and roadway widths. As modifications to a natural landscape occur to accommodate road alignment standards, visible cuts and “scar,” are commonly evidenced.

By 1929, a technique for rounding and flattening slopes was developed and institutionalized in national parks, so that they attained a proportion of 3:1 (three feet horizontally for every one foot vertically). This engineering specification became a characteristic of the Entrance Road between 1929 and 1933. Once shaped into a graceful and less steep slope, the banks could support vegetation. Road builders could erase the most conspicuous trace of human intervention – ragged, unnatural lines – by rounding the edges of cuts. (McClelland, 1998)

Park Entrance

The park entrance lies at an elevation of approximately 6,945 feet and is located adjacent to an open valley landscape that forms the foreground view to Point Lookout. The road corridor traverses the north-south ridge that climbs from the valley landscape. Much of the topographic relief is undisturbed beyond the immediate two hundred sixty-foot-wide road corridor.

Although the park entrance area is moderately flat and required a minor level of topographic disturbance during construction, roadway naturalization executed by the CCC during the 1930s helped to diminish adverse visual impacts generated by minor road cuts, fills and embankments. Road corridor “betterments” such as rounding slopes and roadside planting helped to speed revegetation and return a natural appearance to the roadsides.

The topography of the Highway 160 and Entrance Road juncture was modified during reconstruction of this interchange in 1954 and 1971. The early 1970s development required considerable alteration of the landscape due to the construction of the overpass-underpass and reconfiguration of exit and entrance ramps. In 2010, the topography of the area was changed again during road rehabilitation efforts.

Entrance Road

The Entrance Road spans a range of 1600’ in elevation that rises from the north entrance (6,945’) to Park Point Overlook, highest elevation in the park (8,571 feet), then gradually falls upon arrival at the headquarters area (6,966’). The topographic variance of the mesa landform and geologic processes of uplift and erosion are evidenced along the Entrance Road corridor.

The Entrance Road was historically established along “the path of least resistance”, thereby interrupting the natural topography to the least degree possible. However, geologic hazards and steep embankments associated with various road sections -- such as Point Lookout, the Knife Edge, and the “B” and “D” cuts – often required complex engineering solutions that modified the natural topography. In certain areas, the NPS used explosives and also stabilization techniques to create roadside slopes that were stable enough and visually pleasing for corridor development. Other solutions to natural topographic constraints have included excavation (Nusbaum Cut) and tunneling (Morefield-Prater tunnel).

Roadside naturalization along the Entrance Road became one of the most important and widespread of CCC projects at Mesa Verde National Park. Flattened into proportions similar to the natural angle of repose, the slopes provided a graceful transition between the pinon-juniper woodlands and the road. These slopes were also less vulnerable to erosion.

Over time, the elevation of the road itself has been raised with a succession of pavement layers. This is most visible at historic culvert and headwall locations were the roadbed is several inches above the masonry drainage structures. Other topography remains similar to that of the historic period.

Ruins Road

The Ruins Road system follows fairly level terrain along the Chapin Mesa rim from 7,000 feet in the north and 6,800 feet in the southernmost area. The location of the roadbed adjacent to neighboring canyon escarpments allows for visitors to observe Navajo, Cliff and Soda Canyons. Like the Entrance Road, the elevation of the road has likely been raised over time with multiple pavement layers.

CONTRIBUTING FEATURES:

Site selection of park development and road alignments guided by natural terrain
Moderately flat topography at Park Entrance
Gently sloping cuesta along Entrance Road
Point Lookout
3:1 slopes along road edges
Point Lookout
Knife Edge
Nusbaum Cut
“B” and “D” cuts
Level terrain along the Chapin Mesa along Ruins Road

NON-CONTRIBUTING FEATURES:

Alterations in topography after 1957

Character-defining Features:

