

Crater Lake North Entrance Road

Crater Lake National Park, Klamath County and
Douglas County, Oregon

National Register of Historic Places Determination of Eligibility Assessment



LOGAN SIMPSON

NATIONAL REGISTER OF HISTORIC PLACES DETERMINATION OF ELIGIBILITY ASSESSMENT OF THE NORTH ENTRANCE ROAD

CRATER LAKE NATIONAL PARK, KLAMATH COUNTY AND DOUGLAS COUNTY, OREGON

Prepared for
National Park Service
Interior Regions 8, 9, 10, and 12
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1. EXECUTIVE SUMMARY

Introduction

The National Park Service (NPS) requested that Stanley-DOWL Joint Venture and Logan Simpson perform a National Register of Historic Places (NRHP) eligibility (DOE) assessment of the North Entrance Road, located within Crater Lake National Park (CRLA), Klamath County and Douglas County, Oregon. This project is part of a larger task related to the on-going efforts of NPS to evaluate and nominate properties to the NRHP that are significant to the history of this Nation pursuant to Section 110 of the National Historic Preservation Act of 1966, as amended. Through these efforts, the following DOE is a means by which to provide NPS with sufficient information to manage critical resource data about properties within parks worth of preservation. Under the current task order (140P8521F0120), those resources associated with the Mission 66 period of significance (1945-1972), falling under all three phases, the Pre-Mission 66 Era (1945-1955), Mission 66 Program (1956-1966), and Parkscape USA (1967-1972).

Methodology

This evaluation was prepared through on-site inspection, archival research, and professional analysis. Prior to conducting fieldwork, Electronic Technical Center (eTIC) files were reviewed. Those files included both publicly accessible files and those only available to NPS staff. Non-public files were provided by Vida Germano, the NPS project manager for this task. NPS provided existing site plans, GIS data, reports, and any previous NRHP evaluations and nominations related to the subject property. In addition, archives housed with CRLA were reviewed during the park site visit on October 14, 2021, and included any supplementary data not housed electronically with NPS. The Multiple Properties Documentation Form (MPDF) was consulted prior to fieldwork to identify the registration requirements and overall historic context for Mission 66 and the North Entrance Road at large.

Documentation of the North Entrance Road at CRLA was completed October 12, 2021. Fieldwork was completed by Historic Preservation Specialists Langston Guettinger, M.A., and Kathryn McKinney, B.A., under the supervision of Logan Simpson Project Manager Jennifer Levstik, M.A. In-field documentation of the North Entrance Road at CRLA and its associated features was completed according to Cultural Landscapes Inventory Professional Procedure Guide methodology using written documentation of construction techniques and materials, architectural and character-defining features, dimensions, condition,

and setting¹. The property was also recorded with a Global Positioning System (GPS) to record all latitudinal and longitudinal locations. Photographs of the North Entrance Road, and associated views, and vistas, were taken along the North Entrance Road ending at the North Junction. All photographs not included herein will be provided to NPS on an electronic disc.

Professional analysis and evaluation of the resources for eligibility for inclusion in the NRHP is based on the National Register Bulletin: How to Apply the National Register Criteria for Evaluation and MPDF: National Park Service Mission 66 Era Resources.²

Administrative Data

Name and Location

North Entrance Road, CRLA, Klamath County and Douglas County, Oregon

Classification

Ownership of property: Federal

Category of property: Road system; no resources appear eligible for listing in the NRHP, either individually or as contributors to a district.

Historic Function

Road system

Current Function

Road system

Architectural Classification

Highway circulation corridor

Summary of Eligibility

The North Entrance Road in CRLA, Klamath County and Douglas County, Oregon, is not eligible for the NRHP, because it does not meet the criteria for NRHP eligibility laid out in the Mission 66 era Resources MPDF. These guidelines specify that “to be eligible for the NRHP road evaluations should be viewed in terms of a park-wide road survey and subsequent nomination of all or parts of the corridors.”³ In addition

¹ Robert R. Page, *National Park Service Cultural Landscapes Inventory Professional Procedures Guide* (Washington DC: National Park Service, 2009).

² Carly M. Piccarello, *National Park Service Mission 66 Resources, Multiple Properties Documentation Form*, (Washington DC: National Park Service, 2015).

³ Piccarello, *Mission 66 Resources*, F. 92.

to this, the guidelines state that “the quantity and quality of associated structures may aid to determine a Mission 66 road corridor’s significance.” The only portion of the road corridor that possesses integrity to the Mission 66 period of significance is the Pumice Desert wayside exhibit parking area, but it lacks distinction and any indication of association with Mission 66. In addition to this, the North Entrance Road was not associated with any other Mission 66 road construction projects besides the construction of the Pumice Desert wayside exhibit and parking area. The road appearance we see today is the result of the realignment and widening project completed in 1987. While roads are subject to periodic maintenance over time, including regrading and re-paving, those actions in and of themselves are not necessarily detrimental to its historic integrity. On the other hand, as is the case with the North Entrance Road, the re-alignment of the route removes the original design and intent of the road and adversely affects its ability to convey its historical alignment.

The North Entrance Road corridor is recommended not eligible for listing in the NRHP. Additionally, there are no individual associated structures along the North Entrance Road that meet the MPDF road registration requirements. The overall condition of the documented resource is good; however, modern upgrades and alterations to the road’s alignment have changed its materials and design and as such they no longer retain their historic fabric. As a result, these changes have compromised the resource’s integrity of feeling, design, materials, and workmanship, and ability to express association with the Pre-Mission 66 era, the Mission 66 era, or Parkscape USA era.

2. EXISTING CONDITIONS DESCRIPTION

Overview

The documented properties are in CRLA, southeast of the crest of the Cascade Range and northeast of the city of Medford. Crater Lake is a landscape shaped by volcanic processes with few glacial features. The lake itself lies inside the collapsed remnants of an ancient volcano known as Mount Mazama, its climatic eruption happening around 7,770 years ago. The Umpqua National Forest surrounds CRLA for five miles on the north boundary and lying adjacent to the park are the Rogue River-Siskiyou National Forest southwest of the park, the Fremont-Winema National Forest southeast of the park, and the Sun Pass State Forest south-southwest of the park.

CRLA is situated on the crest of the Cascade Range in southern Oregon along the Pacific Northwest’s volcanic belt with the most recognized volcanoes located along what is known as the High Cascades, ranging 20 to 25 miles wide from north to south. Mount Mazama’s summit originally reached a maximum height between 10,000 and 12,000 but once the eruption was over the summit collapsed and disappeared,

leaving in its place a caldera between five and six miles wide and 4,000 feet deep creating what we know today as Crater Lake.⁴ There is evidence of “glacial moraines and tills interbedded among lava flows,” a reflection of glaciers advancing and retreating several times while the mountain was growing.⁵ Visitors use the park’s approach roads, like the North Entrance Road, which leads them to the park’s North Junction and Rim Drive to view Crater Lake.

The North Entrance Road is one of the major approach roads that extends from Oregon Route 138 and leads to CRLA’s North Junction. The North Entrance Road begins at the park’s northern boundary; although it remains closed during the winter season, it is one of the most used approach roads throughout CRLA with its relatively straight alignment and higher posted speed compared to other park roads. The first known road to lead from the northern boundary into CRLA was an auto trail called the Diamond Lake Auto Trail dating to 1919. The greatest changes to road development happened during the 1920s and 1930s, when the Bureau of Public Roads (BPR) and the National Park Service (NPS) collaborated on road improvement projects. Park road projects were implemented in cooperation with the BPR beginning in 1925 and within a year the first roadway projects were completed with widening the road, the installation of log guardrails, and macadam surfacing. A 2002 archaeological survey found there to be two different routes consisted of what was known as the Diamond Lake Auto Trail, and an earlier route that was widened and realigned starting in 1931. This route was renamed Route 8 with the final stage of paving construction completed in 1936 (Appendix A: Figures 3-7).

Changes to park roads were made to adhere to the modern planning and design principles associated with the Mission 66 program. Modernization was implemented to accommodate higher traffic volumes at higher speeds and winding roads were to be straightened and widened, with the goal of making movement throughout the parks easy, efficient, and fast. Integrating the roads into the landscape was achieved through park road design standards. The North Entrance Road was not included in major development projects during the Mission 66 program except for the parking area located at the Pumice Desert (FN 1). The NPS decided not to elect the North Entrance Road corridor to be improved because the southern approaches were a higher priority.⁶ The current road appearance that we see today is the result of the most recent reconstruction project that occurred during the 1980s (Photographs 1-2). In 1980, the park boundary was changed. In 1983, the Federal Highway Administration (FHWA), the successor to BPR, decided that the North Entrance Road should be widened to twenty-eight feet to accommodate the increased heavy summer traffic volume. This also included moving the entrance station one and a half miles north with a turnaround

⁴ Stephen Mark and Jerry Watson, *Rim Drive Cultural Landscape Report Crater Lake National Park, Oregon*, (National Park Service, U.S. Department of the Interior, 2009), 121.

⁵ Ibid.

⁶ Ibid.

and information kiosk built nearby (North Entrance Kiosk). The construction project started in 1985 and was completed in 1987, with construction that also included the realignment of the North Junction and parking area, destroying the original roadways of the 1930s (Appendix A: Figures 9-14). Today, there continues to be a two-way roadway twenty-four feet wide and two-foot wide shoulders on each side, a double yellow line running down the center of the road. At other times a single yellow line with yellow dashes to identify passing areas, and single white lines, also known as fog lines, on either side indicating the border between the drive lanes and shoulders.⁷ The roadway gently curves in some areas, but for the most part is a straight linear roadway. It is paved with asphalt and is curb-less except at the park's entrance stations.

The North Entrance Road corridor is also associated with Crater Lake Highway and the Volcanic Legacy Scenic Byway. Crater Lake Highway is an Oregon state highway that runs north-northeast from Medford, turning east as it approaches the park, and then turning south-southeast as it approaches Klamath Falls, comprising a portion of the Volcanic Legacy Scenic Byway. The Volcanic Legacy Scenic Byway, also known as the Volcanic Legacy Scenic Byway All-American Road, is a route that spans 500 miles extending from its northern point at CRLA into its southern counterpart in California at Lassen Volcanic National Park. Scenic byways are described as being “roadways that travel through corridors possessing significant tangible and intangible resources (natural and human made resources or features) ...and must provide an exceptional travel experience.”⁸ The Volcanic Legacy Scenic Byway was designated by the FHWA as an All-American Road in Oregon in 1997 and in California in 2002.⁹ The Byway extends from Oregon Highway 138 and joins the North Entrance Road at the north entrance to CRLA, leading to Rim Drive. The Byway subsequently stretches through Annie Spring Junction and joins South Highway 62 (Route 2) leading to CRLA's south entrance. The Byway showcases unique volcanic features and remarkable natural scenery alongside its route.

There are four major points of entry to CRLA with the north entrance one of the most often used roads to reach Rim Drive. The north boundary is marked by a stone masonry entrance sign hung from a gibbet (Photograph 3). In addition to the entrance sign, situated across the highway is a bollard, constructed with the intention to balance the visual effect at the park's entrances (Photograph 4). Entrance signs were “designed to allow visitors to photograph themselves adjacent to the entrance sign and there was usually a

⁷ Hennebery Eddy Architects. *Mission 66 Entrances, Joshua Tree National Park, California*. National Park Service, U.S. Department of the Interior, (2017), 4.

⁸ Oregon Department of Transportation, *Volcanic Legacy Scenic Byway All-American Road, Corridor Management Plan Update for Oregon and California*, December 2018.

