

**United States Department of the Interior**  
National Park Service

# National Register of Historic Places Registration Form

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

## 1. Name of Property

Historic name: Canyon Area and Harpers Corner Road Historic District

Other names/site number: Yampa River District; Colorado-side Developed Area

Name of related multiple property listing:

National Park Service Mission 66 Era Resources

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

## 2. Location

Street & number: US Highway 40 and Harpers Corner Road

City or town: Dinosaur State: Colorado (segment in Utah) County: Moffat (in Utah: Uintah)

Not For Publication: ☐ Vicinity: ☒

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this    nomination   X   request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property   X   meets    does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

   national   X   statewide    local

Applicable National Register Criteria:

  X   A    B   X   C    D

\_\_\_\_\_  
Signature of certifying official/Title:

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency/bureau or Tribal Government

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

\_\_\_\_\_  
Signature of commenting official:

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title :

\_\_\_\_\_  
State or Federal agency/bureau  
or Tribal Government

Canyon Area and Harpers Corner Road Historic District  
Name of Property

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#### 4. National Park Service Certification

I hereby certify that this property is:

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

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Signature of the Keeper

Date of Action

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#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

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

##### Category of Property

(Check only **one** box.)

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

## Canyon Area and Harpers Corner Road Historic District

Moffat County, CO; Uintah, UT  
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### Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

Noncontributing

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11

---

5

buildings

5

---

sites

---

12

---

## structures

---

1

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objects

---

29

5

Total

Number of contributing resources previously listed in the National Register 0

## 6. Function or Use

## Historic Functions

(Enter categories from instructions.)

GOVERNMENT/ public works, government office

RECREATION AND CULTURE / outdoor recreation

LANDSCAPE / park, conservation area

TRANSPORTATION / road related (vehicular), pedestrian related

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## Current Functions

(Enter categories from instructions.)

GOVERNMENT/ public works, government office

RECREATION AND CULTURE / outdoor recreation

LANDSCAPE / park, conservation area

TRANSPORTATION / road related (vehicular), pedestrian related

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

MODERN MOVEMENT / NPS Modern or Park Service Modern

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: other (Road): ASPHALT  
foundations: CONCRETE / slabs  
walls: CONCRETE / bricks and CMUs  
walls: SYNTHETICS / siding  
roofs: METAL / standing seam

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### Summary Paragraph

The Canyon Area and Harpers Corner Road Historic District, primarily in the expansive “Colorado-side” of Dinosaur National Monument with an 8-mile segment of the road in Utah, is a Park-Wide Historic District property type, as defined in the Multiple Property Documentation Form (MPDF) “National Park Service Mission 66 Era Resources” (Carr et al. 2015). The district is also described in the MPDF’s Associated Historic Context “Mission 66 in Dinosaur National Monument, 1956–1967” (Steely 2020). The contiguous district features a majority of contributing resources from the overall National Monument’s first and still most extensive development period spanning the planning stages and beginning of Mission 66 to the end of the program. Resources at the Headquarters Area include the Administration/Visitor Center (historically the Administration and Public Contact Building), Utility Building, Park Employee Housing with 9 residences, and wastewater infrastructure. North of the Headquarters Area, Harpers Corner Road curves and rolls 31.5 miles first across a generally 200-foot NPS right-of-way then a 40-foot right-of-way inside the main monument boundary, including 10 turnouts with parking lots and overlooks, 4 of those linking with trails that offer spectacular views across the monument. The district boundary encompasses all these resources connected continuously by the road right-of-way (but not the wider, flanking 400-foot scenic easements held by NPS across private, state, and US Bureau of Land Management [BLM] lands). Only 5 noncontributing buildings—comfort stations and a pre-engineered temporary Utility Building outside the period of significance—are classified in the historic district. The 29 contributing resources match individual property types in the Mission 66 MPDF, and all retain high levels of integrity through their National Register aspects of location, setting, design, materials, workmanship, feeling, and association within the 10-year Mission 66 program.

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## **Narrative Description**

The Narrative Description below highlights the historic district's NRHP aspects of integrity and Mission 66 PROPERTY TYPES from the nation-wide Mission 66 MPDF (Carr et al. 2015).

### Location and Setting

#### The Associated Landscape

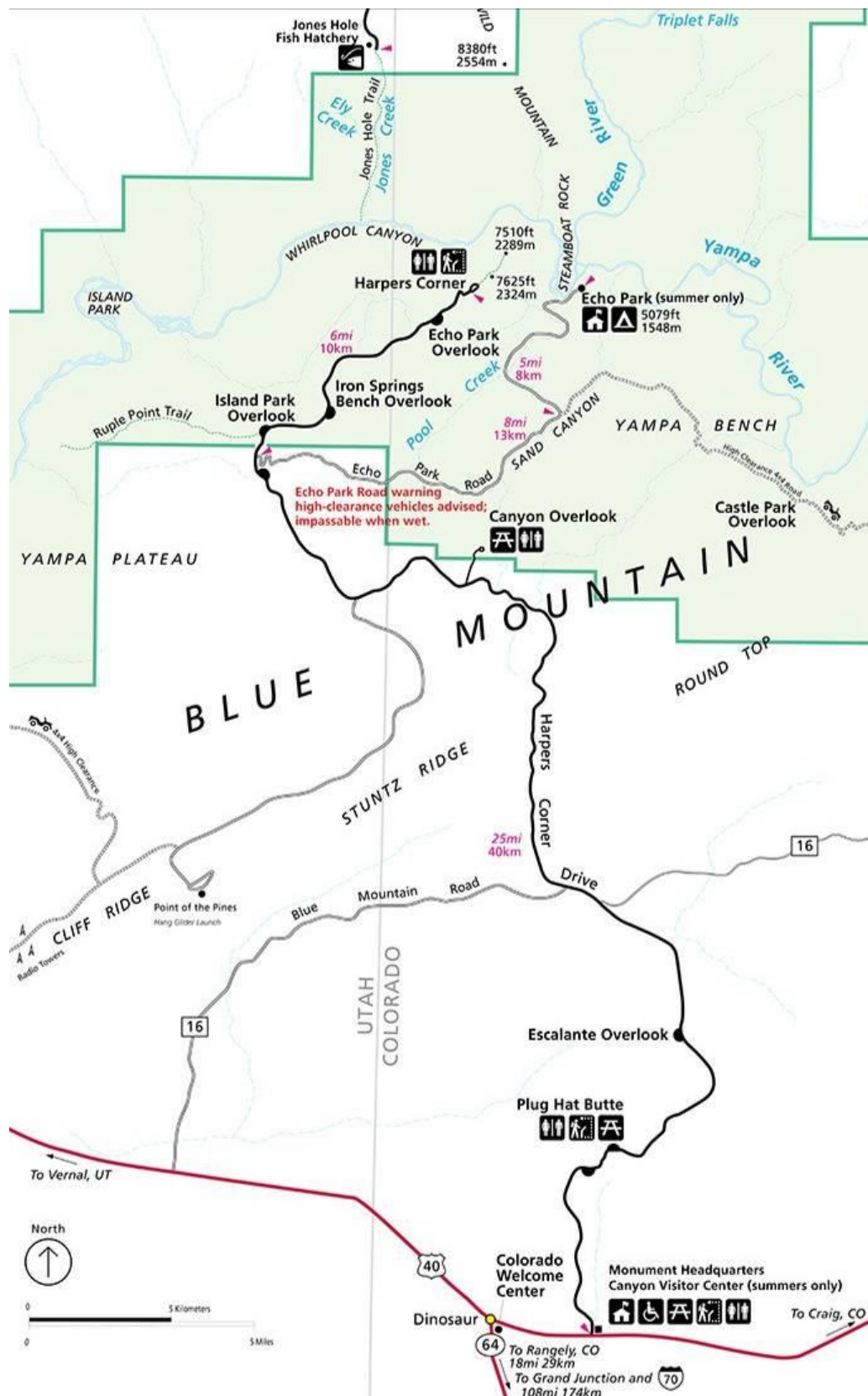
The northern edge of the Colorado Plateau and adjacent Wyoming Basin farther north and east—both straddled by Dinosaur National Monument (DINO)—display the billion-year geologic story of today's northwest-Colorado landscape. The region's high-desert scenery provides a complex procession for the National Monument's Canyon Area visitor, driving along exposed geologic folds and erosion that deliver a natural, nearly level corridor for US Highway 40. Muted but colorful lines of as many as eight rock strata from more than 150 million years of geologic time are continuously visible along the north side of the east-west highway. A tilted and eroded hogback of brownish gray Dakota sandstone, mimicking a manmade dike, lines the immediate north side of US 40, with occasional natural interruptions allowing streams to break through as they flow from the bluffs of Blue Mountain south across the highway toward the White River.

Harpers Corner Road Scenic Drive, as DINO's Colorado-side Entrance Road is now fully named, moves north from US 40 through a natural break in the east-west Dakota sandstone dike and alongside the north-south gully responsible for this and more breaks through other tilted formations. The greenish gray Morrison shale, same formation as DINO's namesake dinosaur "quarry" of Jurassic-period bones about 22 miles northwest, opens like portals for Harpers Corner Road to climb higher onto a plateau of gently rising Dakota sandstone that supports clusters of piñon and juniper trees. At the east-west Yampa fault, a further uplift creates expansive Blue Mountain with its colorful and long undulating rim, highlighted by red-banded Plug Hat Butte and topped, as is the plateau south of the fault, by sandstone. The rolling surfaces here support piñons and junipers at slightly higher elevations, and desert shrub/sagebrush steppes spreading across slightly lower elevations, north and west across Blue Mountain.

At Canyon Overlook, just inside the National Monument's main boundary, views to the north and east sweep across lower plateaus of Weber sandstone and their canyons cut by the Yampa River flowing from the east and by the Green River flowing from the north. The next turnout along the loop of Harpers Corner Road through Utah provides views to the north and west of Island Park, a broad meadow on a bend in the Green River between Whirlpool Canyon and Split Mountain Canyon. Farther northeast and back in Colorado, Echo Park Overlook allows the visitor to peer down into its namesake beach created by the confluence of the Yampa and Green Rivers and Pool Creek. Still high above the dramatic canyons to the west, north, and east, Harpers Corner itself, a narrow peninsula of uplifted limestone and shale, terminates above the Green River's 180-degree bend around Steamboat Rock, primarily of Weber sandstone, and Whirlpool Canyon to the west (Chronic and Williams 2002:319–323, West 2016:2,6,10–11).

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Previous page: Mission 66 resources in the Canyon Area. Harpers Corner Road is the black line winding from US Highway 40 north 31.5 miles to the Harpers Corner parking lot. The road's right-of-way, a contributing site hosting the road structure in a 200-foot width outside the main monument's core boundary (green outline and background) and a 40-foot width inside the boundary, is the connecting component and extent of the historic district between other Colorado-side resources. National Park Service, Dinosaur National Monument, 2015.

### Design, Materials, and Workmanship

#### PARK-WIDE HISTORIC DISTRICT

The nation-wide Mission 66 Multiple Property Documentation Form (MPDF) guidance notes that "most Mission 66 resources should be considered as contributing within historic districts." Further, a "Mission 66 park-wide district" is appropriate for nominating resources to the NRHP "in cases where most or all of a park was developed under the Mission 66...program, and is clearly the most important phase of a park's development history" (Carr et al. 2015 F-94,97). For Dinosaur National Monument, no resources existed in the Canyon Area for public accommodation or staff services prior to Mission 66 developments of the monument's Colorado gateway to the spectacular Green and Yampa River canyons.

The Canyon Area and Harpers Corner Road Historic District, while a small percentage of the overall monument's extent that it serves, encompasses the primary grouping of Mission 66 resources developed on the Colorado-side of the monument during the 1956–1966 program, extended here into 1967. Critical to development of Harpers Corner Road was provision for observing the scenery (generally outside the historic district, as are the flanking 400-foot scenic easements along the road) from the scenic drive itself, and particularly its strategic overlook turnouts, which are considered key observation points or viewpoints (BLM 1984).