Feature Name: Site selection guided by natural terrain

CLI Feature ID: 162358

Feature Contribution: Contributing

Feature Name: Moderately flat topo at Park Entrance

CLI Feature ID: 162460

Feature Contribution: Contributing

Feature Name: Gently sloping cuesta along Entrance Rd

CLI Feature ID: 162462

Feature Contribution: Contributing

Feature Name: Point Lookout

CLI Feature ID: 162458

Feature Contribution: Contributing

Feature Name: 3:1 slopes along road edges

CLI Feature ID: 162454

Feature Contribution: Contributing

Feature Name: Knife Edge

CLI Feature ID: 162452

Feature Contribution: Contributing

Feature Name: Nusbaum Cut

CLI Feature ID: 162464

Feature Contribution: Contributing

Feature Name: “B” and “D” cuts

CLI Feature ID: 162456

Feature Contribution: Contributing

Feature Name: Level terrain at Chapin Mesa-Ruins Road

CLI Feature ID: 162470

Feature Contribution: Contributing

Feature Name: Alterations in topography after 1957

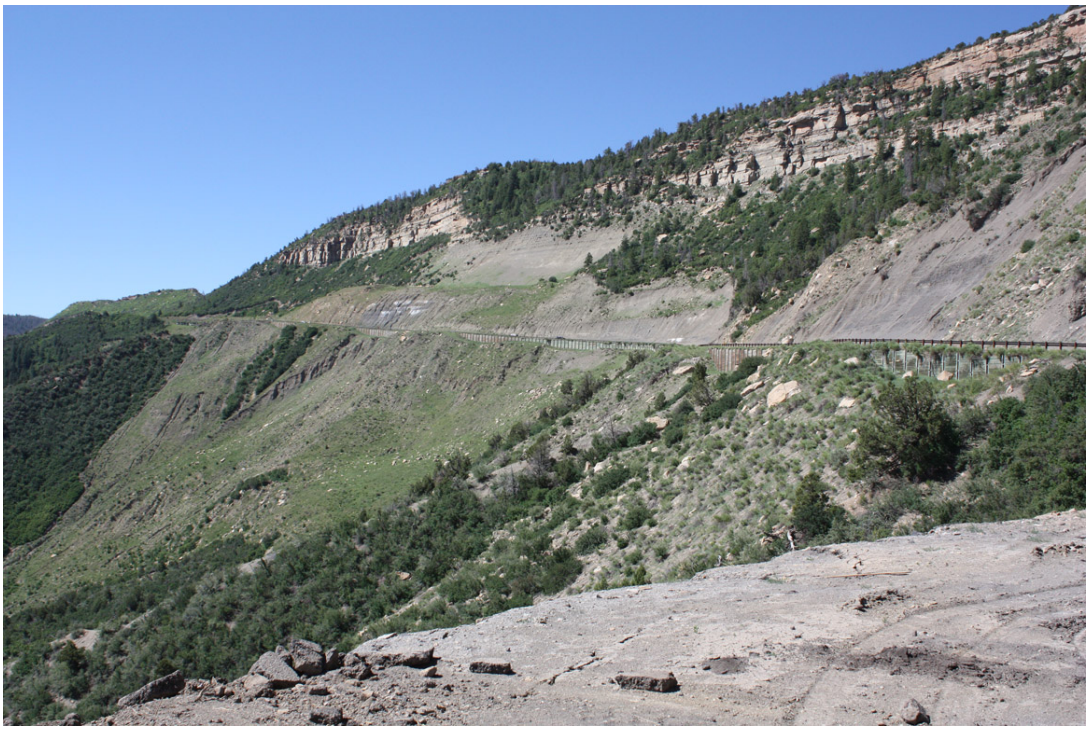
CLI Feature ID: 162468

Feature Contribution: Non contributing – compatible

Landscape Characteristic Graphics:



Topography and alignment of Entrance Road around Point Lookout, looking north, June 2010. Source: C. Mardorf, NPS.



Topography and alignment of Entrance Road around Point Lookout, looking south, June 2010. Source: C. Mardorf, NPS.



Topography of the natural landforms dictate Entrance Road switchbacks, June 2010. Source: C. Mardorf, NPS.



Current and former alignments of Entrance Road as related to topography and natural landforms, June 2010. Source: C. Mardorf, NPS.



Entrance Road and surrounding topography through Prater Canyon, June 2010. Source: C. Mardorf, NPS.

Landscape Characteristic:
Vegetation

Park Entrance

The Park Entrance is characterized by dense woodland that extends from the neighboring hillside slopes to the west and north of Highway 160. The open valley to the east of the area is characterized by shrubs and grasses. (Logan, 2000) The native flora to the west is dominated by pinon pine, Utah juniper and Rocky Mountain juniper, with occasional stands of Gambel oak in drainages. At the base of the hillside, rabbitbrush, four-wing saltbush, shale buckwheat, and Mormon tea are also found. (Logan, 2000) The meadow to the east – the former Mallet/Haller Camp (homestead) – is void of an overstory canopy as a result of natural conditions, such as soil structure and moisture, as well as past grazing uses. Although “natural” in appearance, remnant non-native grass and forb species are evidence of former livestock presence.