⁹ Ibid.

small parking pullout from the main entrance road.”¹⁰ The original entrance signs were constructed in 1935 by the Civilian Conservation Corps (CCC) who implemented a design by Francis F. Lange, a resident landscape architect hired by the NPS with ECW (CCC) funding.¹¹ Later alterations occurred in the early 1970s and featured CorTen steel to generate a brown color finish.¹² In 1997-1999 entrance signs were updated to replicate the original CCC and Lange’s design.¹³

Located on the North Entrance Road corridor and within fifty feet of the park’s entrance station, the North Entrance Station. There are two fee stations, the East Fee booth, and the West Fee booth. The West Fee booth is often used for overflow when long visitor car lines form during the busy summer season.¹⁴ Both entrance booths are modern non-historic buildings that were constructed in 1990 when they replaced the Mission 66 booth that was moved from the old north entrance. Many changes have occurred since then including an ADA accessible ramp that is located along the asphalt pavement and concrete apron edge and raised curb.¹⁵ Not far from the entrance station is the North Entrance pull over where visitors can read information signs at the kiosk or use the vault toilet. Along the North Entrance Road and located close to the road corridor’s midpoint is a paved parking area for the Pumice Desert wayside exhibit that offers a view of the expansive Pumice Desert. Located further south from the Pumice Desert overlook is the Pacific Crest Trailhead parking area located west of the North Entrance Road, which was added after the Mission 66 period of significance.

The interpretive kiosk and multiple safety road signs were added after the Mission 66 period of significance and are located on both sides of the road extending from the North Entrance sign to the North Junction. The road’s designed and natural drainage systems include culverts and ditches. The only structures along the road corridor are the Pumice Desert wayside exhibit, the Pacific Crest Trailhead parking area, and half-circle pullouts. Various unnamed pullouts are present on both sides of the road and constructed of paved asphalt; the pullouts are surrounded by the park’s natural and designed vegetation providing views of the vast mountain ranges located along the northern portion of CRLA.

¹⁰ Piccarello, *Mission 66 Resources*, F81.

¹¹ Electronic communication from Stephen Mark, Crater Lake Historian to Logan Simpson, February 2022.

¹² Ibid.

¹³ Ibid.

¹⁴ Ibid.

¹⁵ Ibid.



Photograph 1. Overview North Entrance Road at the North Entrance boundary, facing north, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_001)



Photograph 2. Overview North Entrance Road facing Oregon Route 138 (OR-138), facing northeast, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_002)



Photograph 3. North Entrance sign at the North Entrance boundary, facing south, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_003)



Photograph 4. North Entrance bollards, facing south, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_004)

One of the documented North Entrance Road features defined by the Mission 66 era Resources MPDF as 1945-1972, includes all three phases, the Pre-Mission 66 Era (1945-1955), Mission 66 Program (1956-1966), and Parkscape USA (1967-1972) (Table 1). A description of each feature along the North Entrance Road is detailed in the following section, which includes a description of landscape characteristics, such as vegetation, spatial organization, natural and designed drainage systems, associated structures, and views and vistas. Landscape feature descriptions also include feature descriptions.

Table 1. List of surveyed features.

Feature	Construction Date
Pumice Desert Wayside Exhibit	1958
North Entrance Kiosk Pullout	Post-Mission 66
Old North Entrance Turnaround	Post-Mission 66
Blowdown Pullout	Post-Mission 66
North Entrance Kiosk Pullout Comfort Station	c. 1987
North Entrance Kiosk Pullout Information Board	1987
Culverts	Post-Mission 66
East Fee Booth	c. 1990
West Fee Booth	c. 1990
North Boundary Entrance Sign	c. 1999

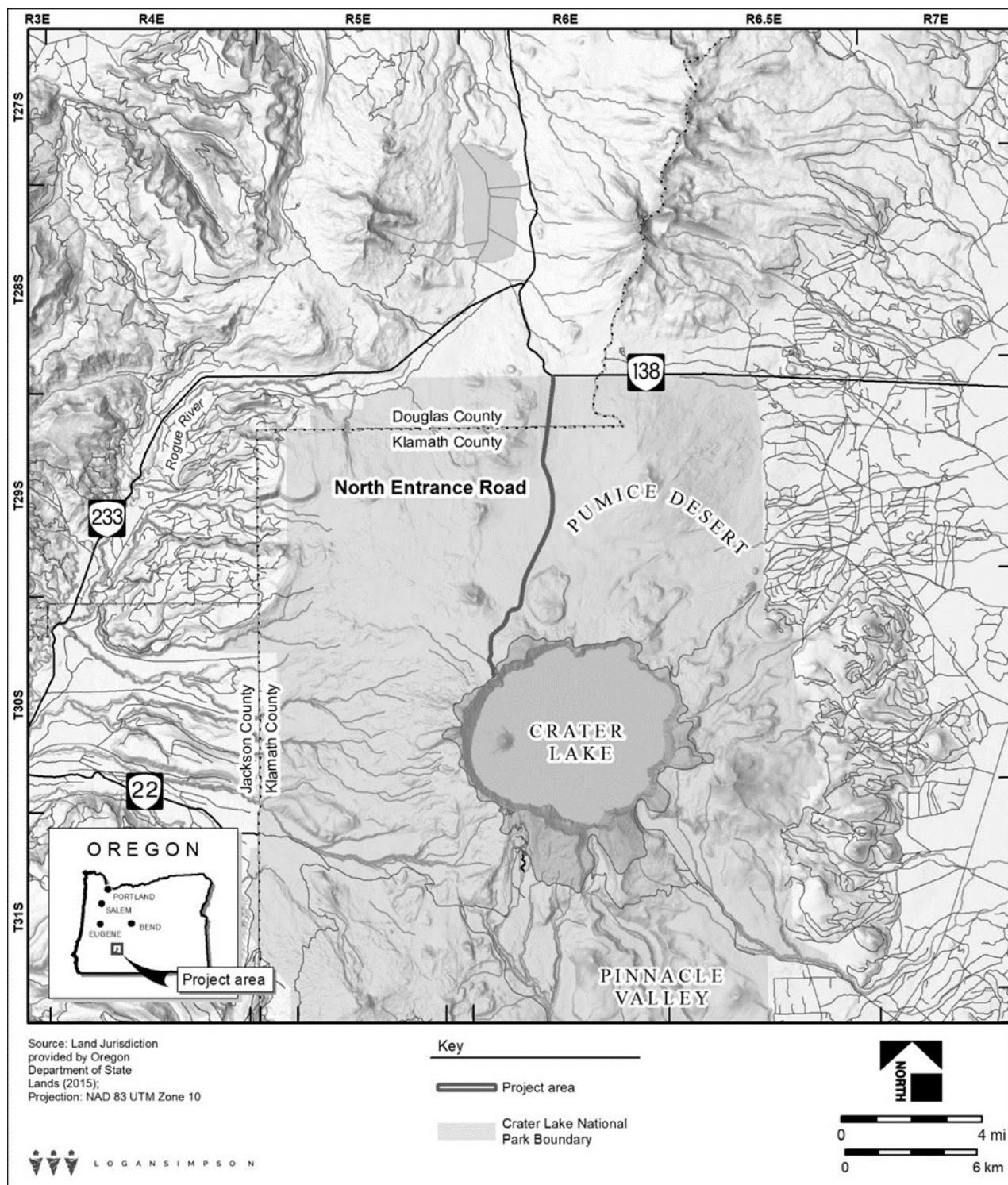


Figure 1. Location of North Entrance Road, intersection with Oregon Highway 138 CRLA, Oregon.

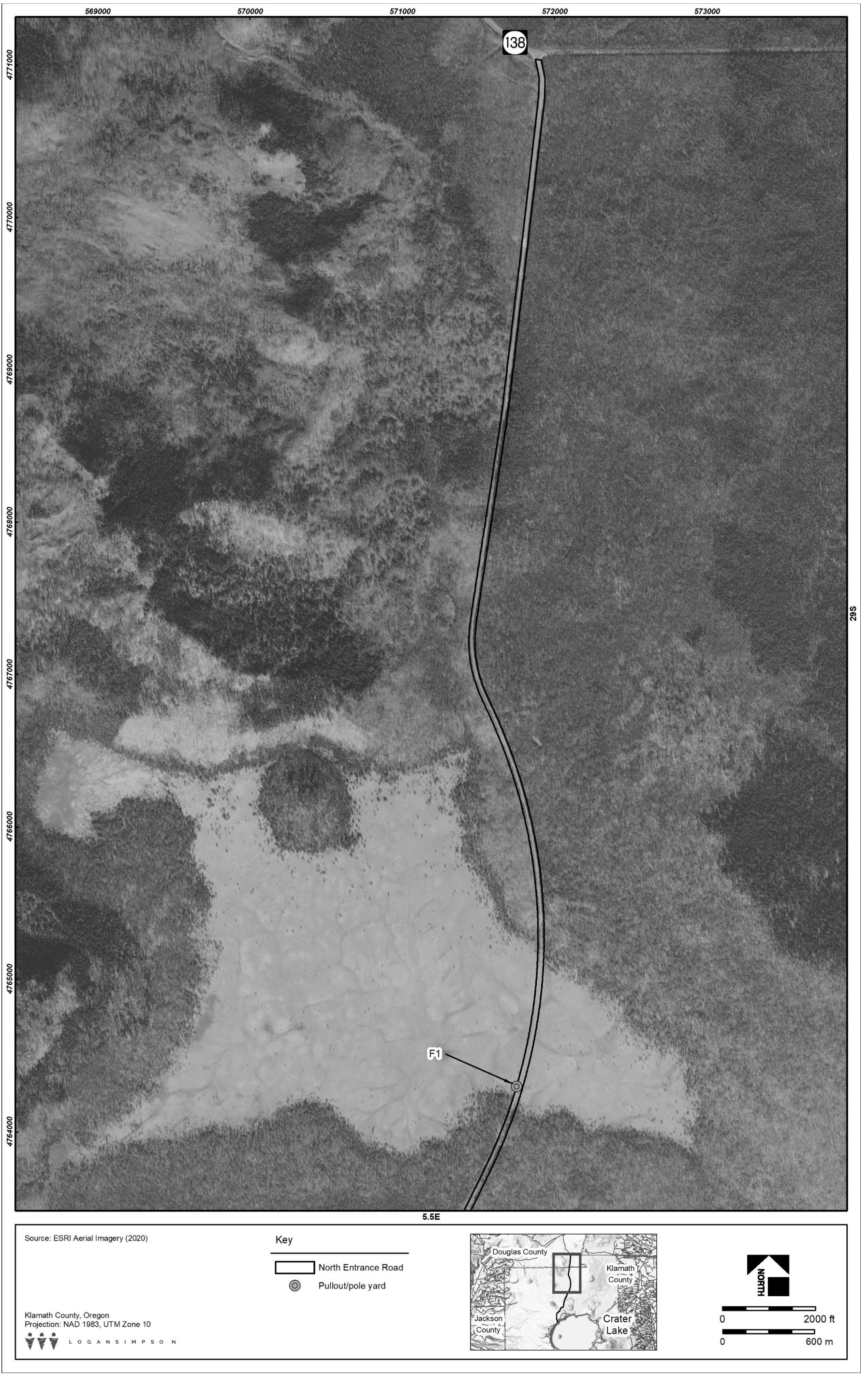


Figure 2. Location of features along the CRLA North Entrance Road.

Vegetation

A mixture of 180,000 acres of forests, meadows, wetlands, and pumice fields surrounds Crater Lake.¹⁶ Vegetation in the region is associated with around 700 species of native vegetation such as wildflowers, mosses, and trees. Wildflowers found throughout the region include fireweed, western boneset, goldenweed, rabbitbrush, dwarf monkeyflower, and Lewis monkeyflower.¹⁷ CRLA contains several plants of conservation concern because they are either rare, sensitive, or threatened, and therefore special management is given to these conservation concerns.¹⁸ Current plants that are listed as being in danger include the pumice grapefern *Botrychium pumicola*, and Crater Lake rockcress, *Boechera horizontals*.¹⁹ There are also a number of invasive plant species that have to be continually managed in some areas of the park, those include dyer's woad, Canada thistle, spotted snapweed, St. John's wort, and Bull thistle.²⁰ The most common trees that are planted throughout the region include mountain hemlock (*Tsuga mertensiana*), Western hemlock (*Tsuga heterophylla*), Shasta red fir (*Abies magnifica x procera*), ponderosa pine (*Pinus ponderosa* var. *ponderosa*), whitebark pine (*Pinus albicaulis*), white fir (*Abies concolor*), Western white pine (*Pinus monticola*), Subalpine fir (*Abies lasiocarpa* var. *lasiocarpa*), Sugar pine (*Pinus lamertiana*), incense cedar (*Calocedrus decurrens*), Englemann spruce (*Picea engelmannii*), Douglas-fir (*Pseudotsuga manziesii* var. *Manziesii*), lodgepole pine (*Pinus contorta* var. *latifolia*), quaking Aspen (*Populus tremuloides*), and Black cottonwood (*Populus trichocarpa*).²¹ Many of these plant and tree variations can be found along the North Entrance Road corridor (Photographs 5-6). Vegetation is used along the road corridor to blend ditches and shoulders and often "Cut-and-fill slopes" were filled in, seeded, and fertilized to restore construction scars.²² The area that illustrates the paucity of vegetation is the Pumice Desert located around the midpoint of the road corridor.