DINO's Canyon Area and Harpers Corner Road Historic District property type is made up of several contributing Mission 66 property types, all linked by and including the engineering structure of Harpers Corner Road. Smaller engineering devices incorporated into the road include culverts, guardrails, wildlife underpasses, fencing, and cattle guards (see table on page 18). Along the road (see table on page 12) are the highway Entrance Sign, Administration Building/Visitor Center, Utility Building, Park Employee Housing with infrastructure, and Park Trails. All these resources retain high levels of integrity of design, materials, and workmanship, and therefore contribute to and complete a district that retains high levels of all aspects of NRHP integrity. Small-scale features (see table on page 18) in the headquarters and residential zones include concrete curbs and sidewalks as well as noncontributing signs and interpretive plaques.

The Canyon Area of Dinosaur National Monument continues to serve the public and staff much as it was completed in 1967, and all surviving resources described below are contributing to the Park-Wide Historic District. Among the very few noncontributing resources (see table on pages 17–18) are: recent comfort stations at Canyon and Island Park Overlooks and at Harpers Corner along the road. Unless otherwise noted, information below is from DINO's Monthly Superintendents Reports, official NPS maps, and the DINO Archives collection of historic photographs; landscape, architectural, and engineering drawings; and newspaper clippings.

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Dinosaur National Monument, Canyon Area, Mission 66 Entrance Sign on US Highway 40 at intersection with Harpers Corner Road, facing northeast. The rustic-stone base reflects similar Administration/Visitor Center finishes (left background). James Steely, 2017.

## PARK ROADS and ENTRANCE SIGN, PARK TRAILS

### Harpers Corner Road Scenic Drive with its Scenic Turnouts and Trails

About 2 miles east of the Colorado community of Dinosaur, whose small population changed its name from Artesia during Mission 66, the US 40 Canyon Area entrance is marked by a tinted-concrete Entrance Sign on the south side of the intersection. The Colorado Department of Highways improved US 40 and this intersection also during Mission 66, while the US Bureau of Public Roads contracted the park road (see Davis et al. 2017 and table on page 19 for more details of the road's numerous small-scale features). DINO's Entrance Road, as it was originally named in 1961 before incorporation into Harpers Corner Road, opens north from the highway toward a wide break in the Dakota sandstone hogback. Between the highway and the hogback is the monument's highly visible 1965 Administration/Visitor Center, originally called the Administration and Public Contact Building, with a public parking lot loop and separate employee parking, amid hundreds of trees planted and irrigated from earliest development here. A short Nature Trail loop, partly within the historic district, extends west from the parking lot.

Farther north the road passes through the sandstone hogback and follows a deep gully that drains through exposed stone layers of the Morrison Formation. Just north of the Administration/Visitor Center a service road turns east across the gully to access the large 1963 Headquarters Utility Building and its Maintenance Area parking lot, partly secluded by the hogback, other mounded strata, and more trees planted in the early 1960s. Farther up the gully on flatter but gently rising Dakota sandstone, another service road branches west to access the Park Employee Housing zone, also completed in 1963. The sewage lagoon serving the Headquarters Area is accessed via a 2-track lane from US 40 west of the Administration/Visitor Center and south of the Employee Housing, all contributing to the historic district.



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As Harpers Corner Road moves north from the Headquarters Area, it climbs on its own 200-foot right-of-way—also the historic district boundary along the road—away from the gully and across an earthen fill to bridge a soft and eroded strata of red Weber sandstone. The road then finds high ground, a common characteristic of its engineering throughout, upon Dakota sandstone between two deep gullies. On a curving approach to the Yampa Fault where Blue Mountain rises with its colorful strata, the road winds past and along a dramatic isolated extension of the mountain's escarpment, called Plug Hat Butte, to conquer the long, rambling mountaintop. A turnout, first of many of the road's "Key Observation Points" (BLM 1984), below the butte's south face affords panoramic views to the east, south, and west.



Harpers Corner Road, formerly Entrance Road through this segment, climbing along Plug Hat Butte (left) and through its break (lower right) with Blue Mountain's south rim, facing north. James Steely, 2019

At the upper Plug Hat Butte Overlook, a secluded parking lot among piñons and junipers connects with rim overlooks to the west and north, and with the 1.5-mile Bull Canyon Rim Trailhead (trail not in the historic district). On the road's south side is the Plug Hat Trailhead and 0.4-mile contributing path. Moving north, the road again finds high ground, affording sweeping views off and on in all directions and minimizing cuts, fills, and culverts; the latter are typically corrugated metal pipe (CMP). The continuous flanking fencing, occasional cattle guards, and 52 official benchmarks are artifacts from Mission 66 construction, isolating and compartmentalizing the right-of-way from surrounding private, state, and BLM acreage. The occasional standard gate into private grazing land, along with several concrete box culvert (CBC) livestock underpasses and scattered "stock watering tanks" (Gallagher 1964, tanks outside the district) built by the road's contractor as part of the NPS deal to acquire its right-of-way, remind the visitor that ranching preceded tourism and wilderness protection in this part of the region.

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As Harpers Corner Road bowls northwesterly across the sagebrush steppes of the region upon the broad plateau of Blue Mountain, it passes deeper and deeper canyons visible to the north, and offers an opportunity to have a look via the Canyon Overlook Turnout. The 1-mile approach spur leads into the main DINO boundary, and to 2 loops and a shaded hiking trail—all in the historic district—for views east across the Yampa Bench, with its river and side canyons.

Harpers Corner Road then loops west into Utah for 8 miles. Just inside the monument's other host state, an intersection with Uintah County Road 1550, old Blue Mountain Road, unceremoniously marks the interchange where Mission 66 engineers once planned a cross-monument highway. Here, also, the originally named Entrance Road from US 40 advanced toward the original Harpers Corner Road; the two now share the destination name and "Scenic Drive" from beginning to end. While in Utah, Harpers Corner Road curves north, passes Survey Overlook and soon intersects with gravel-topped Echo Park Road (not in the historic district), which winds and falls 13 miles through meadows and side canyons of Sand and Pool Creeks to the NPS Echo Park Campground and Ranger Station at the confluence of the Yampa and Green Rivers. North of the Echo Park Road intersection, Harpers Corner Road enters the main boundary of Dinosaur National Monument; the road's 200-foot-wide right-of-way fencing ends at a cattle-guard crossing, thence the 40-foot-wide right of way continues the district boundary.

Still in Utah, the Island Park Overlook spur affords panoramic views to the west of the Green River and its Island Park bend, and the Uintah Mountains beyond in the northwest. The parking area connects with the Ruple Point Trailhead (4.75-mile trail not in the historic district). Bending northeast, the road's Iron Springs Bench Overlook invites panoramic views in the opposite directions, northeast and east, across the Yampa Bench and down 3,000 feet in elevation to Echo Park and its rivers' confluence.



Harpers Corner Road curving through sagebrush steppes along Blue Mountain's rolling plateau, engineered on high ground to maximize views and minimize drainage structures, facing northwest. The contributing Mission 66 steel-post, woven-wire right-of-way fences disappear within today's thick sagebrush. James Steely, 2019.

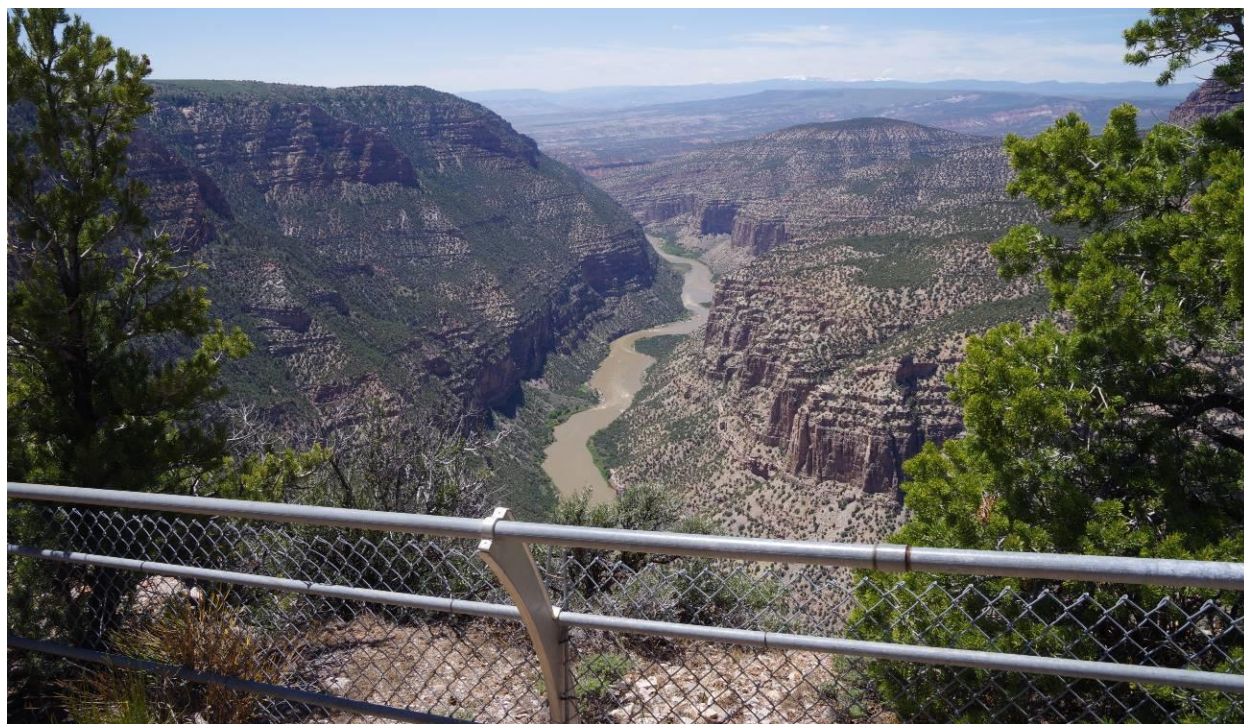


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The road then reenters Colorado along a high Blue Mountain rim, and presents another opportunity at Echo Park Overlook for views of the namesake confluence framed by Blue Mountain's northerly escarpments that bookend the upper drainage of Pool Creek. Harpers Corner Road extends northeast as far as possible for a paved thoroughfare onto its namesake peninsula, then loops back for parking, picnicking, and a recent comfort station. The continuously narrowing but wooded plateau falls off sharply to the southeast and northwest, and at the return point of the road's loop, contributing Harpers Corner Trail commences northeast to skim across the remaining mile of crest. The trail's endpoint is a bare-stone juniper- and piñon-shaded, fenced platform about 45x215 feet, perhaps the most outstanding key observation point in the National monument. The promontory affords breathtaking views east to Steamboat Rock above Echo Park, and west along 4 miles of the Green River's Whirlpool Canyon.

Harpers Corner Road is remarkably intact from its Mission 66 origin, with strong integrity ranging from its original location, design, workmanship, and base materials to its unmistakable setting and feeling. All original drainage structures are intact, as well as right-of-way fencing, gates, and cattle guards between the Headquarters Area and the main monument boundary. Most of the road's associated short hiking trails originated with Mission 66 as well, providing continuous experiences along the way for the motoring "Colorado-side" visitor as envisioned and built during Mission 66 from 1956 when road grading began, through 1967 when the road fully opened to the public.



Harpers Corner Trail's end and overlook with Mission 66 safety fencing protecting panoramic views of the Green River flowing west through Whirlpool Canyon, facing west. See photograph on page 19 for the easterly view. Similar safety fencing is at Echo Park Overlook and Plug Hat Butte upper turnouts. James Steely, 2019.