Entrance Road

The difference in elevation from the northern to southern park boundaries accounts for the shift in vegetative zones that may be observed along the Entrance Road corridor. Mountain shrub communities (Gambel oak, mountain serviceberry, and big sagebrush) comprise the vegetation of the northern area, while the southern part of the mesa is associated with pinon-juniper forest communities. Throughout the park, wildflowers and grasses can be found in abundance, including lupines, Indian paintbrush, cliff rose, and rabbitbrush.

The natural vegetation contiguous to the road corridor has, in large part, remained undisturbed. However, slopes along cut-and-fill sections have been stabilized using native vegetation. Much of the stabilization improvements and replanting efforts occurred between 1928 and 1932 with the assistance of CCC work crews and NPS day labor.

During the 1920s, the standard roadbed width was at least twenty-feet. Consequently, vegetation was removed in the adjacent corridor. Landscape aesthetics promoted in the 1930s were responsible for manipulation of the roadside vegetation. In 1932, densely wooded areas contiguous to the road were thinned in a “more or less wavy fashion … so that … the cleared line presented an irregular and natural appearance.” (Horton, 1994) Since the 1930s, tree and shrub cover has been removed in the right-of-way to accommodate drainage features and snow removal, and has resulted in a more open corridor of that spans approximately sixty feet.

Historically, fire has been a frequent visitor to Mesa Verde, sweeping through the park in 1934, 1959, 1972, 1989, 1996, 2000, 2002 and 2003. All of these fires were at least 500 acres each, some up to 20,000 acres. Studies show that the two major vegetative types respond to fire in different ways. Mountain shrublands of oak and serviceberry quickly re-sprout, recovering in just a few years. Pinon and juniper forests are likely to be colonized by grasses and non-native plants such as thistle. It may take as long as 300 years before a pinon-juniper woodland matures. Three recent fires burned areas along the Entrance Road creating more open and broad landscape views - previously obstructed by native vegetation. These fires include:

Chapin 5 Wildfire (1996)

The results of this 1996 event may be observed along the Entrance Road from the D-Cut southward to Megalithic House at Far View Sites. The majority of this fire occurred in an interior area adjacent to the road corridor. Vegetation resources within this acreage exhibit post-burn characteristics, including the establishment of primary succession species, as well as regeneration of Gambel oak.

Bircher Wildfire (2000)

Larger and more intense than the Chapin 5 Fire, the Bircher Fire consumed over 19,700 acres of Utah juniper, pinon pine, gambel oak and mountain shrub communities in July 2000. The majority of vegetation along the Entrance Road between Morefield Campground and the Park Point Access Road was adversely impacted. South of the Entrance Road, views to the park landscape are exposed for approximately five miles. (Floyd, 2000)

Long Mesa Fire (2002)

Summer of 2002 brought extremely dry climate and record breaking low fuel moisture content, which led to the start of the Long Mesa Fire on July 29, 2002. The Fire Management Office staff and fire crews spent a great deal of time and effort to reduce hazardous fuels in the developed areas of the park this year. The benefit of thinning fuels around developed areas paid off as many more structures could have been lost without it. Steep canyons with extensive rimrock and vertical slopes presented major impediments to firefighting efforts. Friday, August 2, 2002, monsoonal rains brought moisture and made the fire more manageable. By Monday, August 5, 2002 the fire was 100% contained. The majority of the vegetation from Nusbaum Cut to the four-way intersection was burned.

Ruins Road

Vegetation found in the southern part of Chapin Mesa and along this Ruins Road system is primarily associated with pinon-juniper woodland community. Throughout this locale, wildflowers and grasses can be found in abundance, including lupines, Indian paintbrush, cliff rose, and rabbit brush. Except for a small piece of land burned in 2003, this locale has not burned for at least a century, the forest woodland is dense and overgrown.