¹⁶ National Park Service, *Crater Lake National Park*, "Plants," <https://www.nps.gov/crla/learn/nature/plants.htm>, accessed March 11, 2022.

¹⁷ Ibid.

¹⁸ Ibid.

¹⁹ Ibid.

²⁰ Ibid.

²¹ Ibid.

²² Picarello, *Mission 66 Resources*, F.91.



Photograph 5. Overview of vegetation and road, located north of the Pumice Desert, view facing north, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_005).



Photograph 6. Overview of vegetation and road, shoulder near the North Entrance, view facing south-southeast, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_006).

Circulation

The North Entrance Road is one of the primary circulation arteries within the park during the summer and was most recently upgraded in 1983-1984 to a two-way roadway twenty-four feet wide and two-feet wide shoulders on each side. There is a double yellow line running down the center of the road and at other times a single yellow line with yellow dashes to identify passing areas, and single white lines, also known as fog lines, on either side indicating the border between the drive lanes and shoulders.²³ The roadway gently curves in some areas, but for the most part is a straight linear roadway. It is paved with asphalt and is curbless except for at the park's entrance stations. The spatial organization of CRLA's North Entrance Road remains relatively intact and its configuration consists of a curvilinear alignment that allows for slight turns to provide visitors with "a visual cue to a natural feature of importance"²⁴ (Photographs 7-8). The overall spatial organization for the North Entrance Road is articulated through the designated interpretive wayside exhibit at the Pumice Desert and the numerous pullouts located on both sides of the road, some utilized as vista viewpoints, safety pullouts, and parking areas.



Photograph 7. Overview of road alignment, located north of the Pacific Crest Trail parking area, view facing north, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_007)

²³ Hennebery Eddy Architects. *Mission 66 Entrances, Joshua Tree National Park, California*. National Park Service, U.S. Department of the Interior, 2017), 4.

²⁴ Picarello, *Mission 66 Resources*, F.93.



Photograph 8. Overview of curving road alignment located south of the Pacific Crest Trail parking area, view facing north, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_008)

Paved Parking Pullouts

Paved pullouts are designed features that provide “stopping points that afford important views and vistas for the visitor.”²⁵ In addition to this, paved pullouts allowed automobiles to safely pull off the road. There are seven paved parking pullouts located along both sides of the North Entrance Road corridor within CRLA. These irregular half circle pullouts are constructed with paved asphalt. Three of the seven paved pullouts have names per NPS GIS data – the North Entrance Kiosk, the Old North Entrance Turnaround, and the Blowdown Pullout. The North Entrance Kiosk pullout (c.1985-1987) (Photograph 9) has a non-historic comfort station, bear-proof box trash receptacle, and information kiosks. The North Entrance Turnaround pullout is a loop surrounded by lodgepole and ponderosa pine (Photograph 10). The Blowdown Pullout is a paved pullout alongside the edge of the road, lined with a deteriorating small retaining wall providing scenic views (Photographs 11-13). The paved pullouts do not date to the Mission 66 period of significance (Appendix A: Figures 11-14).

²⁵ Mark and Watson, *Rim Drive Cultural Landscape Report Crater Lake National Park*, 129.



Photograph 9. Overview of the North Entrance Kiosk pullout, view facing northwest, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_009)



Photograph 10. Overview of the Old (pre-1980) North Entrance Turnaround pullout, view facing northwest, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_010)



Photograph 11. Overview of the Blowdown Pullout, view facing north, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_011)



Photograph 12. Overview of the Blowdown Pullout, paved pullout, and road meet, view facing south, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_012)



Photograph 13. Overview of the remnants of a retaining wall, approaching the North Junction beneath the Blowdown Pullout, view facing east, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_013)

Views and Vistas

The region is characterized by basin and range topography. Peaks at the division between the High Cascades and the basin consist of a series of shield volcanoes and composite cones dating back one million years ago forming a base of 5,000 to 6,000 feet in elevation.²⁶ Paved pullouts are areas that provide large scenic vistas of the park (Photographs 14-15) incorporating views of different peaks visitors encounter as they drive along the road corridor. The Pumice Desert wayside exhibit and parking area allows visitors to view Red Cone, Desert Cone, and Diamond Peak in the distance, located on the west side of the North Entrance Road (Photographs 16-18). East of the North Entrance Road at the Pumice Desert is where park visitors can view Timber Crater (Photograph 19). Further south along the road corridor, park visitors can see more vast expansive views of the mountain ranges in the region as they arrive closer to the North Junction and Rim Drive (Photograph 20).

²⁶ Kelly N. Kritzer, *Report on the Archaeological Survey of the Proposed Highway 62 (West Entrance Road) Improvements, Federal Highway Administration Project "OR PRA-CRLA 11(4)," Crater Lake National Park, Oregon*, Crater Lake National Park, United States Departments of the Interior, Crater Lake, Oregon (August 19, 2022).



Photograph 14. Viewshed south of the Pacific Crest Trailhead, view facing west, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_014)



Photograph 15. Viewshed of south of Pacific Crest Trailhead, view facing northwest, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_015)



Photograph 16. View of Desert Cone from the Pumice Desert Wayside Exhibit, view facing west-southwest, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_016)



Photograph 17. View of Desert Cone from the Pumice Desert Wayside Exhibit, view facing northwest, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_017)



Photograph 18. View of Diamond Peak from the Pumice Desert Wayside Exhibit, view facing north, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_018)



Photograph 19. View of Timber Crater from the Pumice Desert Wayside Exhibit, view facing northeast, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_019)



Photograph 20. View of mountain range north of North Junction, view facing southwest, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_020)

Natural and Designed Drainage Systems

Designed drainage systems throughout CRLA and alongside the North Entrance Road consist of multiple cross drainage systems commonly constructed with a culvert and a masonry headwall to direct the flow of water from snow melt through the culvert. The culverts along the North Entrance Road consist of standard corrugated galvanized steel pipes, measuring approximately eighteen inches in diameter (Photograph 21). Approach roads generally lack headwalls, but often have extended ditches where pumice absorbs the water.²⁷ Maintenance such as cleaning out and minor repairs of inlets, culverts, and other drainage systems happens on a recurrent basis and at set intervals.²⁸ Culverts found along the North Entrance Road corridor are of post-Mission 66 construction.

²⁷ Ibid.

²⁸ Mark and Watson, *Rim Drive Cultural Landscape Report Crater Lake*, 180.



Photograph 21. Culvert on the west side of the North Entrance Road, located south of the Pumice Desert Wayside Exhibit, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_021)

Associated Structures

Pumice Desert Wayside Exhibit (FN 1)

The Pumice Desert is the after effect of the Mount Mazama eruption when ash and pumice flowed down the slopes of the mountain and deposited into the valley that is now flat land with porous deposits and little vegetation (Photographs 22-23). The Pumice Desert wayside exhibit was constructed in 1958 and is an interpretative turnout that currently has a paved asphalt parking loop lined with wooden guardrails and an empty masonry podium, overlooking the Pumice Desert (Photographs 24-27). The Pumice Desert Wayside Exhibit (FN 1) is the only associated feature along the North Entrance Road that has any integrity related to the Mission 66 period of significance. The wooden guardrails exhibit integrity related to Mission 66 considering the MPDF states that during Mission 66, “Other roads continued using log guardrails to maintain a rustic feeling along the corridors.” A stone masonry podium at the wayside exhibit lacks any indication that the feature is associated with Mission 66. Overall, the interpretative turnout lacks distinction related to the Mission 66 period of significance.



Photograph 22. View of road at the Pumice Desert, view facing north, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_022)



Photograph 23. View of road at the Pumice Desert Wayside Exhibit parking area, view facing east, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_023)



Photograph 24. Overview Pumice Desert Wayside Exhibit parking area, view facing northwest, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_024)



Photograph 25. Overview Pumice Desert Wayside Exhibit parking area, view facing southwest, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_025)



Photograph 26. Overview Pumice Desert Wayside Exhibit guardrail detail, view facing west, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_026)



Photograph 27. Overview Pumice Desert Wayside Exhibit guardrail, view facing southwest, October 12, 2021. (OR_Klamath County and Douglas County_North Entrance Road_027)

3. SITE HISTORY AND CONTEXT

North Entrance Road History

In 1870, Ohio-native William Gladstone Steel read an article about an unusual lake in Oregon. The story sparked Steel's imagination and he vowed to see the lake for himself someday. Two years later, Steel's family moved to Portland, Oregon; another thirteen years passed before Steel finally visited Crater Lake. He was so moved by the landscape that he decided that it should forever be a public park. His seventeen-year quest to see Crater Lake established as a national park had begun. In 1886, Steel assisted Clarence Dutton for the U.S. Geological Survey with the earliest map of the lake, first printed in 1887.²⁹ In 1902, CRLA was created by an Act of Congress signed by President Theodore Roosevelt.³⁰

The park's earliest road alignments originally had narrow widths, but eventually would become difficult for park visitors. Early roads were built with steep grades and numerous curves which eventually led to decisions to reconstruct approach roads with wider roadways, gradual curves, and reduced grades.³¹ The main roads within CRLA were designed and constructed to provide access to the park's scenic features mostly concentrated along Rim Drive surrounding Crater Lake. The North Entrance Road begins at the park's northern boundary and is constructed with a relatively straight alignment and maintains a higher posted speed compared to other park roads. The first known road to lead from the northern boundary into CRLA was an auto trail called the Diamond Lake Auto Trail dating to 1919, when NPS had the desire to shorten the travel time between Crater Lake and the northern boundary.³²

The Army Corps of Engineers constructed a road system throughout the park under the supervision of project engineer George Goodwin and then William G. Carroll, when construction was focused on the west and south entrances.³³ During the 1920s, the Army Corps of Engineers turned over to the NPS the responsibility for road maintenance, construction, realignments, and widening of park roads in 1918.³⁴ The greatest changes to road development happened during the 1920s and 1930s when the Bureau of Public Roads (BPR) and NPS collaborated on road improvement projects starting in 1925 (Appendix A: Figures

²⁹ Harlan D. Unrau, *Crater Lake Administrative History, Vol. I of II*. National Park Service, U.S. Department of the Interior, 1987.

³⁰ National Park Service, *Crater Lake National Park, Facts and Figures*, United States Department of the Interior, 1.

³¹ Ibid.

³² Mark, Stephen, *HAER Documentation*, Crater Lake National Park, Library of Congress.

https://www.nps.gov/parkhistory/online_books/crla1/rimdrive9.htm; Mark, Stephen, *History Chapter 19*, 2013.

³³ Mark, Stephen, *HAER Documentation*, Crater Lake National Park, Library of Congress.

https://www.nps.gov/parkhistory/online_books/crla1/rimdrive9.htm

³⁴ Crater Lake Determination of Eligibility for Rim Drive, Assessment Draft, 2003.