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<b>Harpers Corner Road Feature *Classified Resource (pp. 17–18)</b>	<b>Notes</b>	<b>Milepost</b>
Entrance Sign*	South side of US Highway 40	0.0
Administration/Visitor Center Building*	Directional Signs, Parking	0.06
Nature Trail Loop (unknown date)	West side of Road, in District	
Utility Building*/Maintenance Area	Spur leads east 130 feet	0.15
Residential Zone spur* intersection	Spur leads west 2,500 feet	0.38
Plug Hat Butte lower Overlook*	Panoramic views south	3.74
Plug Hat Butte upper Overlook Turnout*	Parking for Views, Trails	4.32
Plug Hat Picnic Area (ADA) Trail*	Views west, Interpretation, Loop Trail	
Bull Canyon Rim Trailhead	1.5 mile; Trailhead only in District	
Plug Hat Trail*	0.4-mile Trail, Views South, Interpretation	
Escalante Overlook Turnout*		8.02
(new) Blue Mountain Road Intersection	County Road (CR) 16S	11.73
Canyon Overlooks Turnout*	1-mile Spur enters main DINO boundary	19.39
Canyon Overlook Trail*	Short Trail in District	
Utah State Line	Sign	21.36
(old) Blue Mountain Road Intersection	CR 1550, Unbuilt Cross-Monument Hwy	21.94
Survey Overlook*	BLM survey point, interpretation	21.59
Echo Park Road Intersection	13 miles to Echo Park; not in District	25.43
Main National Monument Boundary	Cattle Guard and End of Fencing	25.62
Island Park Overlook Turnout*	Loop with recent Comfort Station	26.04
Ruple Point Trailhead	4.75 miles; Trailhead only in District	
Iron Springs Bench Overlook Turnout*		27.26
Colorado State Line	Sign	29.37
Echo Park Overlook Turnout*	Interpretation of Echo Park Dam	30.34
Harpers Corner Parking Lot/Overlook*	Loop with recent Comfort Station	31.33
Harpers Corner Trailhead		31.55
Harpers Corner Trail*	1-mile Trail to the end of Harpers Corner	

#### ADMINISTRATION / VISITOR CENTER

Today's 1965 Canyon Area Administration/Visitor Center building was originally called the Administration and Public Contact Building because it housed the monument's headquarters offices, and because DINO already hosted most patrons at the ultra-Modernist 1958 Quarry Visitor Center 28 road miles away in Utah. Visitors still find this building immediately upon turning into the monument from US 40 on Harpers Corner Road, indeed a typical Mission 66 placement of a "visitor center," a can't-miss/must-stop opportunity to rest briefly, obtain information, and then drive into the scenery. Their expected brief visits are accommodated by a double-sided parking-lot loop, entered 1-way to the east then departed 1-way to the west. The mature-trees canopy, a result of Mission 66 plantings, in the parking loop's median provides picnic spaces and shade from summer heat.

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The 1-story, cross-gabled, wood-frame, stone-veneer building has a linear east-west plan of 95x165 feet at its extremes, with the visitor-contact function on the west one-third under a higher roof, closest to the public parking loop. The administrative offices are inside the east two-thirds, half of that area over basement storage, accessed from the staff parking lot on the north side. A large south-facing cross-gabled bay contains the superintendent's office and staff services. The restrooms pavilion is separate from the main building to the south, but shares a spanning roof extension from the main building's public entry. The pavilion's own gabled roof extends east as a lattice-clad cover over a concrete-paved patio area bordered by low stone planter boxes. The patio originally featured a boxy tile-lined fountain, later removed.



Dinosaur National Monument, Canyon Area "Colorado-side" 1965 Administration/Visitor Center building, facing northeast, visitor-contact wing at left, restroom pavilion in foreground, and staff offices at right. James Steely, 2017.

The building's drawings and superintendent's notes did not specify the prevailing exterior stone—Alternate No. 2 as an upgrade from concrete blocks—but the Vernal Express (13 May 1965) revealed that it came from Ouray, Colorado. The stonemason's name was also not recorded, but the workmanship is carefully distinct, dramatic, and durable. Strongly horizontal courses of sandstone, in colors ranging from deep brown to light gray, and rustic layers of thin protruding shelves fitted between thick heavy blocks, create shadow lines and appropriate weight within the high desert landscape. Through the building's stonework and seemingly rambling plan, architect Arthur Olsen skillfully blended the tradition of National Park Service Rustic style with the Mission 66 hallmark of NPS Modern style, resulting in a design evocative of Frank Lloyd Wright's similar approach for his residential designs from the 1930s through the 1950s.

The Canyon Area's Administration/Visitor Center building has changed little since its opening that coincided with bringing the first motoring visitors into the "Colorado-side" of Dinosaur National Monument. The patio has been rearranged, light-brown standing-seam metal roofing now secures against the region's extreme weather swings, and a basement-egress window-well has been added to the southeast corner. The growth of surrounding trees introduced during Mission 66 alters the desert atmosphere, and now presents a challenge for sustainable water use. Otherwise the building and its landscape retain high levels of all aspects of integrity.



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## MAINTENANCE AND UTILITY BUILDING

Adhering to the early Mission 66 planning process of developing “zones” for specific uses, the Canyon Area’s large 1963 Utility Building anchors a paved maintenance yard north of the Administration/Visitor Center. The Utility Building is a lofty 1-story gable-end design, 60x181 feet in plan on a concrete slab, divided into 10 large south-facing bays: 4 with garage doors, 3 with steel-sash hopper windows, 2 with office doors and a small window, and 1 a blank wall of the overall light brown oversize-bricks (specified as 2x4x16-inch concrete blocks) in stack-bond finish. The broad low-pitched roof is accented by exposed steel wide-flange rafters, with closed-flange ends, between bays. The north side of the building has hopper-window sets that light work areas, and double utility doors into the boiler-room bay. The west end is divided evenly into three large garage-door bays, and the east end has three steel-sash windows.



Dinosaur National Monument, Canyon Area, maintenance zone, 1963 Utility Building, facing northwest.  
James Steely, 2017.

The large building is tucked between the Dakota sandstone hogback on the south and an upturned strata of eroded Morrison formation on the north. Combined with natural vegetation and trees introduced in the 1960s, the zone’s imposition is diminished to public traffic on nearby Harpers Corner Road. Noncontributing are a 2014 pre-engineered metal garage building on the south side of the yard, a small-scale concrete-block storage building on the west side, and several metal containers occupy the generous paved area. A 2-track “boneyard” lane (outside the historic district) leads about 1,200 feet east from the yard for access to secluded outdoor storage of various materials.

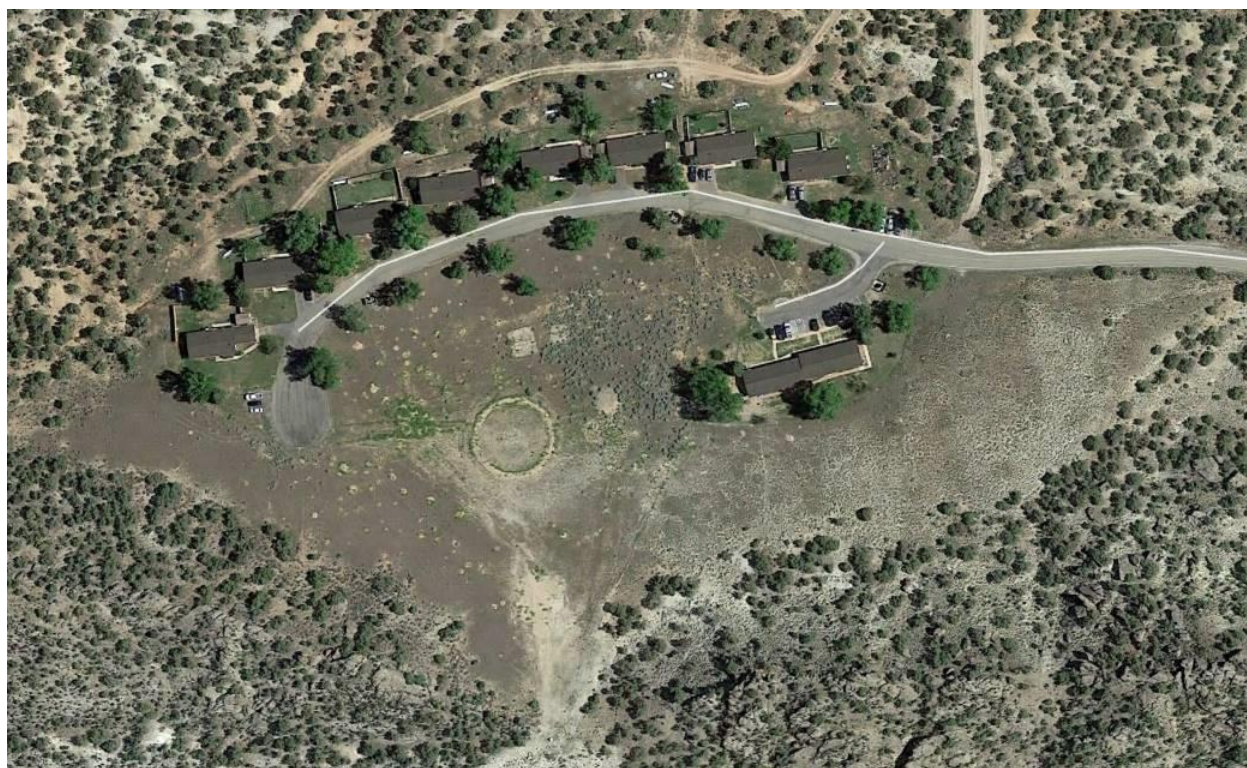
The Utility Building and its associated land retain strong integrity aspects of location, setting, feeling, design, materials, and association with Mission 66. However, the building’s original workmanship has suffered as have others at DINO from shifting bentonite soils prevalent in the monument’s developed areas, and it was condemned and emptied in 2017.

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## PARK EMPLOYEE HOUSING

On a cleared natural plain surrounded by eroded mounds and outcrops supporting natural piñon-juniper stands and sagebrush, 9 Residences, all built in 1963, line a curving spur-drive beginning about 1,600 feet west of Harpers Corner Road. On the north side of the drive are 8 Mission 66 standard 3-bedroom houses facing south, and on the south spur is a 6-unit apartment house facing north. All are of typical 1-story, pier-and-beam foundation, and on-site frame construction, with low-pitched gable-end roofs, but none with the delta-wing ridgelines typical of many Mission 66 houses (and DINO's Quarry Area Campground Comfort Stations). Each 3-bedroom house plan here is about 27x66 feet, except the last house west (Inventory #2-10, originally 'H') is 27x53 feet for living space with an original 13x27 gabled garage extension on its east side. The apartments building plan is 139 feet long, divided at the center and slightly staggered into two 24-foot-wide wings with three units each, and no original laundry room as typical of Mission 66 apartments elsewhere, including at DINO's Quarry Area. All nine buildings' roof ridgelines are oriented generally west-southwest to east-northeast, but are staggered in placement to set-back equally from their curving access lane.



Dinosaur National Monument, 1963 Canyon Area housing zone. The access lane was planned in 1963 to complete its loop and add more houses if needed. Google Earth 2015. See also annotated satellite image on page 8/32.

Mission 66 single-family house plans were expected to be flipped for local geography, diversity, and other factors. Here, from the east, the first 3 houses were built with “garage left” facing the



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building, the next 4 are “garage right.” The last (#2-10) is a variant that allowed the garage to be turned 90 degrees, in this case with the garage door facing east.

Natural vegetation and a natural hill along the entry lane hide the entire zone from the public passing on Harpers Corner Road. While the overall cleared housing area is evident along its borders of natural piñons and junipers, introduced trees and emerging sagebrush around the houses clearly reveal the Mission 66 area of habitation. A 2-track service lane (connecting outside the historic district with a secluded camper-trailer area to the northeast and thence northwest to the Headquarters Area’s 1961 water well) branches on a spur behind (north of) the row of single-family homes and helps forms part of the historic district boundary. Each house has a pull-in driveway and defined back yard; the apartments share a parking area along the south housing spur. Underground wastewater-pipe scars trend south toward the zone’s wastewater lagoon, within the historic district, secluded similarly to the Utility Building between the Dakota sandstone hogback and Morrison formation uplift. A circular mound centered between the houses is referred to as an “ice skating rink” in some studies (Prokopetz, et al. 2002).