CONTRIBUTING FEATURES:

Mountain shrub communities (Gambel oak, mountain serviceberry, and big sagebrush)
Pinon-juniper forest communities (pinon pine, Utah juniper, Rocky Mountain juniper)
Native understory shrubs (rabbitbrush, four-wing saltbush, shale buckwheat, Mormon tea)
Wildflowers and grasses (lupines, Indian paintbrush, cliff rose)

NON-CONTRIBUTING FEATURES:

Alterations in vegetation due to fire, drought, disease
Non-native grass and forb species

Character-defining Features:

Feature Name: Mountain shrub communities

CLI Feature ID: 162402

Feature Contribution: Contributing

Feature Name: Pinon-juniper forest communities

CLI Feature ID: 162404

Feature Contribution: Contributing

Feature Name: Native understory shrubs

CLI Feature ID: 162406

Feature Contribution: Contributing

Feature Name: Native Wildflowers and grasses

CLI Feature ID: 162408

Feature Contribution: Contributing

Feature Name: Alterations in veg due to fire/drought

CLI Feature ID: 162410

Feature Contribution: Non contributing – compatible

Feature Name: Non-native grass and forb species

CLI Feature ID: 162450

Feature Contribution: Non contributing – compatible

Landscape Characteristic Graphics:



Mountain shrub communities along the northern and middle sections of the Entrance Road, June 2010. Source: C. Mardorf, NPS.



Native wildflowers and grasses with dead pinon-juniper trees killed by fire along the southern sections of the Entrance Road and along the Ruins Road, June 2010. Source: C. Mardorf, NPS.



Pinon-juniper forest communities along the Ruins Road, June 2010. Source: C. Mardorf, NPS.

Landscape Characteristic:
Views and Vistas

Park Entrance

The most prominent views within the Park Entrance area are south to Point Lookout, which stands at an elevation of 8,400 feet, rising above the adjacent Mancos and Montezuma valleys. Point Lookout has historically served as a natural landmark that guided explorers and settlers, and continues to function in a similar way-finding capacity for park visitors. The landform may be observed at great distances from the surrounding landscape and visually marks the park entrance from afar.

In 1931, these views at the park entrance were recognized as important features, and legislation was passed to further to protect the scenery along the Entrance Road from the park entrance to Point Lookout in order to ensure that this view would be preserved for future generations.

The unobstructed foreground landscape at the park entrance and absence of large-scale development continues to afford open views to Point Lookout and the mesa landform. Views to the east of the park entrance are open across a level valley that was once grazed, while views to the west are more enclosed with the entrance residence (HS-41) and surrounding vegetation screening views. Views to the north have been somewhat compromised by the expansion of the Highway 160 intersection. Nevertheless, views remain similar to that of the historic period of significance.

Entrance Road

The original alignment of the road surveyed in 1907-1908 exhibited a myriad of panoramic views to the surrounding landscape. Views along the “North Rim of the Mesa Verde cuesta provided open vistas to the Montezuma Valley below and long views as far as the La Sal Mountains near Moab, Utah and the San Juan Mountains near Telluride, Colorado. After leaving the North Rim Escarpment near Far View about 15 miles into the Park, the route went down the middle of Chapin Mesa with views to Shiprock, New Mexico and the Carrizo Mountains near Teec Nos Pos, Arizona” (Cultural

Resources Survey 2009, 34).

As the road continued to develop throughout the 1920s and 1930s, views continued to play an important role. The significance of vistas from the road to the surrounding valley landscapes was first articulated by Superintendent Jesse Nusbaum during the 1920s when he campaigned to eliminate the Prater-Morefield bypass and establish the Knife Edge section as the primary route to park headquarters. Nusbaum supported rerouting the road beneath the Knife Edge palisades since it would "increase the scenic value of the road by 1,000 percent" and would be "without a peer in this country, since it commands unobstructed views over a 270-degree arc…."(Horton, 1994) Although the Knife Edge section of the Entrance Road was terminally abandoned in 1957 with the completion of the Morefield-Prater Canyon Tunnel, the scenic values of the Entrance Road later profited by the development of the Montezuma and Mancos Valley overlooks and that were constructed by 1960.

Nusbaum's vision was further realized in the 1920s and 1930s when improvements were made to the road alignment. In a collaborative effort, the BPR and NPS placed a primary focus on the character and quality of the roadway as it related to viewing and experiencing the natural landscape. By elimination of sharp turns, narrow radial curves and overly steep embankments, the labors of engineers resulted in a pleasurable, highly scenic and reliable thoroughfare. Additionally, the manipulation of viewsheds, siting of panoramic overlooks, roadside planting and rounding of road banks have contributed to the aesthetic and scenic values of the Entrance Road.