15-16).³⁵ Park road projects were implemented in cooperation with the BPR beginning in 1925 and within a year the first roadway projects were completed with widening the road, the installation of log guardrails, and macadam surfacing.³⁶ The Diamond Lake Auto Trail was widened and realigned in 1931 with the final stage of paving construction completed in 1936 (Appendix A: Figures 3-8).³⁷ Road reconstruction stopped during World War II due to a lack of funding; during the post-war years funding was limited to maintaining ditches and patching paved surfaces.³⁸

North Entrance Road and Mission 66 History

By mid-century, as happened at many of the National Parks, the Mission 66 program was implemented to improve park infrastructure. This included entirely new roads (which did not occur at Crater Lake), the complete relocation of roads, and the reconstruction of old roads. The projects could result in wider driving lanes, realignments to flatten grades, and widening curves.³⁹ Integrating the roads into the landscape was achieved through park road design standards in some cases.⁴⁰ Road design standards changed with the automobile's evolution and increased affordability; however, the money to reconstruct roads often lagged. Changes to roads were made to adhere to the modern planning and design principles associated with the Mission 66 program.⁴¹ Modernization was implemented to accommodate higher traffic volumes at higher speeds and winding roads were to be straightened and widened, with the goal of making movement throughout the parks easy, efficient, and fast.⁴² The North Entrance Road was not included in major development projects during the Mission 66 program except for the parking area located at the Pumice Desert (FN 1). When it was constructed, the wayside exhibit included an interpretive marker that described environmental conditions surrounding the parking area. The NPS decided not to widen the North Entrance Road corridor because at the time the southern approaches were a higher priority.⁴³

Furthermore, as mentioned earlier, the South Highway 62 road corridor is also associated with Crater Lake Highway and the Volcanic Legacy Scenic Byway. Crater Lake Highway is a state highway that runs north-northeast from Medford, turning east as it approaches the park, and then turning south-southeast as it

³⁵ Mark, Stephen, *HAER Documentation*, HAER No. OR-107, Crater Lake National Park, Library of Congress. https://www.nps.gov/parkhistory/online_books/crla1/rimdrive5.htm

³⁶ *Ibid.*

³⁷ Electronic communication from Stephen Mark, Crater Lake Historian to Logan Simpson, February 2022.

³⁸ *Ibid.*

³⁹ Picarello, *Mission 66 Resources*, F.90.

⁴⁰ Carr, et al. National Register of Historic Places Multiple Property Documentation Form: National Park Service Mission 66 Era Resources, FN90.

⁴¹ *Ibid.*

⁴² Carr, Ethan. *Mission 66: Modernism and the National Park Dilemma*, p. 174.

⁴³ Mark, Stephen, *HAER Documentation*, Crater Lake National Park, Library of Congress. https://www.nps.gov/parkhistory/online_books/crla1/rimdrive9.htm

approaches Klamath Falls, ends at the Willameon River comprising a portion of the Volcanic Legacy Scenic Byway. The Volcanic Legacy Scenic Byway spans 500 miles extending from California into Oregon. At CRLA, the Byway extends from Oregon Highway 138 and joins the North Entrance Road at the north entrance to CRLA, leading to Rim Drive. The Byway subsequently stretches through Annie Spring Junction and joins South Highway 62 (Route 2) leading to CRLA's south entrance. The Byway continues to showcase unique volcanic features and remarkable natural scenery alongside its route throughout CRLA.

4. NRHP ELIGIBILITY EVALUATION

Eligibility Standards

As noted previously, NPS requested that DOWL and Logan Simpson perform an NRHP eligibility assessment of the North Entrance Road located in CRLA, Klamath County and Douglas County, Oregon. The road and associated features were evaluated based on whether or not they meet the minimum age threshold; were associated with one of the four NRHP criteria; were constructed or designed during the Mission 66 period of significance; meet the relevant MPDF's registration requirements and Criterion Considerations; exhibit individual distinction worthy of individual listing; constitutes a historic feature; and retain most, if not all, seven Aspects of Integrity (i.e. location, setting, feeling, design, materials, workmanship, and association).

Guidelines for Mission 66 Road Systems

The North Entrance Road was evaluated for its eligibility to the NRHP using the following registration requirements from the National Park Service Mission 66 Era Resources MPDF.

Per the Mission 66 Era Resources MPDF, when evaluating circulation corridors, it is important to consider how they integrate with the landscape features, and "in nearly all instances, the identification of corridor significance, and potential cultural landscape features should be considered in terms of vegetation, both natural and designed; views and vistas; linear spatial organization with developed park areas; associated structures; and natural and designed drainage systems. Research includes original construction drawings should assist the determination of the extent of 'vista clearing' or the restoration of panoramic views in various locations on the parkway. Conversely, keeping the roadways fully landscaped along their perimeters should be similarly documented."

Guidelines for Determination of National Register Eligibility for Mission 66 Road Systems

Per the Mission 66 Era Resources MPDF road registration requirements, to be considered eligible for listing in the NRHP, Mission 66 circulation corridors should fall within the period of significance from 1945-1972. Registration requirements for significant Mission 66 roads, trails, and parkways should be viewed in terms of a park-wide road survey and subsequent nomination of all or parts of the corridors, if warranted, and should reflect the following considerations:

- Mission 66 construction most often affected the integrity of earlier pre-World War II roads, which needs to be taken into consideration when nominating corridors with a wide range of dates through all construction periods.
- Mission 66 construction generally did not enhance older roads but strove to bring them up to standards for modern vehicle speeds and maneuvering.
- Upgrading involved widening roadbeds, constructing new bridges, calculating even cut and fill grades, adding retaining walls and guardrails and fixing landscape construction scars.
- Redesigned bypass roads and new access to developed areas, which resulted in the rehabilitation of older roads and required entirely new segments of Mission 66-designed roadways.
- Survival of the centerline of a road is a main determining feature in assessing roads. In most cases, the centerline from earlier pre-World War II roads may be retained even though the roadway was widened.

The following quantity and quality considerations of associated structures may aid to determine a Mission 66 road corridor's significance:

- These structures include new bridges, retaining walls, and guardrails. Interpretative turnouts at important locations and new entrance features into a park may be of significance.
- In some instances, these features may be more associated with other developments such as visitor centers, entrance stations, and overlooks.
- Bridges are important features of Mission 66 road corridors and may have engineering significance particularly where they span deep and wide gorges or other natural features. In some instances, Mission 66 bridges made an attempt to relate to existing historic bridges by the adding natural materials such as stone masonry at the abutments.

Widening pre-Mission 66 roads, or providing new wider roadbeds and turnouts, often resulted in the construction of a variety of retaining walls and sub-surface road foundations, of which the following

characteristics should be considered:

- These associated features may have some engineering significance. The use of materials, such as modern concrete and steel bridge deck coupled with stone masonry abutments, may have significance.
- The bypassing of park-developed areas often meant new approaches to engineering and construction that, in some instances, included overpasses with entrance and exit ramps.
- Some pre-Mission 66 roads were straightened to reduce the number of curves and allow higher vehicle speeds. As part of the process, there may be new cuts and fills to flatten roads and provide better sight lines.
- Mission 66 road corridor construction necessitated decisions regarding guardrails. Some reconstruction and new construction included stone masonry guardrails that matched older stone masonry. Other roads continued using log guardrails to maintain a rustic feeling along the corridors. Many of the solutions have been abandoned in favor of metal guardrails that meet the Federal Highway Administration's crash test requirements, which may affect integrity.
- Roads should also be evaluated for how pre-Mission 66 features were incorporated into new construction. For example, some roads were maintained with slight turns to provide drivers with a visual cue to a natural or historical feature of importance. These areas, like turnouts along the road corridors, were often interpreted.

Evaluation of North Entrance Road

The North Entrance Road does not meet the criteria for NRHP eligibility established in the Mission 66 era Resources MPDF. These guidelines specify that “to be eligible for the NRHP road evaluations should be viewed in terms of a park-wide road survey and subsequent nomination of all or parts of the corridors.”⁴⁴ In addition to this, the guidelines state that “the quantity and quality of associated structures may aid to determine a Mission 66 road corridor's significance.” Roads are subject to periodic maintenance over time, including regrading and re-paving, those actions in and of themselves are not necessarily detrimental to its historic integrity. The only portion of the North Entrance Road corridor with integrity related to the Mission 66 period of significance is the Pumice Desert Wayside Exhibit and parking area. Only a portion of the road is associated with Mission 66 and the realignment and widening of Route 8 completed in 1987 removed the original 1936 design. The associated Pumice Desert Wayside Exhibit and parking area lacks distinction and does not stand out in any way to indicate its association with Mission 66, especially without

⁴⁴ Piccarello, *Mission 66 Resources*, F. 92.

a wayside exhibit.

The North Entrance Road is not recommended eligible for the NRHP. Only a small portion of the North Entrance Road corridor is associated with Mission 66; additionally, there are no individual associated structures along the North Entrance Road that meet the MPDF road registration requirements. The 1987 upgrades removed the original design of the road. The overall condition of the documented resource is good; however, modern upgrades and alterations to the road's alignment have changed its materials and design and as such they no longer retain their historic fabric. As a result, these changes have compromised the resources integrity of feeling, design, materials, and workmanship, and ability to express association with the Mission 66 or Parkscape USA era.

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APPENDIX A: SITE PLANS, DRAWINGS & PHOTOGRAPHS

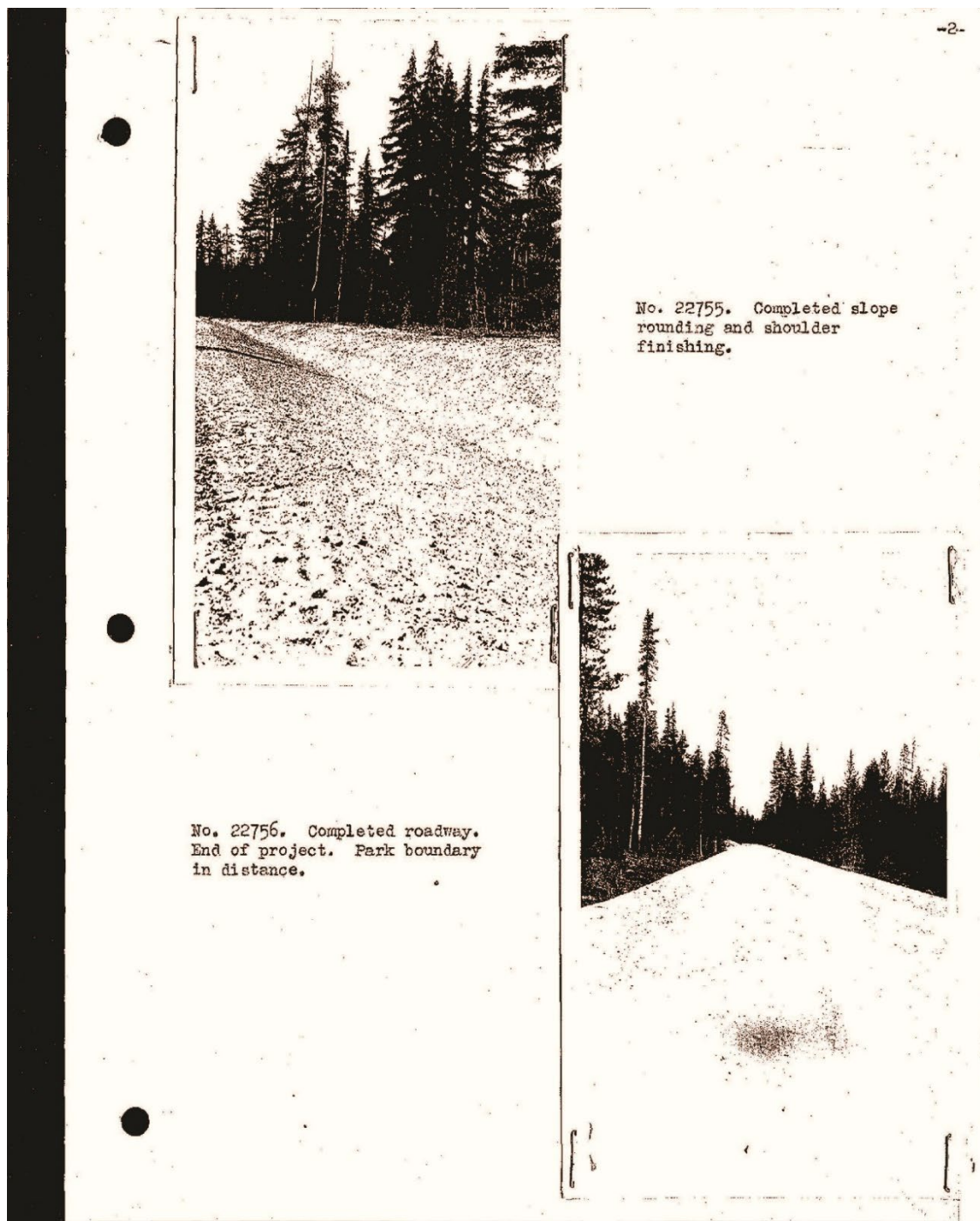


Figure 3. Final Construction Report (1931-1932) on Diamond Lake Highway, Diamond Lake Junction—North Boundary Section, Project 8 (Grading), page 2. Courtesy of Crater Lake Archives: Courtesy of the CRLA Archives: Collection #1002, Catalog #8899, Series I and Series II, DWG#D292.