Dinosaur National Monument, 1963 Canyon Area housing, facing north toward the first two 3-bedroom residences, both built from standard Mission 66 designs with “garage left.” James Steely, 2017.

The Canyon Area housing zone is largely unchanged on its buildings’ exteriors since construction in 1963 and the area retains solid levels of most aspects of integrity. Original horizontal-coursed siding has been covered with grain-textured aluminum horizontal siding of roughly the same pattern, and most windows are replacements in generally the original patterns. All roofs are now standing-seam sheet metal. All house interiors have been upgraded in the past 50-plus years, but they all generally retain original floorplans including attached garages, most interior partitions, roof heights, and many original interior doors.



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Feeling and Association

National Park Service architects and landscape architects in the late 1950s chose the strategic gap in Dakota sandstone along US 40 for the entirely new Headquarters Area of Dinosaur National Monument during Mission 66, with its visitor and staff facilities. The natural gap served as the beginning point of the scenic drive and access road to Echo Park deep in the canyons of the Green and Yampa Rivers, all places that became flashpoints for a national environmental debate in the 1940s and 1950s. The road, eventually fully labeled Harpers Corner Road Scenic Drive for its endpoint and viewpoints directly above the rivers' confluence at Echo Park, required some 25 miles of 200-foot right of way from the Headquarters Area north to the main southern boundary of the monument. But NPS designers and their partner engineers with the US Bureau of Public Roads made the most of that 25 miles as a national park-area experience in itself. The remaining 6.2 miles within the main boundary along the road's 40-foot-wide right-of-way are no less impressive for the motoring visitor to view and understand this Colorado Plateau/Wyoming Basin country that endures with virtually no other development since Mission 66.

Thus the historic district's integrity of feeling is exceptionally strong through the public experiences and staff services provided by these Mission 66 resources. Integrity of association, ranging from Mission 66 itself to the DINO place names from 19<sup>th</sup> century exploration and settlement now applied to Mission 66 resources—Harpers Corner Road and its overlooks toward Echo Canyon, Green and Yampa Rivers, Island Park, Iron Spring, Plug Hat Butte, and more—is also exceptionally strong in the Canyon Area and Harpers Corner Road Historic District.

**DISTRICT RESOURCES SUMMARY**

<b>No.</b>	<b>Name of Classified Resource</b>	<b>DINO #</b>	<b>Date</b>	<b>Type</b>	<b>Contributing</b>
1	Canyon Area Mission 66 contiguous landscape throughout the Historic District		1956–1967	site	C
2	Harpers Corner Road and Features (p. 12)	Route 3	1956–1967	structure	C
3	Entrance Sign, south side of US 40		c.1965	object	C
4	Administration/Visitor Center	2-1	1965	building	C
5	Utility Building	2-2	1963	building	C
6	New Utility Building-Garage/River Cache		2014	building	NC
7	Housing Area Spur Road	0401	1963	structure	C
8	3-Bedroom Residence A	2-3	1963	building	C
9	3-Bedroom Residence B	2-4	1963	building	C
10	3-Bedroom Residence C	2-5	1963	building	C
11	3-Bedroom Residence D	2-6	1963	building	C
12	3-Bedroom Residence E	2-7	1963	building	C
13	3-Bedroom Residence F	2-8	1963	building	C
14	3-Bedroom Residence G	2-9	1963	building	C
15	3-Bedroom Residence H	2-10	1963	building	C

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No.	Name of Classified Resource	DINO #	Date	Type	Contributing
16	6-unit Apartments	2-11 a-f	1963	building	C
17	Sewage Lagoon and Access Road		1963	structure	C
18	Plug Hat Butte lower Overlook		1964	structure	C
19	Plug Hat Butte upper Overlook	0939	1964	structure	C
20	Plug Hat Butte Comfort Station			building	NC
21	Plug Hat Picnic Area (ADA) Trail		1964	site	C
22	Plug Hat Trail		1964	site	C
23	Escalante Overlook Turnout	0906	1964	structure	C
24	Canyon Overlook Turnout	0201	1964	structure	C
25	Canyon Overlook Comfort Station			building	NC
26	Canyon Overlook Trailhead		1964	site	C
27	Survey Overlook (BLM Benchmark)		1966	structure	C
28	Island Park Overlook Turnout	0908	1959	structure	C
29	Island Park Overlook Comfort Station			building	NC
30	Iron Springs Bench Overlook and Trail	0909	1959	structure	C
31	Echo Park Overlook Turnout	0910	1959	structure	C
32	Harpers Corner Turnout/Loop	0916	1959	structure	C
33	Harpers Corner Comfort Station			building	NC
34	Harpers Corner Trail		1966	site	C

SMALL SCALE FEATURES (see Page 1998 for Methodology)

Canyon Area Contiguous Landscape/Zones (see Davis et al. 2017 for more features data)

Zone	Name of Unclassified Feature	Dates	Number	Contributing
Roads	Benchmarks	1959–1965	52	C
	Corrugated Metal Pipe (CMP) culverts	1959–1967	numerous	C
	Concrete Box Culvert (CBC)	1959–1965	13	C
	Livestock underpasses			
	Concrete and Asphalt drain surfaces	Post-1967	numerous	NC
	Fencing, V-mesh	c.1960	c.25 miles	C
	Cattle Guards across Road	1959–1965	6	C
	Roadway Guardrails	2009	multiple	NC
	Overlook safety fencing at Echo Park and Plug Hat Butte upper Turnouts, and at Harpers Corner Trail End	1965	3	C
	Directional Signage	Post-1967	several	NC
	Interpretive Plaques	Post-1967	several	NC
	Picnic Tables and Trail Benches	Post-1967	several	NC
HQ Area	Directional Sign	1965	1	C
	Shed/Controlled Storage #2-23	1993	1	NC
Residential	Concrete curbs and sidewalks	1965	numerous	C
Trails	Stone pathway liners	c.1965	numerous	C

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### Summary

As noted in the Multiple Property Documentation Form “National Park Service Mission 66 Era Resources” (Carr et al. 2015:F-94), most individual Mission 66 resources “should be considered as contributing within historic districts.” Indeed, the Canyon Area and Harpers Corner Road Historic District is composed of individual resources that might lack distinction for individual recognition, such as the residences and Harpers Corner Road turnouts. Some have alterations—such as the siding and roof replacements on the housing, and recent comfort stations at some turnouts—that reduce their historic integrity and might threaten their National Register eligibility even if considered significant examples of standard Mission 66 facilities in this remote place. But as a district, this collection of resources constitutes a majority of contributing buildings, structures, sites, and an object from the monument’s first and still most extensive development period spanning the planning stages and beginning of Mission 66 to a few months after the end of the program. The district boundary encompasses all these resources connected continuously by Harpers Corner Road (but not the scenic easements along the road), effectively capturing the maximum ground disturbance during Mission 66 development. All these resources match individual property types in the Mission 66 MPDF, and all retain high levels of integrity through their National Register aspects of location, setting, design, materials, workmanship, feeling, and association within the 10-year Mission 66 program.



Dinosaur National Monument, Canyon Area, Harpers Corner Trail at left, 7,625 feet elevation, facing west toward the Yampa River at right (lighter sandstone) and Green River’s Canyon of Lodore (red sandstone) at middle, 2,500 feet below. Their confluence and Echo Park are below the rounded sandstone butte, 6,442 feet in elevation, at right. James Steely, 2019.

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## 8. Statement of Significance

### Applicable National Register Criteria

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

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

### Criteria Considerations

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

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

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**Areas of Significance**

(Enter categories from instructions.)

POLITICS/GOVERNMENT

ARCHITECTURE

ENGINEERING

TRANSPORTATION

LANDSCAPE ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

**Period of Significance**

1956–1967 (extends into 1967 to include completion of Harpers Corner Road)

**Significant Dates**

1956 – Beginning of Mission 66 Puts DINO at Forefront of Planning and Funding;

NPS begins road-grading and visitor parking work at Harpers Corner

1958 – Completion of Harpers Corner Road within Monument Boundary

1963 – Completion of “Artesia Entrance Road” for Canyon Area

1963 – Completion of Canyon Area Housing and Maintenance Zones

1965 – Completion of Canyon Area Administration/Visitor Center

1967 – Completion of Final Phase of Harpers Corner Road

**Significant Person**

(Complete only if Criterion B is marked above.)

**Cultural Affiliation**

**Architect/Builder**

Arthur K. Olsen, contract architect of Administration/Visitor Center

National Park Service, Western Office of Design and Construction, Cecil Doty, others

US Department of Commerce, Bureau of Public Roads, R.A. Stack, Bud Guy, engineers

Woodey Searle and Max Rasmussen, contractors for first Harpers Corner work

Morrison-Knudsen, Salt Lake City, Harpers Corner Road (inside monument) contractor

H-E Lowdermilk, Englewood, Colorado, Entrance Road contractor

H.E. Britton with Burke Moving and Storage Inc., water/wastewater system contractor

Allred Builders Supply, Pleasant Grove, Utah, Park Employee Housing contractor

Alder-Child Construction Company, Salt Lake City, contractor,

Utility Building, and Administration/Visitor Center

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### Statement of Significance Summary Paragraph

Dinosaur National Monument's Canyon Area and Harpers Corner Road Historic District presents the majority of original employee and visitor-services development on the monument's Colorado expanse. Its national park-area facilities on the "Colorado-side"—the vernacular name of the area or district—of the monument, as at its Quarry Area in Utah, were planned and built almost entirely during the Mission 66 program, the monument's most significant period in its development history. More detailed discussion of these significant events and developments is presented in the Historic Context "Mission 66 in Dinosaur National Monument, 1956–1967" (Steely 2020) associated with the Multiple Property Documentation Form (MPDF) "National Park Service Mission 66 Era Resources" (Carr et al. 2015). Development at Dinosaur in Colorado began in 1956 with continued national attention focused on the monument because of the Echo Park/Green River dams environmental controversy, and improvements continued into 1967, a few months after the close of Mission 66. The historic district constitutes a significant embodiment of National Park Service Mission 66 planning and design ideals. Colorado's Echo Park confluence of the Green and Yampa Rivers, viewed panoramically from Dinosaur's Harpers Corner peninsula, figures prominently in the history of Mission 66 itself. The district is eligible for National Register listing under Criterion A in the areas of Politics/Government, Community Planning and Development, and Transportation for its representation of the National Park Service's renowned Mission 66 program, applied generously to Dinosaur National Monument as it emerged from the 1950s Echo Park controversy and subsequently became a popular destination for the motoring, camping, and boating public. The district is also eligible under Criterion C in the areas of Architecture, Landscape Architecture, and Engineering for its quality-designed and -built Mission 66 structures, sites, buildings, and Entrance Sign object, assembled in coherent and well-preserved zones for administrative and visitor services along with maintenance and housing functions. All these resources compliment the 31.5-mile highway-class Harpers Corner Road Scenic Drive with its multiple overlooks and trails across the upper Colorado Plateau's faults, uplifts, steppes, promontories, and canyons. The period of significance is 1956–1967, and the level of significance is statewide because the Mission 66 work here is unmatched in Colorado for adaption to this particular landscape, with a highway-class park road connecting Colorado services at US 40 to a singular Colorado vista-point above Harpers Corner.

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

The Narrative Statement below highlights the historic district's AREAS OF SIGNIFICANCE with *associated resources*, and incorporates pertinent Mission 66 context from the nation-wide Mission 66 MPDF (Carr et al. 2015) and the MPDF's Associated Historic Context "Mission 66 in Dinosaur National Monument, 1956–1967" (Steely 2020), with details from DINO's Monthly Superintendent's Reports, and other sources when cited.