A series of overlooks constructed in the 1930s and 1950s further added to the panoramic views along the road. At an elevation of 8,571 feet, Park Point Overlook is located at the highest point in the park and offers an almost 360 degree vantage point of the four corners region. From this vantage, the mesa (cuesta) can be viewed to the south, and valley landscapes can be examined to the northeast and northwest. To the north, the Mancos Valley Overlook provides views of the Mancos Valley with its agricultural settlements and La Plata Mountains that rise to the east. Similarly, the Montezuma Valley Overlook near the head of Prater Canyon (7,820 feet) affords views to semi¬arid ranchlands, the abandoned Knife Edge road, the Montezuma Valley and the sacred Ute Mountain. Since the existing road alignment was completed in 1957, wildland fire has impacted views and vistas within this overlook. More recently, the Geologic Overlook was constructed with similar panoramic views.

Today, the road continues to showcase dramatic panoramic views and vistas to distant surrounding landscapes. The ascent along the eastern face of Point Lookout furnishes views of the Mancos Valley, while the traverse along the northern perimeter of the cuesta between Morefield Canyon and Navajo Hill provide views of canyons dissecting the mesa from north to south. The broad panoramic views of lower elevation landscapes and controlled vistas along various stretches of the thoroughfare remain significant qualities of the roadway experience.

Ruins Road

Views along Ruins Road focus on the canyon landscape through both panoramic vistas and contrived viewsheds. In particular, the road corridor affords views of Soda, Cliff, Fewkes and Navajo Canyons to the south. The loop road system provides access to seven major cliff dwellings, several of which may be viewed from the roadside. Pullouts adjacent to the road corridor provide views of many of the culturally significant sites.

CONTRIBUTING FEATURES:

Unobstructed view to Point Lookout from Park Entrance
Open views to east from Park Entrance
Screened viewed to west from Park Entrance
Views to Montezuma and Mancos Valleys
Views to La Sal Mountains near Moab, Utah
Views to San Juan Mountains near Telluride, Colorado.
Views to Shiprock, New Mexico
Views to Carrizo Mountains near Teec Nos Pos, Arizona
Views from Point Lookout to surrounding valley

360 degree view from Park Point Overlook
View from Mancos Valley Overlook to agricultural settlements and La Plata Mountains
View from Montezuma Valley Overlook to valley ranchlands, the abandoned Knife Edge road, and the sacred Ute Mountain
Views of canyons from Entrance Road
Consideration and manipulation of views along Entrance Road via road alignment, siting of panoramic overlooks, roadside plantings, and rounding of road banks
Views to Soda, Cliff, Fewkes and Navajo Canyons from Ruins Road
Views to cliff dwellings from Ruins Road

NON-CONTRIBUTING FEATURES:

Views to Highway 160 intersection
Altered views from Entrance Road due to fire

NON-CONTRIBUTING / COMPATIBLE FEATURES:

Views from Geologic Overlook

Character-defining Features:

Feature Name: View to Point Lookout from park entrance

CLI Feature ID: 162414

Feature Contribution: Contributing

Feature Name: Open views to E from Park Entrance

CLI Feature ID: 162442

Feature Contribution: Contributing

Feature Name: Screened viewed to W from Park Entrance

CLI Feature ID: 162432

Feature Contribution: Contributing

Feature Name: Views to Montezuma and Mancos Valleys

CLI Feature ID: 162418

Feature Contribution: Contributing

Feature Name: Views to La Sal Mountains near Moab, UT

CLI Feature ID: 162430

Feature Contribution: Contributing

Feature Name: Views to San Juan Mountains, CO

CLI Feature ID: 162416

Feature Contribution: Contributing

Feature Name: Views to Shiprock, New Mexico

CLI Feature ID: 162420

Feature Contribution: Contributing

Feature Name: Views to Carrizo Mountains (AZ)