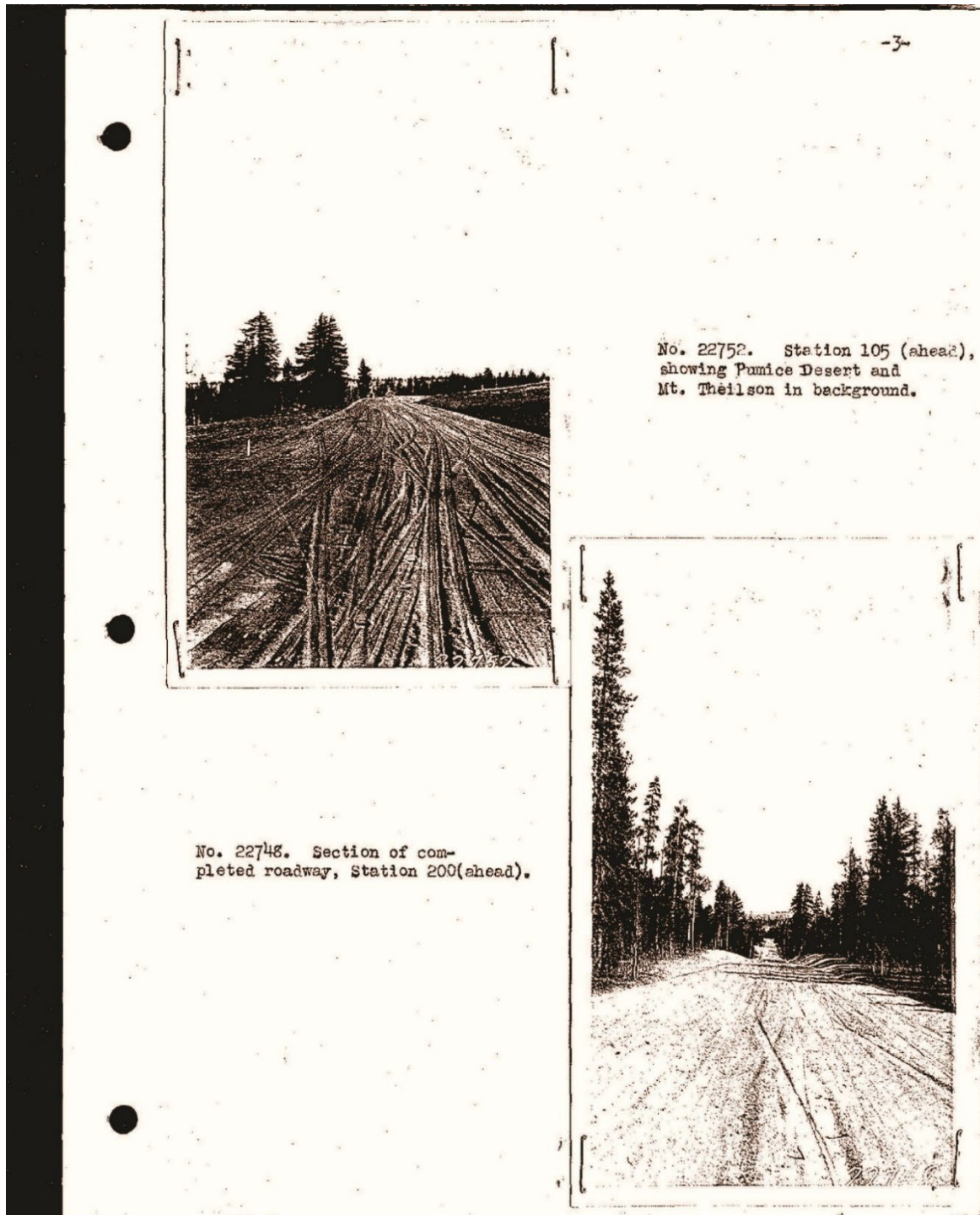


Figure 4. Final Construction Report (1931-1932) on Diamond Lake Highway, Diamond Lake Junction—North Boundary Section, Project 8 (Grading), page 3. Courtesy of Crater Lake Archives: Courtesy of the CRLA Archives: Collection #1002, Catalog #8899, Series I and Series II, DWG#D292.

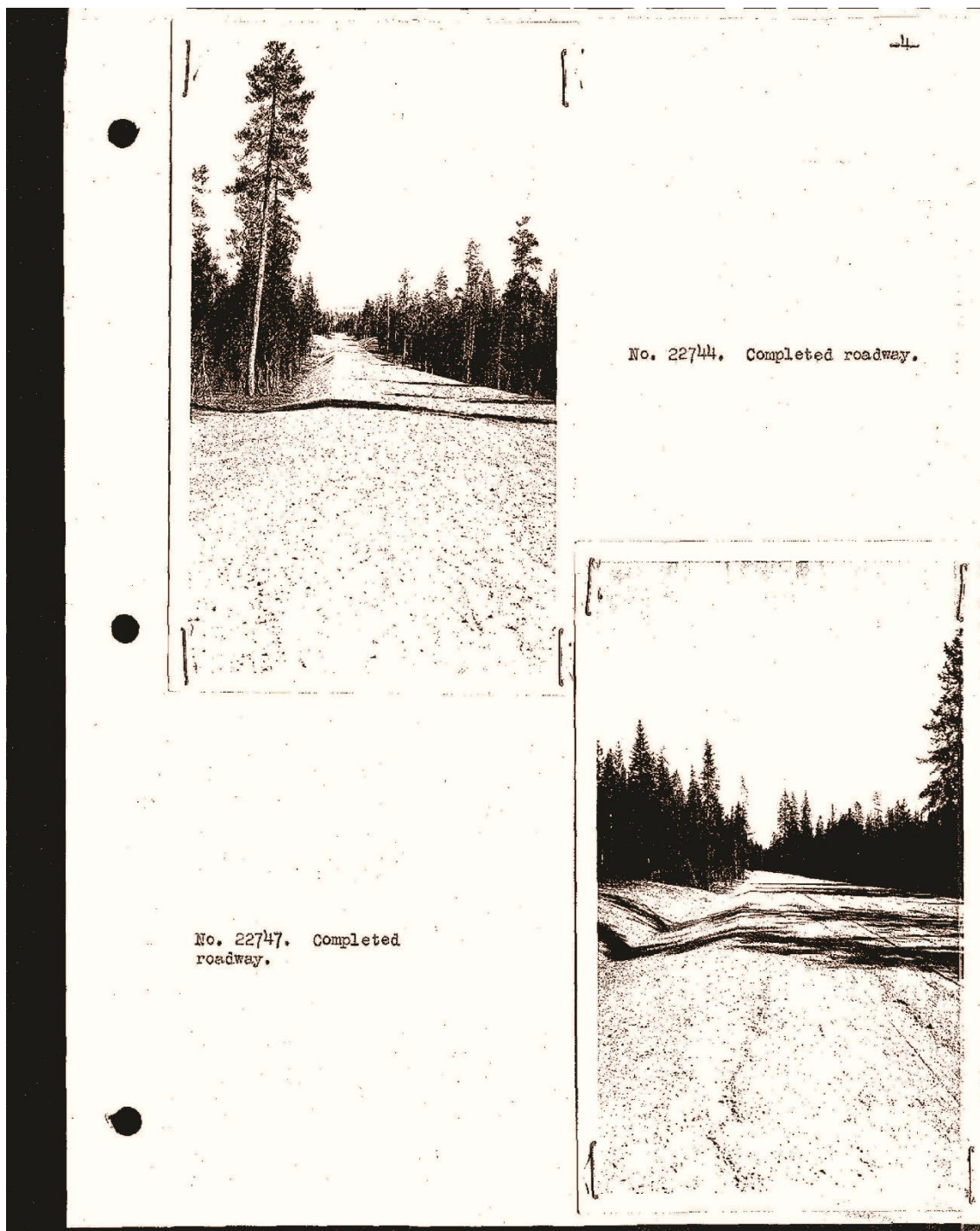


Figure 5. Final Construction Report (1931-1932) on Diamond Lake Highway, Diamond Lake Junction—North Boundary Section, Project 8 (Grading), page 4. Courtesy of Crater Lake Archives: Courtesy of the CRLA Archives: Collection #1002, Catalog #8899, Series I and Series II, DWG#D292.

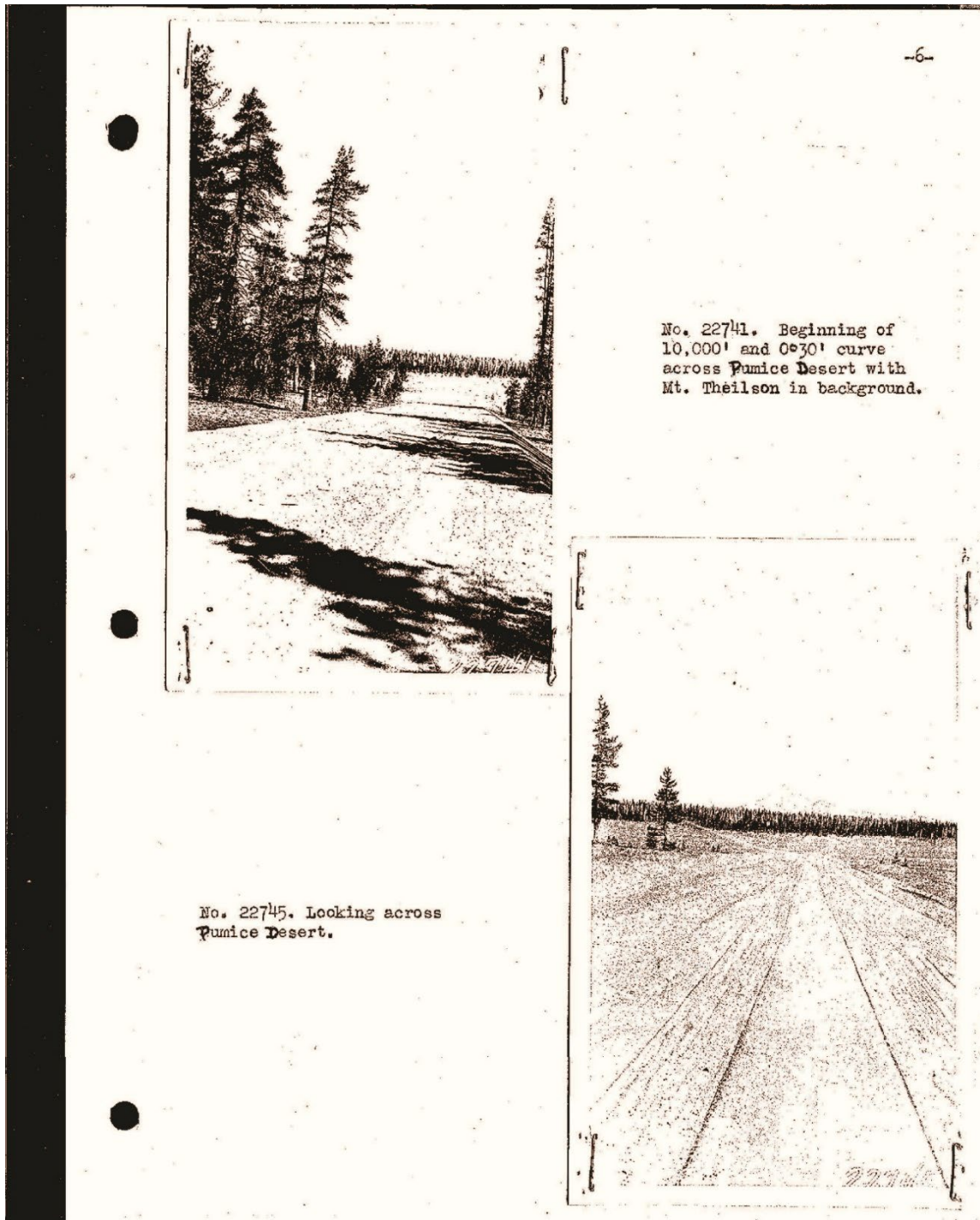


Figure 6. Final Construction Report (1931-1932) on Diamond Lake Highway, Diamond Lake Junction—North Boundary Section, Project 8 (Grading), page 6. Courtesy of Crater Lake Archives: Courtesy of the CRLA Archives: Collection #1002, Catalog #8899, Series I and Series II, DWG#D292.