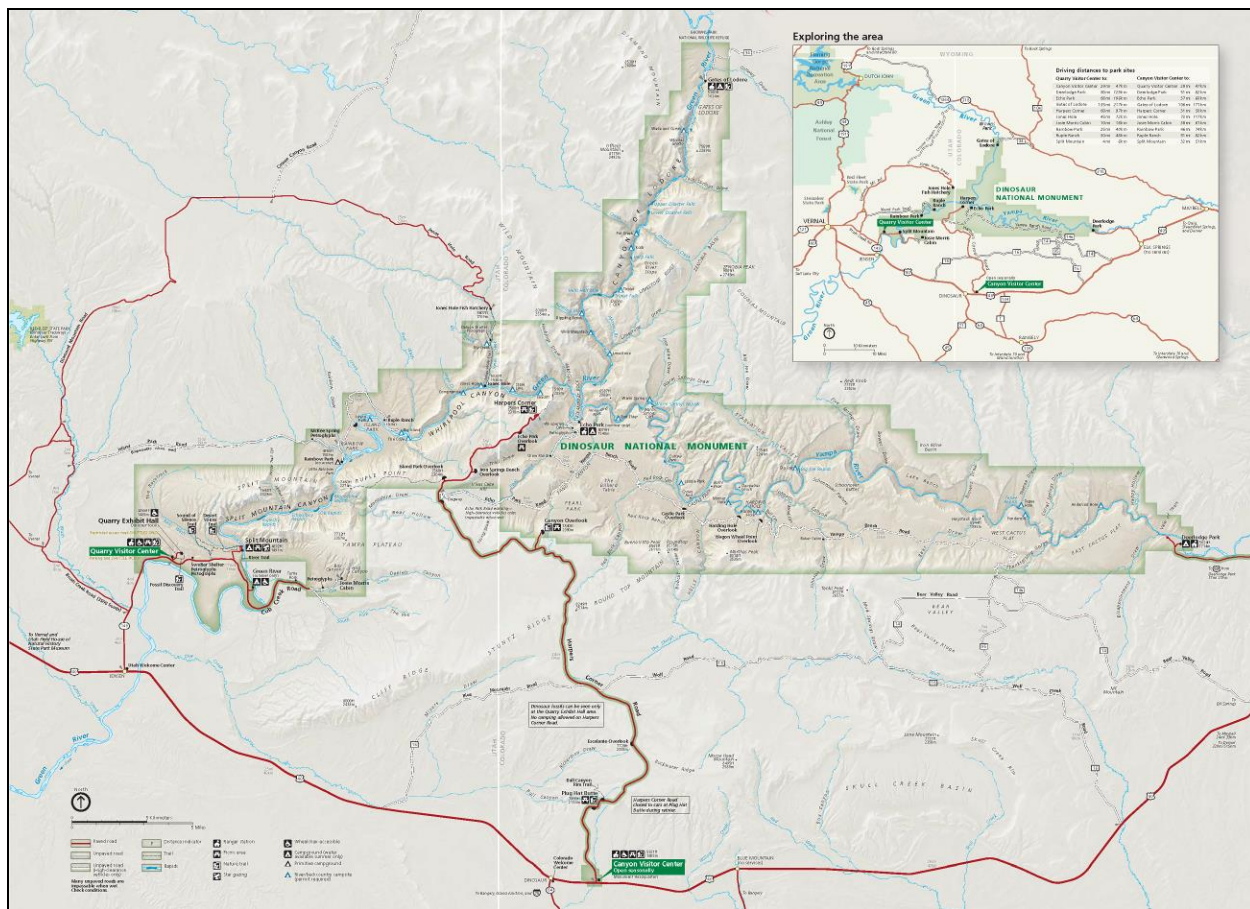


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## Background History

Dinosaur National Monument began as an 80-acre proclamation in northeastern Utah by President Woodrow Wilson in 1915. President Franklin Roosevelt vastly expanded the monument to 203,965 acres (more than 318 square miles) along the Green River and Yampa River canyons of Utah and Colorado in 1938. The US Bureau of Reclamation (USBR) already planned to build two hydroelectric dams that would flood all the signature canyons that defined most of the expanded monument, and the President allowed those plans to continue. In 1940, USBR built a truck road across Dinosaur National Monument in Colorado (possibly today's east-west Yampa Bench Road from Bear Valley) to Pat's Hole—the alternate name for Echo Park—on the Yampa River, and drilled test holes to identify the best dam footings. Little-known and seldom-visited through the 1940s—although highly valued by a knowledgeable few for its paleontological and river-canyon resources—the monument found itself at the center of an impassioned national environmental debate over USBR's plans by 1950.



Dinosaur National Monument (green outline) showing its 54,819 acres in Utah, west of the vertical white line across the map, and 156,024 acres in Colorado, east of that line. The boundaries primarily encompass the Green River canyons from the north to the southwest, and Yampa River canyon from the east, to their confluence at Echo Park inside Colorado. US Highway 40 is the east-to-west red line, and Harpers Corner Road is the heavy line running from US 40 north to Echo Park. National Park Service.

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## POLITICS/GOVERNMENT

While the Echo Park/Green River dams controversy swelled to its peak in the early 1950s, the National Park Service (NPS) plotted its nationwide “Mission 66” program to modernize all its park areas—including national monuments—to meet ever-increasing visitor numbers and demands. Shortly after becoming NPS director, Conrad L. Wirth in 1952 embarked on an 8,000-mile tour of park units across the country. Dinosaur National Monument, Wirth described after flying over and rafting its river canyons, “is far more worth-while saving than I had anticipated.” He added, “if it is possible, I am more determined than ever that we win this particular scrap” (quoted in Harvey 1994:173,183).



View of Echo Park—lower center—from the Echo Park Overlook on Harpers Corner Road, facing east across the Yampa River canyons, three years after cancellation of the Echo Park Dam. BPR engineer R.A. Stack 1958.

Just after the national environmental movement won the Echo Park struggle and USBR cancelled both Dinosaur dams in late 1955, Wirth rolled out Mission 66 to President Dwight Eisenhower, Congress, and the public in early 1956 (Wirth 1980). With enthusiastic support for Mission 66 at all levels, and Dinosaur National Monument still center-stage in public awareness as its own visitor figures climbed sharply, Eisenhower’s Interior Secretary Douglas McKay and NPS leaders decided to make Dinosaur one of their first, and signature, Mission 66 projects (Allaback 2000:41,63/footnote 7). Additional motivation for immediate Dinosaur improvements came from Utah and Colorado politicians and monument neighbors who, with USBR’s cancellation of the long-pledged federal water and power projects, now called for counterbalancing their economic expectations through NPS and highway developments in the public-access fraction of the sprawling national monument.



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*Utah's Quarry Area*

Aside from improving internal roads for better access (see *Harpers Corner Road* below), the initial Mission 66 effort for Dinosaur focused on a prominent visitor center for the “Utah-side” fossil-bone quarry near Jensen and heart of the original 80-acre national monument of 1915. As a result, the Quarry Visitor Center, commenced in 1957 and finished in 1958 (designated a National Historic Landmark in 2001), brought the monument a much-needed showcase facility that revealed the namesake fossil formation for public view and enhanced scientific study. The building also brought broad and positive architectural acclaim as the first major building finished under Mission 66 (Allaback 2000). The same private architects who designed the Quarry Visitor Center, Anshen & Allen of San Francisco, worked closely with NPS designers, led by architect Cecil Doty, at their Western Office of Design and Construction (WODC) to create additional “zones” near the Quarry for a maintenance area, employee housing, and supporting infrastructure including roads. The coordinated National Register of Historic Places nomination for the Quarry Area and Blue Mountain Road Historic District (Steely 2020) documents those resources that continue to provide the majority of services on the monument’s Utah-side.

*Colorado's Canyon Area*

A positive outcome of keeping Dinosaur National Monument at the forefront of local, national, and Congressional debates led to its support throughout Mission 66 by key members of Congress, initially spearheaded by the Utah delegation. Soon, however, US Representative (1949–1973) from Colorado Wayne N. Aspinall became the monument’s greatest champion in Washington, probably supporting the first Mission 66 roadwork in 1956 on the drive to Harpers Corner overlooking Echo Park, then particularly as chair of the US House Committee on Interior and Insular Affairs from 1959 through 1973.



Canyon Area concrete and stone directional sign on US 40, facing east. Note the absence of trees on this south side of the highway or the north side, near the future Administration and Public Contact Building. DINO Archives 1964.

Aspinall, who grew up on an irrigated farm in western Colorado, occupied the northwest Colorado seat once held by Edward T. Taylor (from 1909–1941), author of the New Deal’s 1934

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Taylor Grazing Act. Aspinall inherited Taylor's appreciation for the Intermountain West with its traditions of ranching, farming, irrigation, and parklands (Mehls 1985:196–197, Harvey 1994:294–297, Schulte 2002).



US Representative Wayne N. Aspinall and President Lyndon B. Johnson in the Oval Office in 1967. Aspinall, originally in favor of the USBR dams in Dinosaur, compromised on cancelling the dams in 1955 and became a champion instead of public access to DINO through Mission 66. Aspinall also played a major though complicated role in passage of the Wilderness Act of 1964, resulting in DINO's current 205,672 acres of Recommended Wilderness, more than 91% of the monument (NPS 2017). Johnson became the third and last President to oversee Mission 66, and left an enormous legacy for the NPS. LBJ Library, 1967, reproduced in Schulte 2002.

By 1959 when most of the monument's Utah-side improvements were completed, with the notable exception of the planned 75-mile cross-monument highway-class Blue Mountain Road, Utah's federal representatives appeared to lose interest in Dinosaur. Indeed, the state's more prominent national parks and monuments—Zion, Bryce Canyon, and Arches farther south and west—increasingly participated in Mission 66 for their own much-desired improvements. Aspinall sensed the shift away from, or lack of, attention to Dinosaur from Utah's Congressional delegation in Washington, and methodically nudged more NPS Mission 66 resources toward the Colorado expanse of Dinosaur National Monument. Coinciding from the beginning of Aspinall's chairmanship of the NPS oversight committee, the Colorado-side of the monument prepared to host the overall headquarters and a highway-class scenic road entrance near the Colorado town of Artesia on US Highway 40. The motoring public—not just local ranchers or a few hearty river runners and off-road vehicle owners—could then easily access views of the well-publicized and romanticized Echo Park. Aspinall also crafted a bill that would change Dinosaur to a national park (Salt Lake Tribune 9 September 1960).

In September 1960, President Eisenhower signed the bill sponsored by Aspinall that expanded the monument by 1,485 acres—but without changing its name to national park—and provided \$1.6 million to build the connecting road from US 40 in Colorado to Harpers Corner. The significant Mission 66-enabling bill also authorized “road development by the Federal

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Government on non-Federal land,” applicable to the Harpers Corner Road and other road improvements near the monument (Vernal Express 22 April 1965).

The 1960 Dinosaur bill had not changed the monument’s name to national park, but other name changes emerged during the Mission 66 development that unfolded in Colorado. Perhaps sensitive to rivalries between its two host states, NPS variously called the Colorado-side development ‘Artesia’ for the nearby community, ‘Yampa District’ for its home-state river (with the Utah-side called ‘Green River District’), and settled on ‘Canyon Area’ for its destination geography. Echo Park itself, named in 1869 by explorer John Wesley Powell but perhaps by the 1960s a sensitive term in some political circles, was referred to by its settlement-era name of Pat’s Hole, for homesteader Pat Lynch, on many NPS planning and funding documents. During Mission 66, NPS adopted its Alpha Codes for all park areas, and Dinosaur became DINO. Finally, the hamlet of Artesia, Colorado, excited by all the federal attention that promised tourists and their dollars, changed its name in 1965 to Dinosaur (although its population remains, as then, in the 300s) (Daily Northwest Colorado Press 8 April 1965, Colorado.gov 2019).