CLI Feature ID: 162440

Feature Contribution: Contributing

Feature Name: Views from Point Lookout to valley

CLI Feature ID: 162426

Feature Contribution: Contributing

Feature Name: 360 degree view from Park Point Overlook

CLI Feature ID: 162400

Feature Contribution: Contributing

Feature Name: View from Mancos Valley Overlook

CLI Feature ID: 162428

Feature Contribution: Contributing

Feature Name: View from Montezuma Valley Overlook

CLI Feature ID: 162424

Feature Contribution: Contributing

Feature Name: Views of canyons from Entrance Road

CLI Feature ID: 162436

Feature Contribution: Contributing

Feature Name: View consideration along Entrance Road

CLI Feature ID: 162434

Feature Contribution: Contributing

Feature Name: Views to Soda/Cliff/Fewkes/Navajo Canyon

CLI Feature ID: 162422

Feature Contribution: Contributing

Feature Name: Views to cliff dwellings from Ruins Road

CLI Feature ID: 162438

Feature Contribution: Contributing

Feature Name: Views to Highway 160 intersection

CLI Feature ID: 162446

Feature Contribution: Non contributing – compatible

Feature Name: Altered views from Entrance Rd from fire

CLI Feature ID: 162444

Feature Contribution: Non contributing – compatible

Feature Name: View from Geologic Overlook (compatible)

CLI Feature ID: 162448

Feature Contribution: Non contributing – compatible

Landscape Characteristic Graphics:



View to Point Lookout from Park Entrance, June 2010. Source: C. Mardorf, 2010.



View east to Mancos Valley from Entrance Road, June 2010. Source: C. Mardorf, 2010.



View west to Montezuma Valley from Entrance Road, June 2010. Source: C. Mardorf, 2010.



Overlooks along the Entrance Road provide visitors spectacular views of the surrounding landscape, June 2010. Source: C. Mardorf, 2010.



View to San Juan Mountains (background) from Entrance Road, June 2010. Source: C. Mardorf, 2010.

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 09/30/2024

Condition Assessment and Impacts

Condition Assessment: Poor

Assessment Date: 12/01/2004

Condition Assessment Explanatory Narrative:
The condition of the park entrance and entrance road corridor were rated as poor to fair in December 2004, after discussions with park staff.

Condition Assessment: Good

Assessment Date: 04/16/2012

Condition Assessment Explanatory Narrative:
The entrance road was repaved during the Summer of 2010, elevating its condition from poor to good. Superintendent concurred on 4/16/2012.

Condition Assessment: Good

Assessment Date: 08/30/2018

Condition Assessment Explanatory Narrative:
The Park Entrance Road Corridor landscape remains in Good condition. The landscape features are being maintained. Threats to the landscape from road widening and alternate transportation uses along Ruins Road are currently in planning stages. Superintendent concurrence on 8/30/2018.

Stabilization Measures:

Impacts

Type of Impact: Vegetation/Invasive Plants

Other Impact:

External or Internal: Internal

Impact Description: Please see sections on Erosion, Fire, Microclimate, Pests/Disease and Visitation for further information on the condition of vegetation. The fires from 1996 to 2002 burned along and over the Entrance Road. This, along with the funding for our weed program, has allowed further intrusion of exotics, including thistle.

Type of Impact:	Erosion
Other Impact:	
External or Internal:	Internal
Impact Description:	The high desert's harsh climate, recent fires and the nature of the substrate through which the road is built have led to vegetation, soil and structural erosion in most areas. The first 15 miles of the Entrance Road is constantly being repaired; however, the road was repaved during the Summer of 2010.
Type of Impact:	Pests/Diseases
Other Impact:	
External or Internal:	External
Impact Description:	A severe drought has plagued the Southwest leading to traumatic vegetation loss including much of the pinon-juniper forest. The drought has compounded the effect of wild-land fire and has caused enough stress to pinon trees that the Ips Beetle has infested Mesa Verde's pinon population causing approximately a 75% mortality rate.
Type of Impact:	Structural Deterioration
Other Impact:	
External or Internal:	Internal
Impact Description:	The road is built on unstable geologic material and thus there have been numerous erosion problems. The resulting deterioration has required reconstruction and revegetation of slopes alongside the road. Much of this work has been completed in an un-naturalistic/sterile manner, compromising roadside aesthetics.
Type of Impact:	Planting Practices
Other Impact:	
External or Internal:	Internal
Impact Description:	Recent road projects have left these newly stabilized slopes looking sterile and non-harmonious with the surrounding morphology. Additionally, plants have been planted in straight rows creating a man-made, sterile appearance. Contractors performed much of the planting until the last four years, when the park took more control of the design and planting.
Type of Impact:	Neglect
Other Impact:	
External or Internal:	Internal
Impact Description:	The following landscape features have been severely neglected: stone curbing, stone drop inlets, stone headwalls, one flagstone path, overlooks, and vegetation have been neglected. The integrity of several of these features is highly threatened. In 2006, however, the Santa Fe Preservation Crew repaired approximately 80% of the stone drop inlets and headwalls. Only the most difficult to access are left to repair.