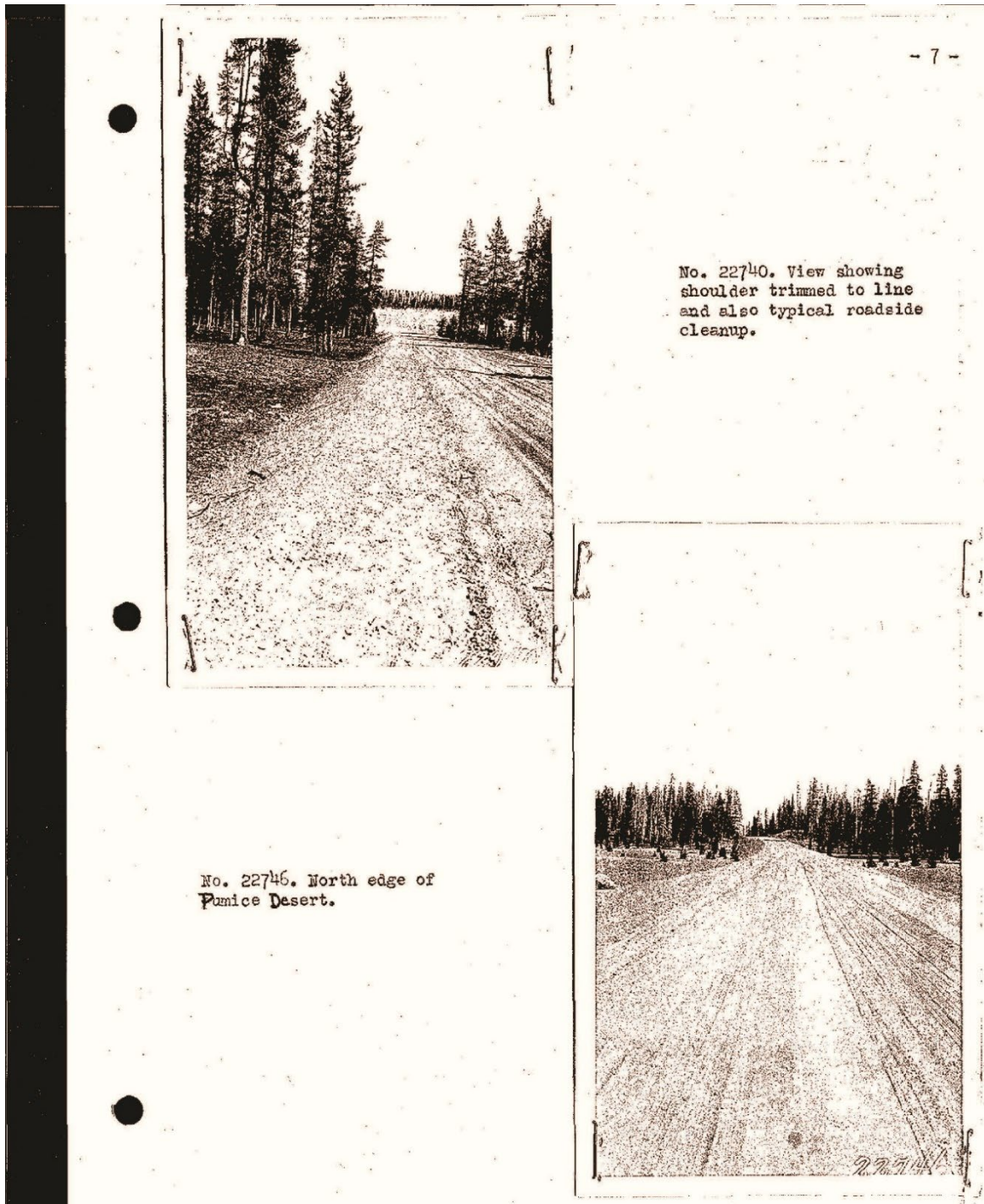


Figure 7. Final Construction Report (1931-1932) on Diamond Lake Highway, Diamond Lake Junction—North Boundary Section, Project 8 (Grading), page 7. Courtesy of Crater Lake Archives: Courtesy of the CRLA Archives: Collection #1002, Catalog #8899, Series I and Series II, DWG#D292.

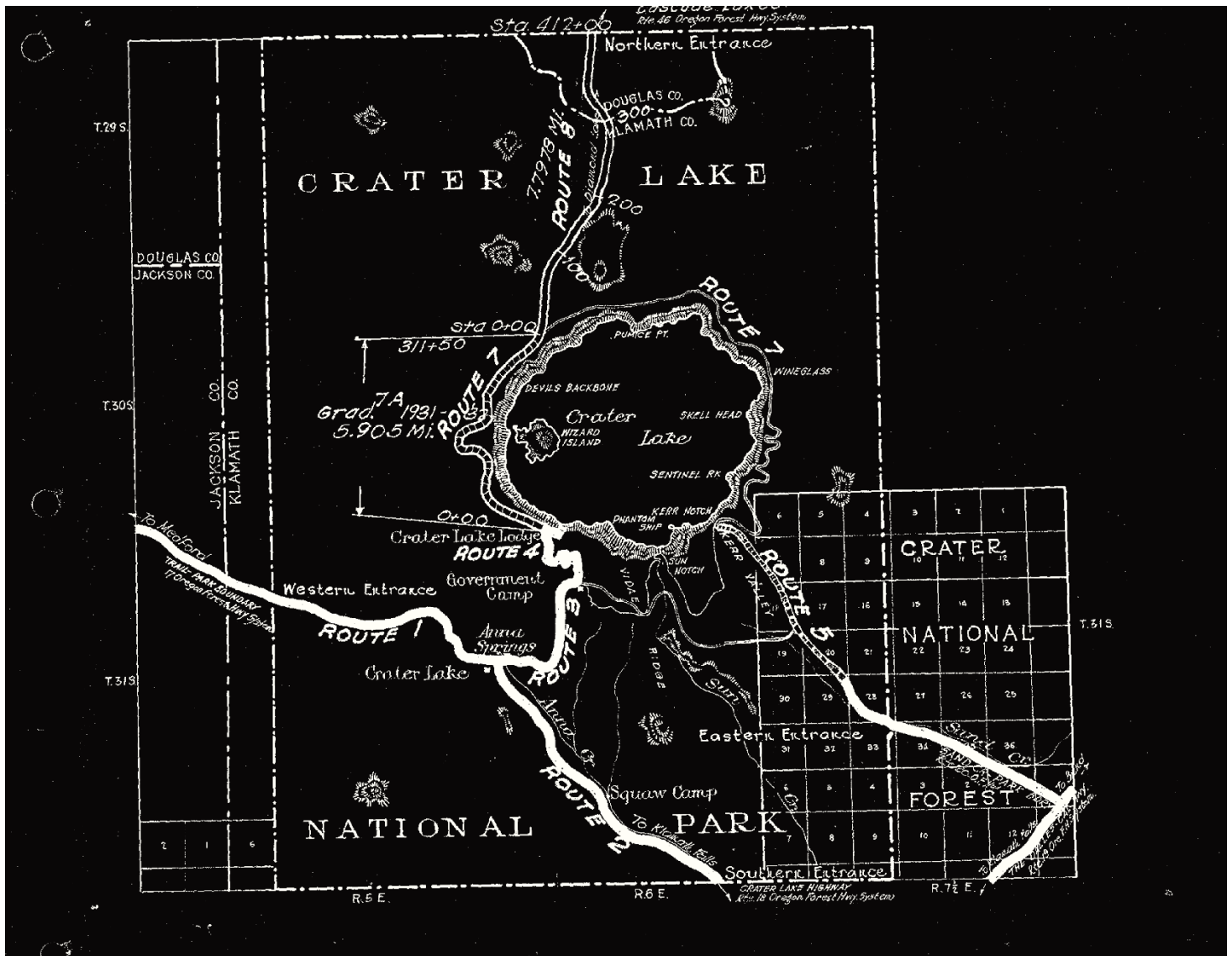


Figure 8. Final Construction Report (1931-1932) on Diamond Lake Highway, Diamond Lake Junction—North Boundary Section, Project 8 (Grading), 1930a map of major routes at CRLA. Courtesy of Crater Lake Archives: Courtesy of the CRLA Archives: Collection #1002, Catalog #8899, Series I and Series II, DWG#D292.

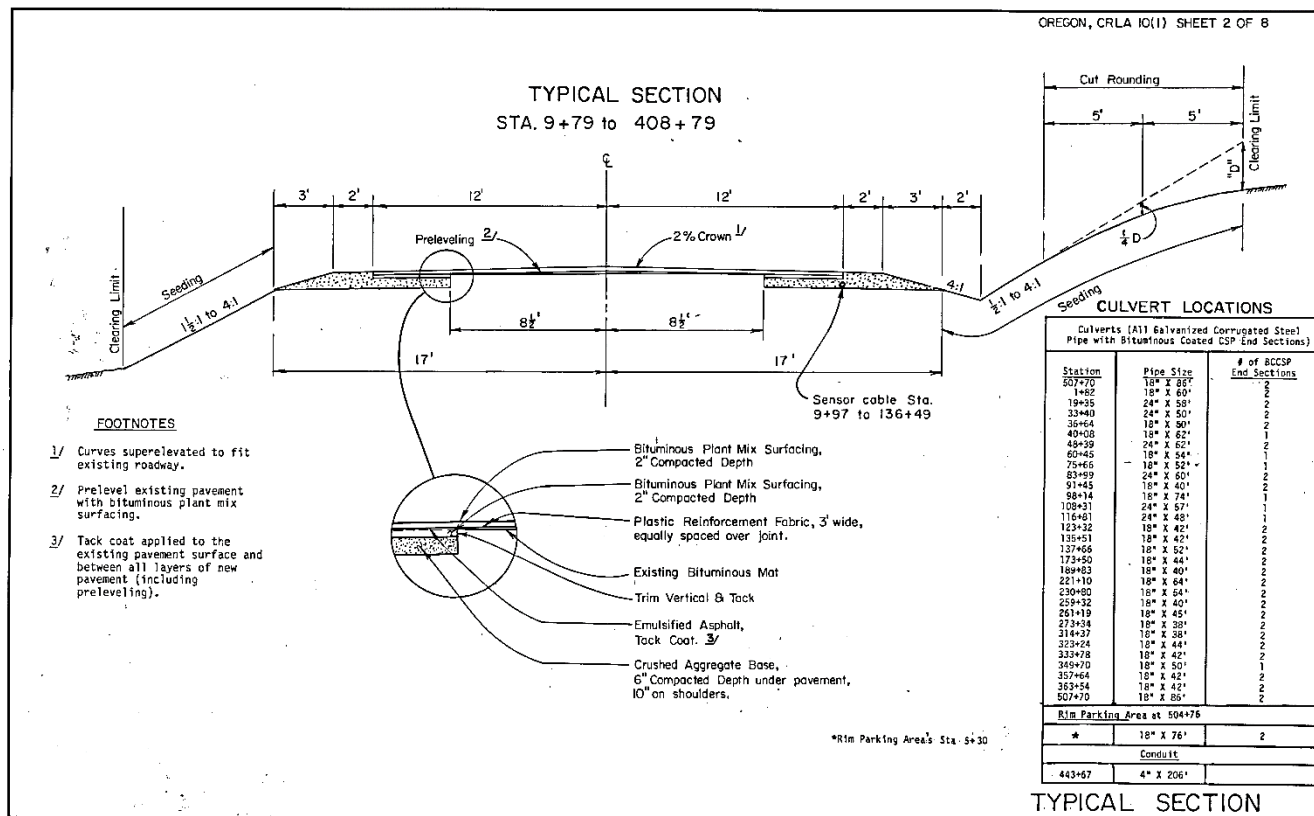


Figure 9. As-built drawing of North Entrance Road (July 1985). Typical Section. From Plans for Project No. CRLA 10(1). North Entrance Road. As constructed drawing FHWA. Sheet 2 of 8. Courtesy of the CRLA Archives: Collection #1002, Catalog #8899, Series II and Series III, DWG #41919.