## LANDSCAPE ARCHITECTURE, ENGINEERING, and TRANSPORTATION

Conrad Wirth’s recently established NPS Western and Eastern Offices of Design and Construction (WODC and EODC), each staffed with experienced architects, landscape architects, and engineers, drew up standardized plans for Mission 66. In contrast to standardizing as many facilities as possible, “site planning,” explained the MPDF “Mission 66 Era Resources” authors, “was an important characteristic of the Mission 66 program and was accomplished by National Park Service landscape architects” (Carr et al. 2015:E20). WODC landscape architects conducted early field surveys, drew up unique development layouts, adjusted specific placement of resources on the geography, and monitored construction to preserve any natural vegetation and make further adjustments in the field when necessary.

In their site-planning role for Dinosaur’s new Headquarters Area, the WODC landscape architects laid out distinct zones for a widely dispersed village (see Community Planning and Development, and Architecture below), most connected by paved spurs and lanes but with natural topography and vegetation screening most from each other.

When NPS planned major roads in park areas, its own landscape architects and engineers turned to the transportation engineers of the US Bureau of Public Roads (BPR) for survey, design, and contract-construction management. Each bureau was created in 1916, having evolved from predecessor federal programs that needed the national focus of one responsible agency—national parks for NPS and a national road system for BPR—and both blossomed under inspired leaders, Stephen Mather for NPS and Thomas MacDonald for BPR. Mather and MacDonald forged a partnership in 1926 to ensure that roads built in national parks would be carefully planned, built to high standards, and respectful of the park’s scenery. While the last commitment brought frequent anxiety between the two bureaus, by the advent of Mission 66 their engineers worked well together and had created spectacular transportation opportunities within the scenery of national parks, monuments, and parkways (Davis 2016:96–101).

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Trail development during Mission 66 typically guided visitors along relatively short walks from their automobiles to nearby vistas and points of interest. DINO's 1956 Mission 66 Prospectus reflected the NPS attitude prior to the National Trails System Act of 1968 by downplaying pedestrian recreation: "The semi-desert climate and rough terrain are not particularly conducive to hiking; only short trails are proposed. Several of these will connect parking areas with scenic overlooks" (DINO c. 1956:4,6). Indeed, with exception of the 1-mile Harpers Corner Trail (see Completing Mission 66 below), trail development by Mission 66 landscape architects at DINO's Canyon Area produced short—although worthwhile for reaching stunning vistas and enjoying interpretation of surroundings—foot trails from the turnouts and overlooks along the Entrance Road. (The monument added longer trails—Bull Canyon Rim and Ruple Point Trails—from these ideal Harpers Corner Road trailheads in later years.)

### *Harpers Corner Road Scenic Drive*

In the spring of 1956, Congress assigned \$17 million in unallocated funds to start Mission 66 immediately (the next fiscal year, and Mission 66 officially, began in July 1956). Wirth channeled \$106,600 of that "pre-Mission 66" funding toward road improvements at Dinosaur (Wirth 1980:262, Vernal Express 1 March 1956). That summer NPS began the first improvements on the rough backcountry ranch road within the monument boundary to Harpers Corner overlooking Echo Park—probably the first Mission 66 project at Dinosaur brought to construction—reached by extension of (old) Blue Mountain Road meandering northeasterly from the Quarry in Utah into Colorado, across the Yampa Plateau and onto the broad rolling back of Blue Mountain. NPS awarded a contract to Woodey Searle and Max Rasmussen of Vernal to pour concrete low-water crossings on the connecting Blue Mountain Road within the monument. The contractors also graded a 30-car parking lot at the Harpers Corner overlook, and installed guardrails, picnic tables, firepits, and temporary restrooms (Vernal Express 8 March 1956) (these earliest Harpers Corner Road features were incorporated into the 1957–1958 improvements).

In November that year, while architects continued to work on the design of what would become DINO's Quarry Visitor Center, BPR surveyors assembled aerial photographs and maps for their own extensive improvements to Harpers Corner Road. Their assignment focused on the last 6.2 miles of the planned road, because no land had been acquired outside the main monument boundary for its estimated 25 additional miles of connection from US 40. In fact, the exact location of that connecting 25 miles had not yet been determined (see Entrance Road below). In May 1957, just as NPS awarded the Quarry Visitor Center construction contract, the Harpers Corner Road surveyors located its centerline in the field. BPR engineer R.A. Stack assumed management of the project that fall and remained through its completion (Stack 1958).

In November 1957, BPR awarded the contract for this next phase of Harpers Corner Road to the Morrison-Knudsen Company of Salt Lake City, for a final cost of \$280,162. The contractor faced the unusual challenge of building a federal highway more than 25 miles from the nearest paved road (US 40), and 60 miles from the nearest town (Vernal, Utah) with fuel and machinery parts. So, Morrison-Knudsen blazed a 33-mile construction road from US 40 in Utah across private, state, and BLM parcels to surmount Blue Mountain, then circled through Colorado and

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back into Utah to reach the project (Stack 1958). Part of that access road is now Blue Mountain Road in Utah and County Road 16 in adjoining Moffat County, Colorado (see map on page 6).



Harpers Corner Road highway-class grading of 1956–1958 inside Dinosaur National Monument’s boundary, facing north near the turnout to Iron Springs Bench Overlook. These most extreme fills on the entire road were covered with topsoil and successfully hydro-seeded with grass in 1962 (Gallagher 1964). BPR Engineer R.A. Stack 1958.

Between May and November 1958, the Harpers Corner Road contractor completed the project’s “Class 1” highway grading and compacted-gravel sub-base, including the turnouts, spurs, and parking areas for Island Park, Iron Springs Bench, and Echo Park Overlooks, and the return loop at Harpers Corner. “Engineering costs were relatively high,” reported Stack, “due primarily to the remoteness of the project.” When the contractor departed, Stack added, “This road will be relatively inactive until improvements are made on the access highway [Entrance Road] from US 40” (Stack 1958:8-9).

#### *Entrance Road*

Longtime DINO superintendent (1944–1960) Jess Lombard spent much of the winters of 1958–1959 and 1959–1960 planning the next phases of roadwork. Harpers Corner Road’s northmost 6.2 miles within the monument, including destination facilities at Harpers Corner itself, had been completed except for paving by 1958, so Lombard met with various NPS and BPR officials to

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settle exactly where the Colorado-side “Entrance Road” connection would be built. He also held meetings in neighbor communities—Vernal, Jensen, Artesia, Craig—and with ranchers to reveal general plans for an east–west 75-mile cross-monument highway, which would intersect with the DINO Entrance Road just outside the main monument boundary south of Island Park Overlook (generally today’s unpaved Echo Park Road and Yampa Bench Road, not in the historic district).

WODC landscape architects Jon Larson and Harvey Benson visited Lombard in September 1959 to settle the location of the “new headquarters” in Colorado. That location also dictated the beginning point of what the planners called the “Artesia Entrance Road” for the nearest community (today’s Dinosaur, Colorado), to connect with Harpers Corner Road. If their general instructions had been to place those developments in Colorado somewhere along US 40 and to lead motoring visitors efficiently north to Harpers Corner, then the geography near Artesia—about 20 miles straight south of Harpers Corner and about 2 miles east of the Utah line—proved advantageous. NPS Chief Landscape Architect Tom Vint and WODC Supervising Architect Lyle Bennett visited Lombard in October 1959 to inspect the Quarry Area’s Mission 66 work underway and to affirm the future headquarters and Entrance Road site near Artesia.

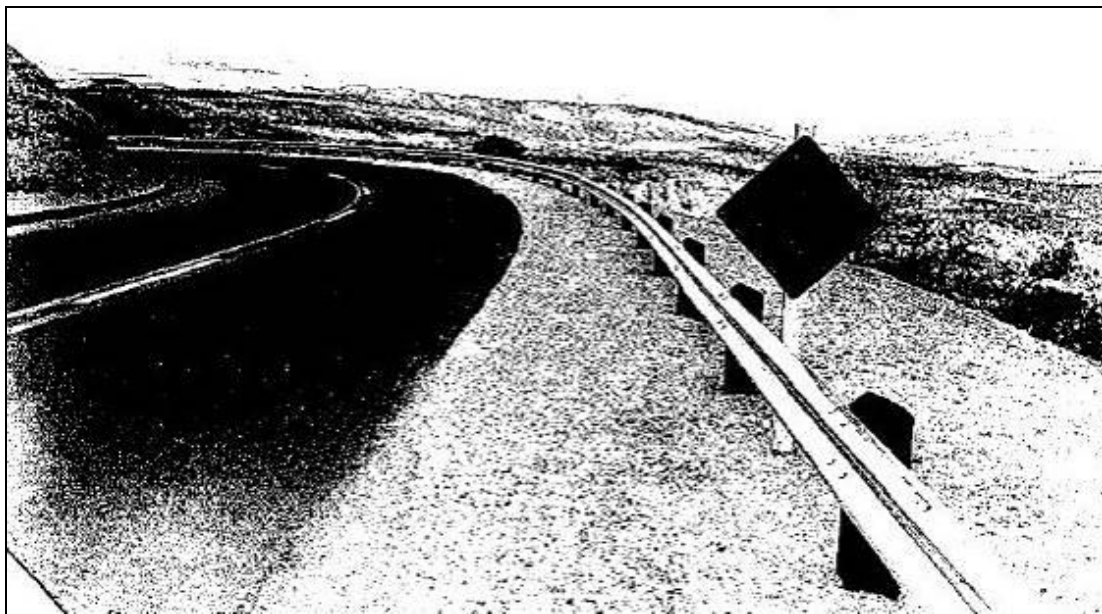
After shepherding DINO into Mission 66 and completing most of the substantial Utah-side development, Superintendent Lombard retired in January 1960 and passed the responsibilities and spotlight to Earl Semingsen, another NPS veteran. Congressman Aspinall’s September 1960 monument expansion bill added 1,485 acres to DINO and included allowance for grazing leases and other private ranching access from federal lands outside the main monument boundary—anticipating the Entrance Road—and within. The additional acreage accommodated a 400-acre parcel for the planned DINO Headquarters Area on US 40, and 25 miles of 200-foot right-of-way for the “Artesia Entrance Road” across private, state, and BLM parcels, about 21 miles in Colorado and 4 miles in Utah (Salt Lake Tribune 9 September 1960). The last few miles of the right-of-way would follow parts of rough ranching and construction roads already blazed toward the monument’s main south boundary and existing Harpers Corner Road improvements.

In late winter 1961, the Bureau of Public Roads rolled four trailer houses into Artesia and set up camp and work stations to oversee the Entrance Road’s surveying and construction, led by BPR project engineer Bud Guy. That summer, NPS drilled an 800-foot well (outside the historic district) on the headquarters parcel north of the future housing zone, 2 miles east of Artesia and found water at 215 feet, essential for all anticipated road development, for subsequent building construction, and ultimately to sustain the Headquarters Area. All the while, NPS and BPR officials acquired the various parcels needed for the enterprise, plus scenic easements of 400 additional feet (not in DINO’s actual boundary or in the historic district) on each side of the 200-foot Entrance Road right-of-way. BPR exercised its proven tactic of having the host county negotiate for and buy the private right-of-way, then Moffat County sold the land at its cost to NPS. Similarly, NPS reimbursed Moffat County \$1,000, from funds in turn provided by the nonprofit Dinosaur Nature Association, for its acquisition of the Headquarters Area parcel of 400 acres. Entrance Road right-of-way parcels of state and federal BLM lands came with other negotiations and procedural paperwork.



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Canyon Area Entrance Road (later the south 25 miles of Harpers Corner Road) completely paved, striped, guard-railed, and signed by the spring of 1964, facing east-northeast below Plug Hat Butte. DINO Park Engineer G.H. Gallagher (1964).