Type of Impact:	Removal/Replacement
Other Impact:	
External or Internal:	Internal
Impact Description:	Original guardrail, stone curbing and the entrance checking station have all been removed from this inventory unit. Many of the dirt ditches along the road have been replaced with concrete ditches and many have had concrete curbing added. This has compromised the integrity of this road. The site maps for this inventory unit show major entrance and road realignments since the early 1900s. The road scars are still visible and have been mapped. The Mancos Valley Overlook was changed in 1999. The original shelter stands in the same place, but several features were added or changed: a stone and wood rail enclosure was constructed at the view point, new sidewalks were poured and wood rail fence was installed throughout the site. These actions were taken by the NPS, BPR and Federal Highway Administration.
Type of Impact:	Visitation
Other Impact:	
External or Internal:	Internal
Impact Description:	The effects of visitation are normal as people driving on the road cause its deterioration. They have caused social trailing. Some of these problems have been alleviated with changes in design.
Type of Impact:	Operations On Site
Other Impact:	
External or Internal:	Internal
Impact Description:	Snowplowing and road salting operations have deteriorated the sandstone headwalls and drop inlets along the road.
Type of Impact:	Fire
Other Impact:	
External or Internal:	Internal
Impact Description:	Recent fires from 1996 to the present have burned along and over the Entrance Road and Ruins Road. Due to the stress from these fires and drought, vegetation has continued to die since this fire, drastically changing the views from the road. The intimacy of the wooded landscape along the roads has been lost in the last seven years due to hazard fuel reduction, safety zone creation for fire safety purposes, and loss of vegetation due to natural causes, including fire and beetle kill.

Type of Impact:	Deferred Maintenance
Other Impact:	
External or Internal:	Internal
Impact Description:	The road itself is maintained on a cyclical basis, but the funding has not provided for the level of work necessary. Due to a funding shortage, the road is not kept to cyclical maintenance standards. The entrance residence is need of maintenance as far as energy conservation and viga replacement. The flagstone path which led to the checking station from the house has not been maintained and is in a severe state of disrepair.
Type of Impact:	Soil Compaction
Other Impact:	
External or Internal:	Internal
Impact Description:	Due to vehicular and pedestrian congestion, changes in the intended use of areas such as the Spruce Tree Terrace which used to be a Hospital and reduced vegetation people are walking over areas that were not intended for walking. This is causing further loss of vegetation and soil compaction. This is reducing the effect of screening and a wooded environment.

Stabilization Costs

Treatment

Treatment

Approved Treatment: Undetermined

Approved Treatment Document Explanatory Narrative:

There is no approved landscape treatment document for the Park Entrance Road Corridor.

Approved Treatment Completed:

Approved Treatment Costs

Landscape Approved Treatment Cost Explanatory Description:

There is no approved landscape treatment document for the Park Entrance Road Corridor.

Bibliography and Supplemental Information

Bibliography

Citation Author:	Shapins Associates with Erika Thompson and Kathy McKay
Citation Title:	Level II Cultural Landscape Inventory for Early Park Development Landscape
Year of Publication:	2007
Citation Publisher:	NPS
Citation Location:	Hard copy (draft) available in IMR Cultural Landscapes files. PDF copy available in CLI program files. See Landscape Documents section for PDF of Level II CLI.
Citation Author:	Jim Kleidon, Gay Ives, Patricia R. Flint-Lacey, Christine McAllister, Danielle Sheptow
Citation Title:	Class II Cultural Resources Inventory for Project to Rehabilitate Main Entrance Road (Route 10 from Highway 160 to Park Pt (10)
Year of Publication:	2009
Citation Location:	Document available from MEVE Cultural Resources files. Copy obtained from Gay Ives, MEVE Archeologist.