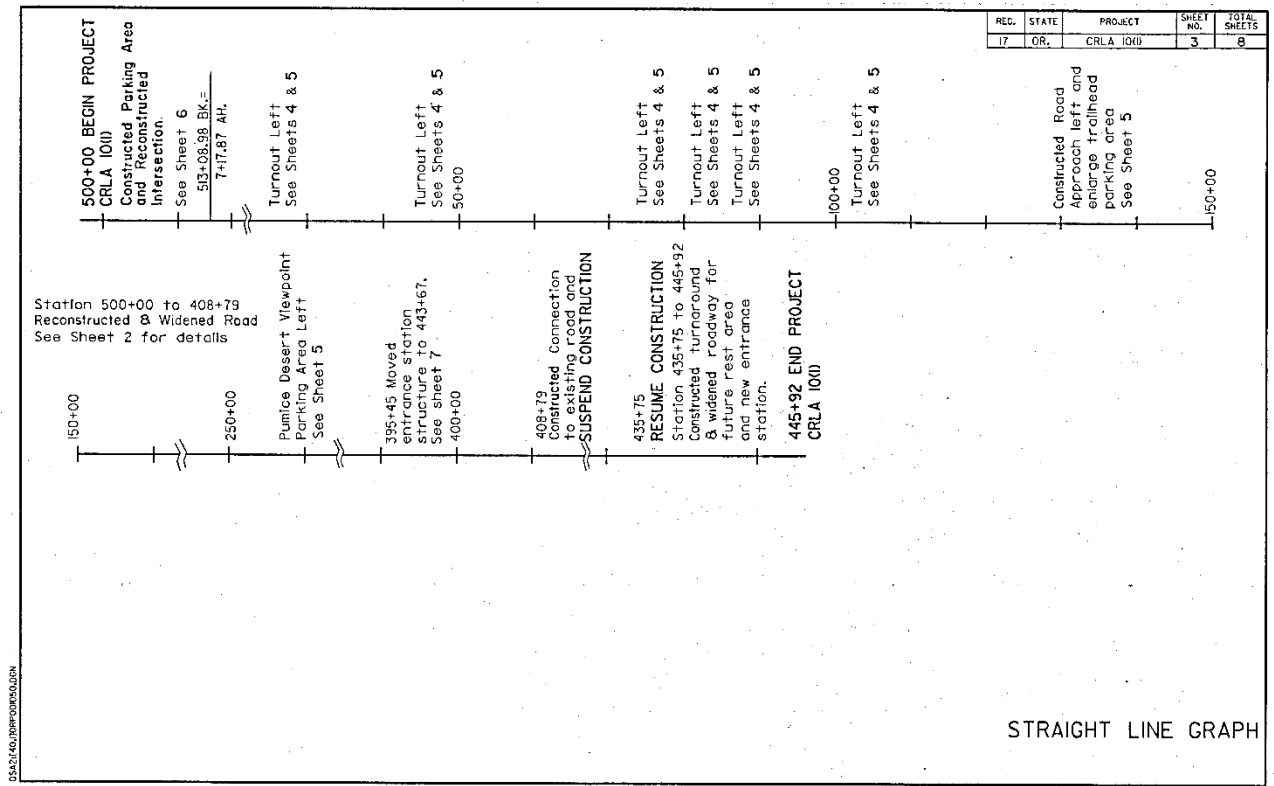


Figure 10. As-built drawing of North Entrance Road (July 1985). From Plans for Project No. CRLA 10(1). North Entrance Road. As constructed drawing FHWA. Sheet 3 of 8. Courtesy of the CRLA Archives: Collection #1002, Catalog #8899, Series II and Series III, DWG #41919.

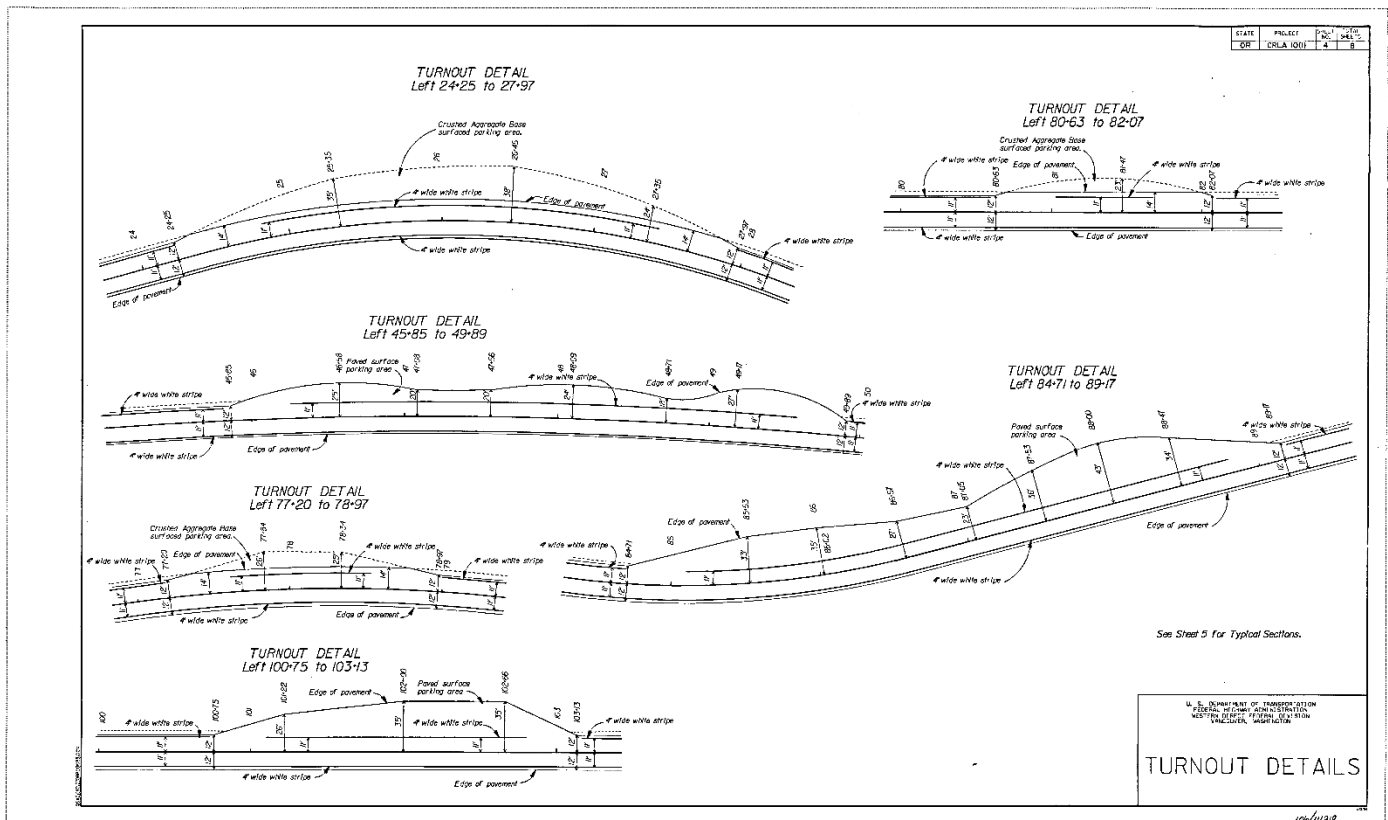


Figure 11. As-built drawing of North Entrance Road (July 1985). Turnout Details. From Plans for Project No. CRLA 10(1). North Entrance Road. As constructed drawing FHWA. Sheet 3 of 8. Courtesy of the CRLA Archives: Collection #1002, Catalog #8899, Series II and Series III, DWG #41919.

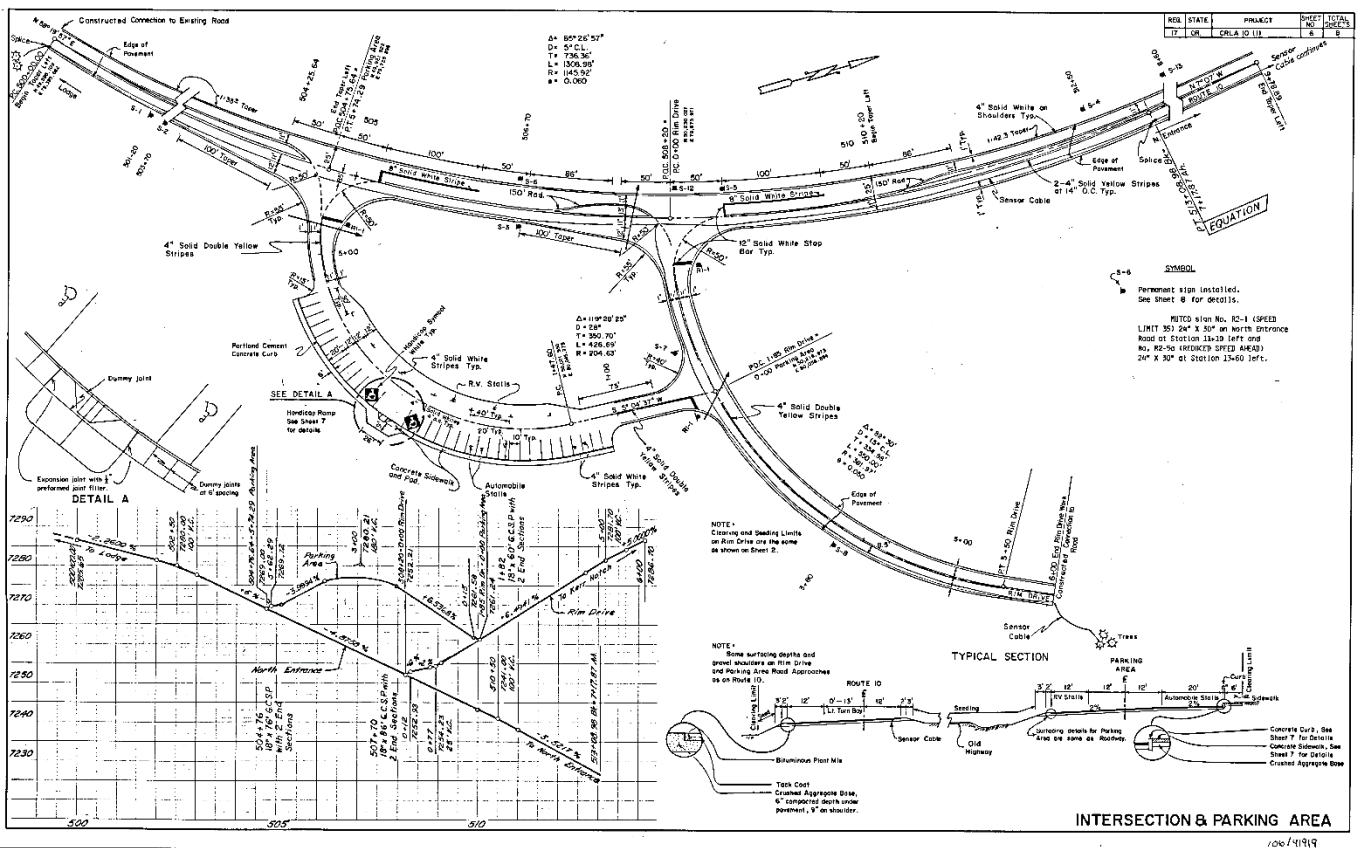


Figure 13. As-built drawing of North Entrance Road (July 1985). Intersection and Parking Area, North Junction. From Plans for Project No. CRLA 10(1). North Entrance Road. As constructed drawing FHWA. Sheet 6 of 8. Courtesy of the CRLA Archives: Collection #1002, Catalog #8899, Series II and Series III, DWG #41919.