BPR solicited bids that summer of 1961 for the first 15 miles of work to reach the Blue Mountain Road intersection, and awarded a \$1.2 million Entrance Road contract to the H-E Lowdermilk Company of Englewood, Colorado, and Española, New Mexico, who began construction that fall. Lowdermilk, founded by brothers including Hoyle and Elbert, had built and maintained the road system at Los Alamos, New Mexico, for the US Army's Manhattan (atomic-bomb) Project during World War II (Atomic Heritage Foundation 2019). During the Dinosaur road project, NPS provided an additional \$600,000 to Lowdermilk to finish the Entrance Road's final 10 miles and connect with existing Harpers Corner Road. With asphalt paving on 25 miles of the "Class 1" highway, Lowdermilk finished the Entrance Road in December 1963 (Gallagher 1964).

## COMMUNITY PLANNING AND DEVELOPMENT and ARCHITECTURE

Following the Canyon Area water well (outside the historic district) drilled in 1961, the first three planned village zones of the Headquarters Area were built in 1963: Park Employee Housing, Utility/Maintenance Area, and sewage lagoons for the interconnecting infrastructure of the village's wastewater system. The other two zones, public-contact area and administrative offices in adjacent parts of the large Administration and Public Contact Building, were completed in 1965. Superintendent Semingsen's Monthly Reports (DINO Archives) recorded that NPS personnel planted 1,000 "trees and shrubs" and seeded 50 acres of grass at the developing Headquarters Area village in May 1962, then planted another 508 trees there in May 1965. Historic photographs (pages 32, 35, and 36) from the mid-1960s do not clearly show these young forests of transplants, but the dozens of current mature shade trees around the Headquarters Area today are likely the result and survivors of this Mission 66 effort and a half-century of irrigation.

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Canyon Area's Mission 66 Headquarters Area and resource zones in the historic district. Google Earth 2015.

### *Park Employee Housing and Infrastructure*

Eight Mission 66-standard 3-bedroom houses, derived from the same 1962 Mission 66 plan—3217-A, 3 with the garage on the left end of the living area, 4 “garage right,” and 1 with the garage rotated 90 degrees—line the northern curve of the residential zone’s access road.



Canyon Area Employee Housing, facing northwest, with Apartments building in foreground. DINO Archives, 1963.



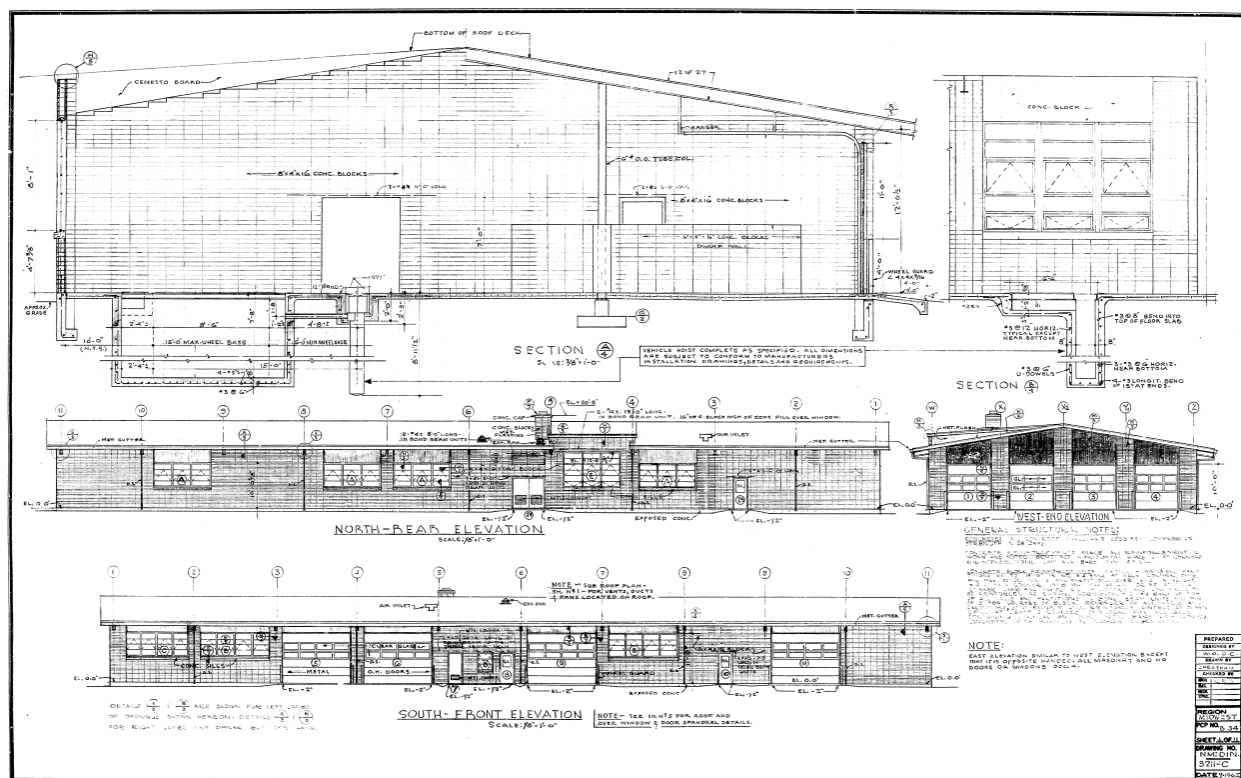
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The associated 3-bedroom WODC drawings, adapted for Dinosaur's "Artesia Headquarters" were signed by draftsman S. Quock. The 9th building in the residential area, a 6-unit apartment building, plan 3145-B, occupies a short southern spur with integrated parking. The associated "Seasonal Apartment" drawings, also adapted for "Artesia Headquarters," were signed by draftsman P.A. Kay. All these understated Ranch-style houses could have appeared in the pages of then-popular Mid-Century-Modern home and garden magazines, and together looked much like a tract-house subdivision, a combined effect not unintended by the Mission 66 program for its NPS employees (Carr et al. 2015:E21).

Allred Builders Supply of Pleasant Grove, Utah, received the contract from WODC in 1962 for \$185,806 to build all these DINO employee houses (Craig Empire Courier 13 September 1962). The contractor completed the residential area development in June 1963 followed by immediate occupation of NPS personnel, indicating the water and wastewater system, built by H.E. Britton with Burke Moving and Storage Inc. of Cheyenne, Wyoming, for \$165,120, functioned by that date as well (DINO Archives, NPS Press Release 30 August 1962).

### Utility Building



Canyon Area Utility Building by WODC draftsman "Cheatham" from standard plans. DINO Archives 1963.

The large Utility Building in the Headquarters Area, derived from Mission 66 standard plan 3211-C, is exactly twice as large in plan, at 60x181 feet, as the Quarry Area's 1958 Utility

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Building that followed plan 3114-C. The Utah-side building's drawings were initialed by San Francisco architects Anshen & Allen, also designers of the 1958 Quarry Visitor Center and associated employee housing, but the similarities to the larger counterpart Colorado-side service building suggest they both closely followed Mission 66 standards for Utility Buildings. The Colorado building's drawings are signed by a WODC draftsman named Cheatham. The Alder-Child Construction Company of Salt Lake City received a contract for \$143,500 in late 1962 to build the Utility Building, then completed the Maintenance Area in June 1963.

The MPDF "Mission 66 Era Resources" context (Carr et al. 2015:E19) confirms the standard nature of these facilities. "Mission 66 maintenance buildings were built of concrete block [as at DINO] and other economical construction materials that characterized most new maintenance buildings in the park system during the postwar period. Roofs were gabled [as at DINO] or flat in response to the park's setting, climate, and earlier architectural precedents." Typical examples, as at DINO, "included storage...workshops and structures with garage bays for maintenance [and maintaining] vehicles.... Often, new buildings contained some office space and break rooms for maintenance personnel."

At DINO's Canyon Area, its Utility Building indicated a facility large enough to house and maintain equipment for an extensive road system, such as Entrance/Harpers Corner Road and the planned cross-monument Blue Mountain Road, and to provide large heated spaces for winter work on the monument's machinery.

#### *Administration/Visitor Center*

In September 1962, NPS Director Conrad Wirth visited Dinosaur with his wife Helen, and received a thorough front-country and back-country tour of the monument and its multiple Mission 66 projects from Superintendent Semingsen. The superintendent also recorded a visit that month from WODC architect Cecil Doty, but he did not indicate if all these very-important-persons coordinated their reviews.



Canyon Area "Administration and Public Contact Building" under construction in September 1964, facing northeast with the Dakota sandstone hogback looming the background, restrooms pavilion framing in the center, and perhaps the master stonemason beside the ladder at center left. DINO Archives 1964.

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Doty likely inspected the Headquarters Area site and gathered his impressions of the geography, for developing concept drawings of the planned “Administration and Public Contact Building” to greet motoring visitors immediately on their turn from US 40. This building was not initially titled a “visitor center,” probably a political decision allowing the Utah-side to focus monument tourists on the landmark Quarry Visitor Center there. Yet, in addition to its administrative offices under the same roof, the Colorado-side Canyon Area building clearly served a “visitor center” function with its prominent location, large parking lot, public restrooms, and visitor-orientation opportunities inside.

#### Cecil John Doty

Cecil J. Doty (1907–1990) was born in Oklahoma and studied architectural engineering at Oklahoma A&M College (which later became Oklahoma State University). Hired by NPS District III director Herb Maier in 1933 to design buildings for the Civilian Conservation Corps (CCC) to build under NPS supervision, Doty transferred in 1940 with Maier to NPS Region IV in San Francisco. There, Doty produced plans for some of the agency’s first and very few late-1940s and early 1950s buildings, and became “principal architectural designer” at the new WODC in 1954, ultimately specializing in Mission 66 visitor centers (Carr 2007:147).

Doty’s formula for visitor centers included siting the buildings at a visible location near the park-area entry, “integrated with the park road and trail systems, and planned as part of the overall interpretive strategy for the park” (Carr 2007:145, Carr et al. 2015:E12). Doty then used the visitor center’s designed landscape and building orientation to guide visitors on foot along a pre-determined circulation path, starting with the building entrance being clearly visible from the parking lot. The front door was obvious to the newcomer, as were exterior doors to restrooms. For buildings with an attached office as at DINO, the visitor would barely notice the subordinate wing, even if accessed from the same public lobby. Within the building, the visitor enjoyed lobby services including a ranger at the counter, a 3-dimensional relief map, and a bookstore. Two more standard interior destinations, the interpretive/museum room and the auditorium, connected directly with the lobby through broad transitions, but in darkened spaces for exhibit cases and films (Allaback 2000:223–225).

“Doty is the individual responsible,” summarized NPS-Modern historian Sara Allaback, “for the consistency of design that is the Park Service Modern style.”

The hand of Cecil Doty influenced nearly every visitor center built.... The Park Service Modern style, like Park Service Rustic [of the 1920s through 1930s], was the choice of its day and the work of its generation (Allaback 2000:247–248).

#### Arthur Kershaw Olsen Jr.

Salt Lake City architect Arthur K. Olsen Jr. (1927–2004) was born in Iowa and received a bachelor of fine arts degree from the University of Utah in 1951. The next year he received his bachelor of architecture degree from UofU, whose campus at the time wholly embraced

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Modernism for many new buildings to accommodate ballooning post-World War II growth of enrollment. Olsen worked for several local architects—including Modernists Ralph A. Edwards and the firm of Ashton, Evans and Brazier—before setting up his own Salt Lake City office by 1958. His early independent projects ranged from public housing and motels to warehouses and industrial labs (Bowker, 1962:524 and 1970:680, Deseret News 14 February 2004, Utah Heritage Foundation et al. 2015).