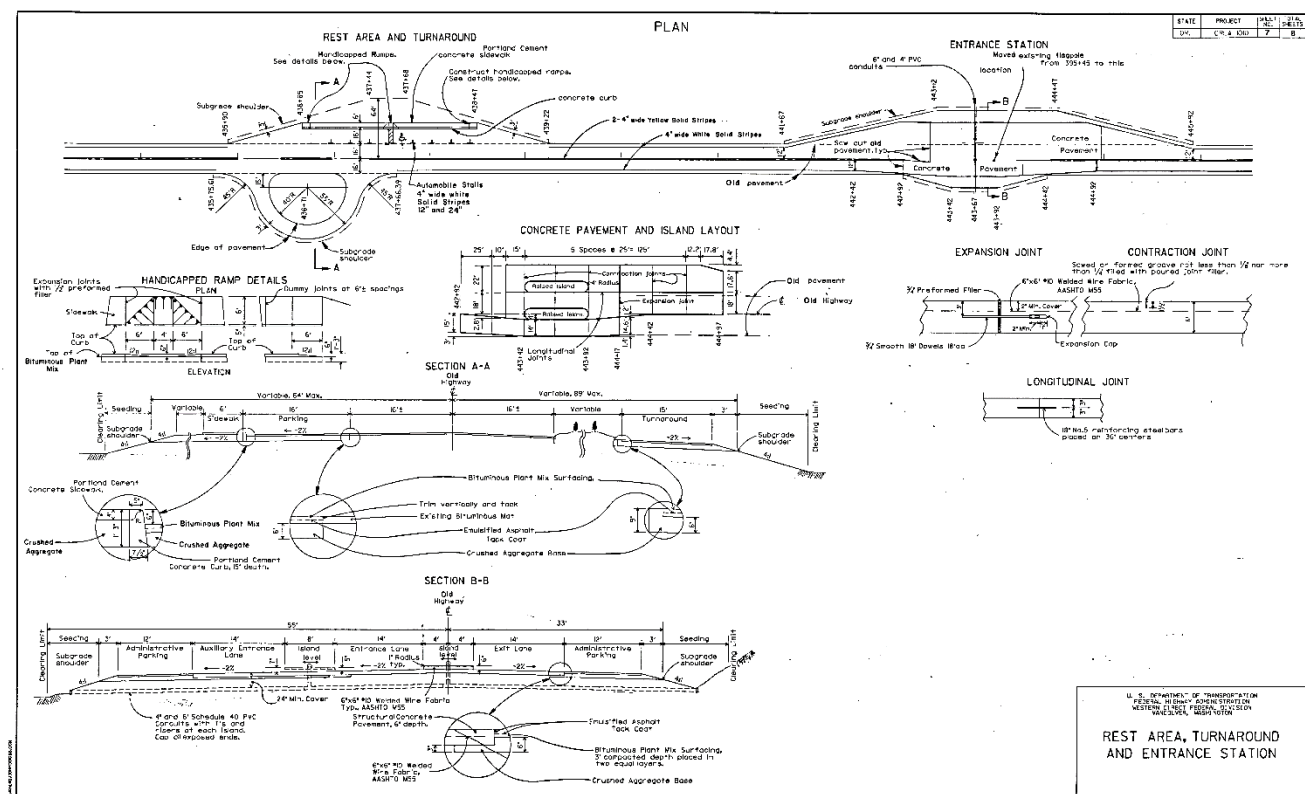


Figure 14. As-built drawing of North Entrance Road (July 1985). Rest area, Turnaround and Entrance Station. North Junction. From Plans for Project No. CRLA 10(1). North Entrance Road. As constructed drawing FHWA. Sheet 7 of 8. Courtesy of the CRLA Archives: Collection #1002, Catalog #8899, Series II and Series III, DWG #41919.

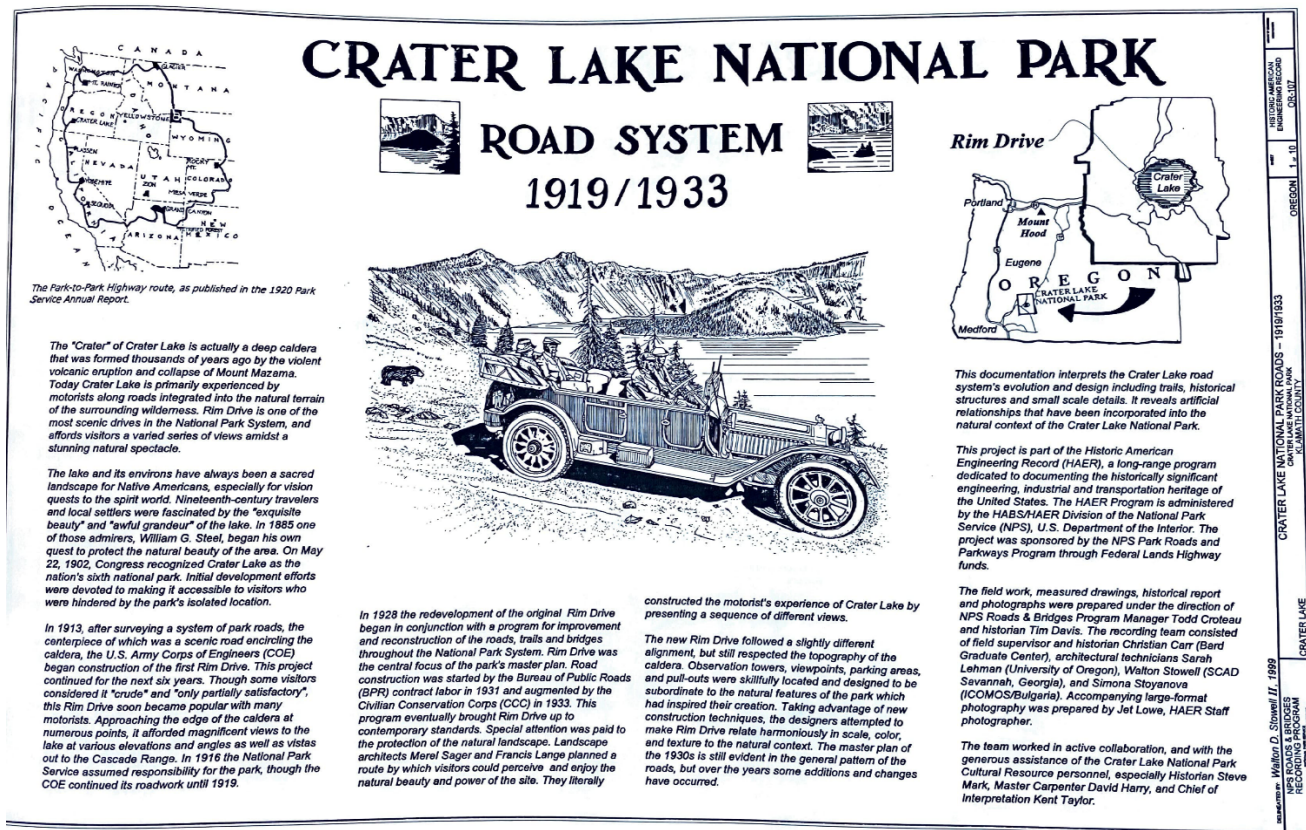


Figure 15. Excerpt from Timothy Davis' *National Park Roads*, "Crater Lake National Park Road System 1919/1933," University of Virginia Press, 2016. Drawing by Walton Stowell II, 1999.

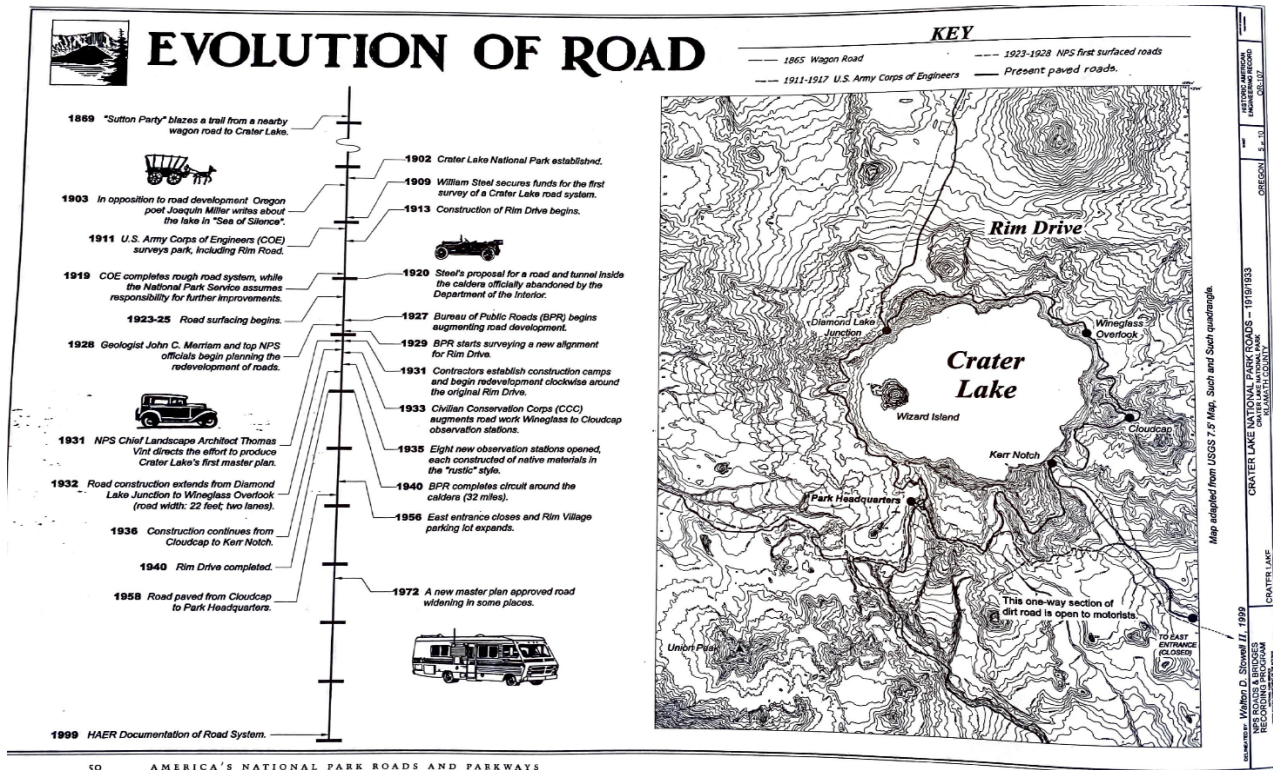


Figure 16. Excerpt from Timothy Davis' *National Park Roads*, "Evolution of Road," University of Virginia Press, 2016. Drawing by Walton Stowell II, 1999.