In early 1962 Olsen won from WODC the contract to design the Canyon Area's Administration and Public Contact Building, its "visitor center" for Colorado-side entries. Olsen traveled to the Headquarters Area parcel in June 1962 for an on-site inspection of the location chosen by WODC landscape architects Larson and Benson in 1959. The site also served as the staging point for construction of the Entrance Road as well as the Employee Housing and Maintenance Area buildings. The next steps for developing the building design involved consultation with WODC architect Doty, NPS regional staff, and the DINO superintendent and staff.



Canyon Area "Administration and Public Contact Building" following completion in 1965, facing east-northeast with the Dakota sandstone hogback in the background, along with a few saplings at right rear, planted on the parcel in 1962 and 1965. DINO Archives 1965.

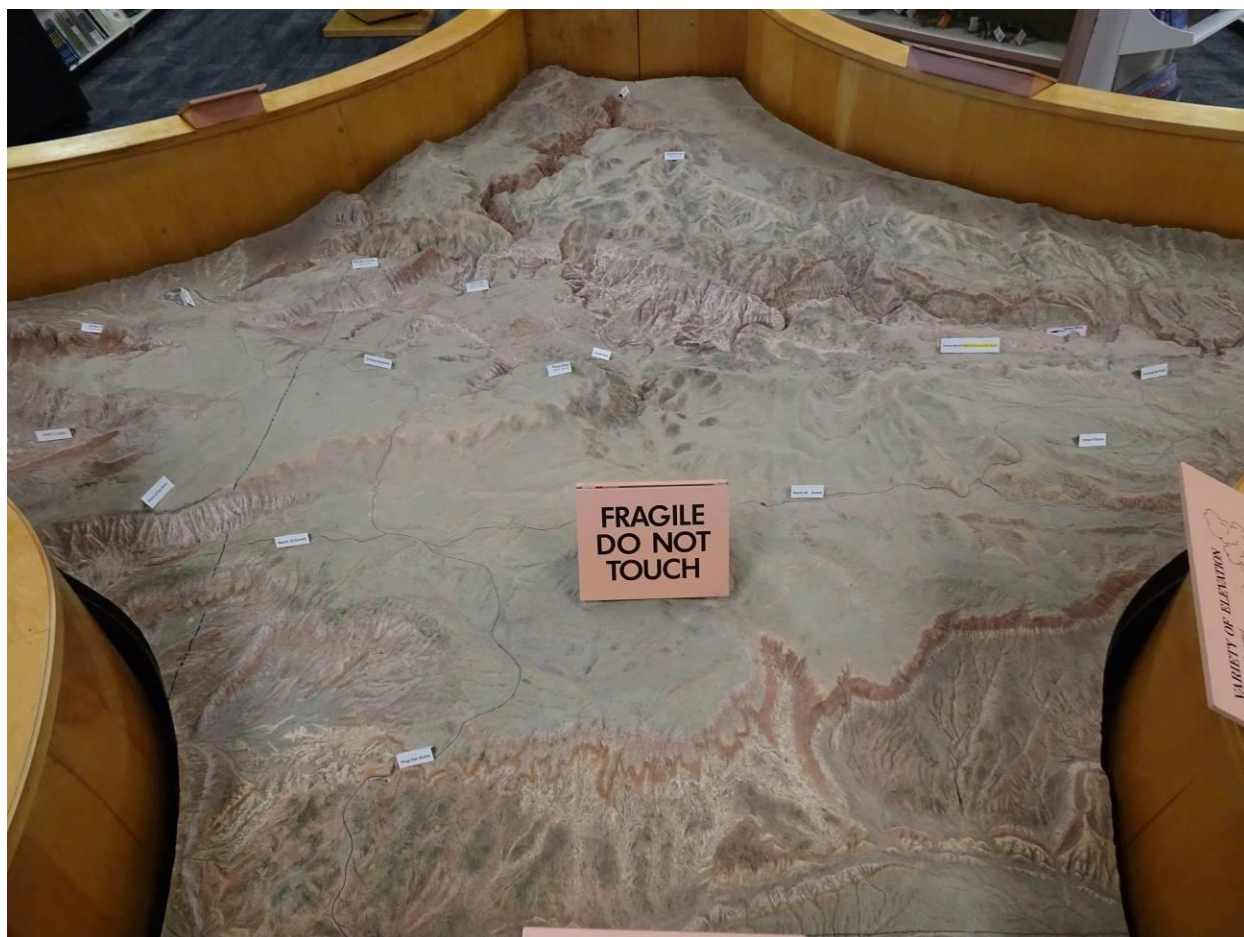
Olsen's anchor-building design for the Canyon Area followed an "organic" interplay of natural stone—imported from Ouray, Colorado (Vernal Express 13 May 1965)—and rectilinear shapes. His approach evoked the older NPS Rustic tradition but resulted in the crisp lines of NPS Modern proliferated under Mission 66. Olsen followed Doty's external- and internal-functions formula for a typical Mission 66 visitor center with administrative wing, but their selection of a cross-gabled roof and the exterior rustic stone pattern finished the building with a solid relationship to the natural Colorado Plateau formations and colors around it. Before completing the DINO building, Olsen won a WODC commission to design the visitor center for Capitol Reef National Monument in Fruita, Utah (Bowker 1970). That building, finished in 1966, also

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used heavily textured rustic sandstone-facing to blend into its desert-canyons environment, but under a flat roof and geometric Wrightian cornice along the roof line.

Contractor Alder-Child, after completing the Canyon Area Utility Building, in June 1964 won the WODC contract to build Doty's and Olsen's Administration and Public Contact Building for \$167,036. Construction moved rapidly into a mild fall, and wrapped up in February 1965, with complete outfitting and acceptance by NPS that June as part of the 50<sup>th</sup> anniversary celebrations of Dinosaur National Monument's original 1915 proclamation.



A significant artifact (although not classified in this district nomination) of the Mission 66 Era at Dinosaur National Monument is the 3-dimensional relief map, or terrain model, pioneered by early USGS and NPS interpretation programs, and typical in Mission 66 visitor centers developed between 1956 and 1966 (Allaback 2000:200–202) throughout the national parks system. The DINO map/model is on public display (in 2020) inside the Canyon Area 1965 Headquarters building. Harpers Corner Road begins at bottom left with destination of Harpers Corner and Echo Park at top-left. James Steely, 2019.

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### Completing Mission 66 at Dino

Final touches on Harpers Corner Road continued throughout 1966, including completion in September of the 1-mile Harpers Corner Trail leading from the road's parking lot to the end of the peninsula for the best public overviews of the Yampa and Green Rivers' canyons. As the National Park Service's own 50<sup>th</sup> anniversary ended that year with the official conclusion of Mission 66, popularity of the program and continuing projects transitioned into "Parkscape USA," a similar modernization push through the 100<sup>th</sup> anniversary of the first national park, Yellowstone, in 1972.

Indeed, north-south Harpers Corner Road did not fully and officially open to the public until June 1967, but its construction, starting in 1956 and spanning the entire Mission 66 era, remained firmly associated with Mission 66. Its east-west counterpart of Blue Mountain Road, conceived to present the maximum backcountry of DINO to the motoring public, died unceremoniously in June 1967 as its construction bids arrived at more than 25 per cent over BPR's estimated costs, and mounting political and private-landowner opposition sealed its fate.

### Summary

These visitor and management resources are historically significant in the National Register of Historic Places area of Politics/Government, because of the national political spotlight turned on Dinosaur National Monument during and after the Echo Park dams controversy. Government at the highest levels—led by Congress and the NPS directorate—singled out Dinosaur for expansion and development during Mission 66. On the "Colorado-side" of the monument, powerful US Representative Wayne Aspinall ensured that his district received the new Mission 66 headquarters and a major road into the heart of the monument, overlooking and accessing Echo Park itself. The DINO Mission 66 resources are also significant under the NRHP areas of Landscape Architecture, Engineering, and Transportation, inseparable since the most visible engineering feat of the program at Dinosaur's Canyon Area, Harpers Corner Road, enhanced motor vehicle-access for visitors and staff, and opened up huge areas of the monument to continuous views and strategic overlooks. Finally, these resources are significant in the areas of Community Planning and Development, and Architecture, also evaluated together because of the characteristic village- and zone-planning process under Mission 66 by NPS landscape architects in concert with WODC architect Cecil Doty and contract architect Arthur Olsen, designers of the 1965 "Administration and Visitor Contact Building" Visitor Center property type.

The period of significance is 1956–1967, and the level of significance is statewide because the Mission 66 work here is unmatched in adaption to this particular landscape, with a highway-class park road connecting Colorado services at US 40 to a unique Colorado vista-point above Harpers Corner. Further, no other national park in Colorado accesses the stark canyons-edge of the Colorado Plateau, or such strategic and reachable views of the state's only major waterway, Green River, that does not originate in the state. Improvements at Dinosaur National Monument's Canyon Area began in 1956 at the beginning of Mission 66 with work on the signature project there, Harpers Corner Road. DINO's improvements became some of the very

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first finished Mission 66 projects in Utah and nationally, with improvements continuing at DINO until Harpers Corner Road was completed in 1967, a few months after the official end of the program.

Dinosaur National Monument's Canyon Area and Harpers Corner Road Historic District represents the majority of original development on the monument's Colorado expanse. Mission 66 development began in Dinosaur at the height of national attention focused on the monument because of the Echo Park/Green River dams environmental controversy, and improvements continued through and a few months beyond the close of the program in 1966. This development episode became the monument's most significant period in its development history, and its Mission 66 resources embody the goals and ideals of the national program. These resources continue to carry a heavy load of use and utility for daily and seasonal operations of the monument.

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Division, 2016. See also  
[http://blmwyomingvisual.anl.gov/docs/NAEP\\_2016%20VRP%20Overview\\_020816\\_final.pdf](http://blmwyomingvisual.anl.gov/docs/NAEP_2016%20VRP%20Overview_020816_final.pdf). This early document on the subject provides terms and links to other agencies, particularly the Bureau of Land Management, who have developed more details analysis.

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

The historic district boundary begins at the Canyon Area's Headquarters Area Entrance Sign on US Highway 40, then crosses the highway north into the Headquarters Area to encompass its administrative, visitor, maintenance, housing, and wastewater infrastructure zones within historic ground disturbance. North of the Headquarters Area, Harpers Corner Road extends about 25 miles within a 200-foot NPS-owned right-of-way across private and other public lands. Within the main monument boundary and the road's north 6 miles, the district narrows to the 40-foot right-of-way of the road disturbance, widening and extending to include associated overlooks, turnouts, and parking areas. Throughout the 31 miles of Harpers Corner Road, the district widens and extends to encompass each of 10 turnouts and access lanes with scenic overlooks and short trails. At the Road's end and parking lot loop upon the Harpers Corner peninsula, the boundary follows the 12-foot width of Harpers Corner Trail 1 mile to its approximately 45x215-foot fenced platform and overlook.

**Boundary Justification** (Explain why the boundaries were selected.)

The Canyon Area and Harpers Corner Road Historic District boundary encompasses a contiguous district connecting the developed areas of each contributing property through the limits of ground disturbance for Mission 66 construction against the natural landscape of the Colorado Plateau/Wyoming Basin. Each site, structure, building, and object is linked directly to or by a road spur to the Headquarters Area parcel and Harpers Corner Road's 200-foot (across other lands) and 40-foot (within the main monument boundary) right-of-way and various entry and overlook spurs, including Mission 66 overlook parking lots and short visitor trails. (DINO official mapping questionably includes the flanking 400-foot scenic easements purchased with that right of way across private and other public lands.) This is essentially a linear district with expanded boundary when it connects with a contributing resource.

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date: 26 January 2021

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### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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### Photographs

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

### Photo Log

Name of Property: Canyon Area and Harpers Corner Road Historic District

City or Vicinity: Dinosaur (Vicinity)

County: Moffat and Uintah State: Colorado and Utah

Photographer: James W. Steely

Date Photographed: November 2017 and June 2019

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

1 of \_\_\_\_.

*DOE Phase 1 and 2: see Photographs embedded in text, and accompanying digital Photographs.*

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 USC.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.